

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

**BOARD OF DIRECTORS MEETING**

**DATE:** May 2, 2016  
**PLACE:** Bankhead Theater  
2400 First Street, Livermore CA 94551  
**TIME:** 6:00pm

---

**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. March and April Wheels Accessible Advisory Committee Minutes Report**

**5. Consent Agenda**

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

- A. **Minutes of the March 7, 2016 Board of Directors meeting.**
- B. **Treasurer's Report for the month of February and March 2016**

**Recommendation:** Staff recommends approval of the February and March 2016 Treasurer's Report.

- C. **Accommodation for the 2016 Summer School Program**

**Recommendation:** The Projects & Services Committee recommends the Board approve a repeat of last year's summer school accommodations as described above. Specifically,

Staff recommends to:

- Continue accommodation of the LARPD ESS summer program in Livermore by operating Route 403 three days per week during summer 2016;
- Continue accommodation of the DUSD and DPIE summer programs at Dublin High School by operating Route 501 five days per week during summer 2016; and
- Accommodate the PUSD summer program at its (new) location at Amador Valley High School by operating Route 605 four days per week during summer 2016, and by way of the regularly scheduled service of Routes 8 and 10.

**D. Extra Service during the 2016 Alameda County Fair and the Livermore Fourth of July Fireworks Show**

**Recommendation:** The Projects & Services Committee recommends that the Board approve the 2016 Alameda County Fair and Livermore Fireworks service plan.

**E. Short Range Transit Plan FY2016-2025**

**Recommendation:** Approve LAVTA's Short Range Transit Plan 2016-2025.

**F. East Dublin School Trippers Capacity and Alignment Partitioning**

**Recommendation:** The Projects & Services Committee recommends that the Board of Directors approve the cost-neutrally partition of the two current eastern Dublin school trippers oriented for Dublin High School into three routes for logistical purposes as outlined above and shown on the attached maps, effective with school starts on August 15, 2016.

**G. 5311 Authorizing Resolution**

**Recommendation:** Staff recommends that the Board of Directors approve the attached Resolution authorizing staff to submit requests for FTA Section 5311 Funding to the Caltrans. This item was recommended to the Board by the Finance & Administration Committee.

**H. Transit Performance Improvement Program (TPI) Authorizing Resolution**

**Recommendation:** Staff requests approval of Resolution #16-2016 authorizing Staff to submit a request to MTC for the Transit Performance Incentives (TPI) Program in the amount of \$423,798.

**I. State Legislative Update**

**Recommendation:** The F&A Committee received this report and has recommended it to the Board of Directors for action. Staff recommends the Board accept the report as presented; adopt the legislative positions recommended herein and direct staff to take action to communicate these positions with the Legislature.

**J. Approval of Resolutions Authorizing Staff to Apply for TDA, STA, and RM2 funds for Fiscal Year 2016-2017.**

**Recommendation:** The Finance and Administration Committee recommends approval of the attached resolutions authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, and STA Funds for Fiscal Year 2016-2017.

**6. Comprehensive Operations Analysis – Proposed Wheels Service Changes**

- A. **Staff Report**
- B. **Public Hearing**
- C. **Discussion & Action**

**Recommendation:** The Projects and Services Committee recommends that the Board approve the service changes recommended as a part of the COA Preferred Alternative as detailed in the attached Resolution, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

**7. Executive Director’s Report**

**8. Matters Initiated by the Board of Directors**

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

**9. Next Meeting Date is Scheduled for: June 6, 2016**

**10. 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

4/27/2016

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](mailto:frontdesk@lavta.org)*

# **AGENDA**

## **ITEM 4**



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

**WHEELS Accessible Advisory Committee**

**DATE:** Tuesday, March 8, 2016

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

**TIME:** 3:00 p.m.

---

**DRAFT MINUTES**

**1. Call to Order**

The Chair Carmen Rivera-Hendrickson called the meeting to order at 3:00 pm.

**Members Present:**

Herb Hasting	Alameda County
Sue Tuite	Alameda County – Alternate
Connie Mack	City of Dublin
Shawn Costello	City of Dublin
Carmen Rivera-Hendrickson	City of Pleasanton
Glenn Hage	City of Pleasanton – Alternate
Russ Riley	City of Livermore
Nancy Barr	City of Livermore
Pam Deaton	Social Services Member
Amy Mauldin	Social Services Member
Esther Waltz	PAPCO Representative

**Staff Present:**

Michael Tree	LAVTA
Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Juana Lopez	MTM
Ally Macias	MTM
Peter Lawson	MV

**Members of the Public:**

Thomas Wittmann  
Jeffrey Smith

Nelson\Nygaard  
DAR rider

2. **Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**

None.

3. **Comprehensive Operational Analysis (COA) Update**

Thomas Wittmann from Nelson\Nygaard presented COA's preferred alternative and the committee members offered their feedback on a route-by-route bases. The guiding principles for the preferred alternative include improving the overall ridership and the ridership and farebox recovery ratio of Rapid, improving access to BART and Las Positas College, and simplifying the service. The routes proposed be changed include:

- Rapid
- Route 1
- Route 3
- Route 8
- Route 10
- Route 11
- Route 14
- Route 15
- Route 54
- New Route 580X
- East Dublin school trips

The proposed routes for deletion include:

- Route 2
- Route 9
- Route 12
- Route 12X
- Route 20X
- Route 51
- Livermore school trippers
- Route 70XV

The Committee submitted the following comments:

Overall comment – Do not change the route numbers.

Route 1 – The future Water Park in Dublin would need service; also, Emerald Glen Park should have bus service.

Route 3 – There is a Community Center off Shannon Ave in Dublin that should be served by Route 3.

Route 8 – Needs to provide service to the Alameda County Fair.

Route 10 – Should continue to go to the Mall.

Route 14 – Should be named Route 12.

Route 12/14 – Should provide service along Rutan to the Wheels office.

Rapid – Should continue to go to the Mall.

The Chair noted that the remaining agenda items could not be discussed during the time allotted for the meeting. Therefore, a special WAAC meeting will be held on April 6<sup>th</sup>.

## **12. Adjourn**

The meeting was adjourned at 5:08 pm.

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

**WHEELS Accessible Advisory Committee**

**DATE:** Wednesday, April 6, 2016

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

**TIME:** 3:30 p.m.

---

**DRAFT MINUTES**

**1. Call to Order**

The Chair Carmen Rivera-Hendrickson called the meeting to order at 3:30 pm.

Members Present:

Herb Hasting	Alameda County
Sue Tuite	Alameda County – Alternate
Connie Mack	City of Dublin
Shawn Costello	City of Dublin
Carmen Rivera-Hendrickson	City of Pleasanton
Glenn Hage	City of Pleasanton – Alternate
Russ Riley	City of Livermore
Nancy Barr	City of Livermore
Mary Anna Ramos	City of Livermore – Alternate
Pam Deaton	Social Services Member
Amy Mauldin	Social Services Member
Esther Waltz	PAPCO Representative

Staff Present:

Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Nikki Diaz	LAVTA
Karen Huynh	LAVTA
Juana Lopez	MTM
Ally Macias	MTM
Gregg Eisenberg	MV Transit

Members of the Public:

Dawn Argula	LAVTA Board member, Supervisor Haggerty's Office
Cheryl S. Hyer	Carmen Rivera-Hendrickson's PCA
Richard Waltz	DAR rider
Jeffrey Smith	DAR rider
Rashida Kamara	East Bay Paratransit

**2. Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**

None.

**3. Minutes of the January 6, 2016 Meeting of the Committee**

Approved.

Hastings/Waltz

Riley abstains

**Minutes of the March 8, 2016 Meeting of the Committee**

Approved.

Hastings/Mack

Costello abstains

**4. Dial-A-Ride Passenger Survey Follow-Up**

Staff presented an analysis of the open-ended verbal comments on the latest DAR customer satisfaction survey. Out of the 100 respondents 34 said that they didn't have any comments, 28 had had positive feedback and expressed appreciation for the service, 8 people said that there have been times when they had been picked up late and 4 complained about long travel times. There were 10 comments that LAVTA considers invalid because of the nature of the ADA paratransit service. These comments included not liking regional/inter-agency trips, wanting to change the drop-off location while onboard of a DAR vehicle, not liking the 30-minute pick-up window policy and wanting the same driver for the return ride. LAVTA is planning to add a question about whether the passenger would be willing to give his/her phone number for the staff follow-up in the next customer satisfaction survey for the cases where respondent expresses a concern or has a negative comment.

**5. Recognizing WAAC Member Sue Tuite**

Long time WAAC member Sue Tuite is resigning from the committee due to moving to Washington State. LAVTA Board member Dawn Argula presented Sue a Certificate of Appreciation on behalf of Supervisor Haggerty's office and

the Chair Rivera-Hendrickson presented a certificate on behalf of the WAAC. Sue has served on the WAAC for ten years.

**6. Subscription Trip Cancellations**

Because the number of paratransit trips has been increasing significantly in FY2016 and the percentage of subscription trips is over 60% LAVTA has sent a letter to 24 passengers with subscriptions informing them that their subscriptions are to be cancelled and they would have to make a reservation 1-7 days before they need their ride. LAVTA Board-approved policy states that the subscriptions should not be more than 50% of the total trips and the ADA law does not require transit agencies to provide subscription trips.

**7. Announcement of WAAC Recruitment for Positions for FY 2017**

Staff reported that the recruitment for the open WAAC positions for FY2017 has begun and that the applications are due on April 15, 2016.

**8. Annual Program Submittal for ACTC Measure B and BB Funding**

Staff presented to the committee the Annual Paratransit Program plan that was submitted to ACTC for Measure B and BB funding.

**9. PAPCO Report**

Esther Waltz reported on the latest PAPCO meeting.

**10. Chair's discussion with Committee**

The Chair brought to the committee members attention an incident where a driver had heard from a WAAC member that Dial-A-Ride fares are increasing. This turned out to be not true and the Chair reminded the committee not to spread false information. If there is a question about a policy, committee members are reminded to first talk to LAVTA staff.

**11. Fixed Route Operational Issues – Suggestions for Changes**

Carmen Rivera-Hendrickson reported that on February 1 a driver didn't know how to secure her chair. She also said that the wheelchair hooks don't work on buses number 0328 and 0317. This complaint was already reported to LAVTA and has been researched and addressed. Christy Wegener reported that LAVTA will be replacing 40 buses in the next 2 years, and the new buses will come with improved wheelchair securement areas. The Chair requested that the new buses be brought to the WAAC for a demonstration.

**12. Dial-A-Ride Operational Issues – Suggestions for Changes**

Sue Tuite reported that her driver was talking on Bluetooth on non-business and he didn't have a badge. Carmen Rivera-Hendrickson said that her driver didn't

have a badge either. Shawn Costello added that his driver was great, but his van didn't have an AC. Mary-Anna Ramos said that there are two drivers that drive fast so that it is scary riding with them. Herb Hastings reported that the recording on his day before ride reminder call had poor quality. MTM staff will research the complaints and will follow-up, as appropriate.

## **12. Adjourn**

The meeting was adjourned at 5:03 pm.

## **AGENDA**

### **ITEM 5 A**



**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

---

**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  
Kathy Narum – Councilmember, City of Pleasanton  
Steven Spedowfski – Councilmember, City of Livermore

**Members Absent**

Jerry Pentin – Councilmember, City of Pleasanton  
Laureen Turner – Councilmember, City of Livermore

**3. Meeting Open to Public**

Susan Milne

Susan Milne requested that LAVTA continue to operate the Rapid and 12 bus routes. Ms. Milne would like to see the weekend schedule changed and have a bus stop every half hour versus every hour to two hours. She is a low income customer with a disability that uses LAVTA's system seven days a week utilizing the RTC Clipper Card. Overall she feels that LAVTA has a great service. Karla Brown addressed Ms. Milne clarifying that Route 12 will be covered by the Rapid in our COA and will have frequent service every 15 minutes.

Robert S. Allen

Robert Allen discussed the need to operate 3 buses with 15-minute all day bus service to and from the Airway Park-and-Ride lot and the Dublin/Pleasanton BART station. Mr. Allen explained that the Livermore City Council said it would be too successful and it would threaten the possibility of getting the BART extension to Livermore. Mr. Allen feels it would provide something for the next 10 years and serve Livermore by building up the patronage. Don Biddle explained to Mr. Allen that the Altamont Regional Rail Advisory Group was formed and will address issues pertaining to the BART extension to Livermore. Mr. Allen also requested that his

request be considered for the COA revisions (Agenda Item 5).

Carmen Rivera Hendrickson

Carmen Rivera Hendrickson addressed the Board regarding item 5 on the agenda. Ms. Rivera Hendrickson is concerned that changing the routes will effect clients that use Dial-A-Ride and that use the fixed route system. She is especially concerned about Route 3 being deleted, since this route services the community center. She feels that Dial-A-Ride fare is going to affect many people within the community. Ms. Rivera Hendrickson requested that route numbers stay the same, since many people within the community have disabilities. Don Biddle addressed Ms. Rivera Hendrickson that these items should be brought to the Public Hearing.

#### **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**

The Board of Directors approved 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)**

The Board of Directors approved Resolution 06-2016 in support of revising the positions appointed to CalTIP Director and Alternate.

Approved: Haggerty/Brown

Aye: Biddle, Haubert, Narum, Brown, Spedowfski, Haggerty

No: None

Absent: Pentin, Turner

#### **5. Comprehensive Operations Analysis – Preferred Alternative**

Staff presented the revised Comprehensive Operational Analysis (COA) preferred alternative to the Board of Directors based on feedback provided in January and February. The Board of Directors were 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. Wittman explained that Route 12 will be removed and the Rapid will serve this area with more frequent service. David Haubert requested that this is made clear to the public, so they understand the changes.

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. 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.

Additional trips were added from East Dublin to Dublin High by adding a 3<sup>rd</sup> route, due to being over capacity. Currently preliminary options are being reviewed to figure out what it would look like.

LAVTA looked into a FLEX Service (agency operated zone service) where a phone application is used to reserve trips with two project areas (West Dublin and East Dublin). 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). The Projects and Services Committee liked the fixed cost model that was presented, so the passenger knows what they will pay (fixed cost) and LAVTA would absorb the variable cost. LAVTA has been in discussion with ACTC regarding grants for this project. LAVTA would need permission from ACTC and FTA first for this ridership project. Karla Brown has concerns about a flexible cost to the customer and prefers a fixed cost. Ms. Brown also wanted to know if a tip would be expected using Uber/Lyft services and how that would be handled. LAVTA staff spoke to these companies and their phone application can be set up to give a tip prompt to the customer at their expense. Scott Haggerty does not support using an outside company for ride services, due to too many liabilities. Mr. Haggerty requested LAVTA to be in discussion with CCTA regarding driverless vehicles. Karla Brown enquired if Uber/Lyft could use LAVTA approved drivers. 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. Flex and TNC Service will be brought back to the Board for further discussion. Mr. Haggerty requested to see only the deleted routes on a map and staff responded that they will provide one.

The Board of Directors approved opening 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: Haggerty/Spedowski

Aye: Biddle, Haubert, Narum, Brown, Spedowski, Haggerty

No: None

Absent: Pentin, Turner

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

The Executive Director's Report provided information on Ridership Increases, Altamont Regional Rail Working Group, Comprehensive Operational Analysis, Wheels Rebranding Study, and 2015 MTC TDA Triennial Performance Audit. Michael Tree noted that the Tri-Valley Regional Rail Advisory Group had their inaugural meeting and changed the group name to Altamont Regional Rail Working Group. LAVTA is currently planning the next Altamont Regional Rail Working Group meeting that will be held on Wednesday, April 13, 2016. Don Biddle and Steven Spedowski thought that the first Altamont Regional Rail Working Group meeting was excellent and well executed for a first meeting.

**7. Matters Initiated by the Board of Directors**

None.

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

**9. Adjournment**

Meeting adjourned at 5:12pm

## **AGENDA**

### **ITEM 5 B**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for February 2016

FROM: Tamara Edwards, Finance and Grants Manager

DATE: May 2, 2016

**Action Requested**

Review and approve the LAVTA Treasurer's Report for February 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 February 1, 2016	\$2,650,305.80
Payments made	\$340,406.91
Deposits made	\$1,191,009.13
Ending balance February 29, 2016	\$3,500,908.02

***Farebox account activity (106):***

Beginning balance February 1, 2016	\$123,527.56
Deposits made	\$76,074.15
Ending balance February 29, 2016	\$199,601.84

***LAIF investment account activity (135):***

Beginning balance February 1, 2016	\$4,646,523.63
Ending balance February 29, 2016	\$4,646,523.63

***Operating Expenditures Summary:***

As this is the eighth 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 66%. The agency is at 62.08% overall.

***Operating Revenues Summary:***

While expenses are at 62.08%, revenues are at 78.4%, providing for a healthy cash flow.

**Recommendation**

The Finance and Administration Committee recommend the Board approve the February 2016 Treasurer's Report.

Attachments:

1. February 2016 Treasurer's Report

*Approved:* \_\_\_\_\_

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
February 29, 2016**

**ASSETS:**

101 PETTY CASH	500	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	3,500,873	
106 CASH - FIXED ROUTE ACCOUNT	199,602	
107 Clipper Cash	214,148	
120 ACCOUNTS RECEIVABLE	54,726	
135 INVESTMENTS - LAIF	4,646,524	
150 PREPAID EXPENSES	(328,533)	
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	
<b>TOTAL ASSETS</b>		<b>53,775,086</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	44,733	
211 PRE-PAID REVENUE	1,326,550	
21101 Clipper to be distributed	209,060	
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	(1,319)	
22090 WORKERS' COMPENSATION PAYABLE	10,897	
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	
<b>TOTAL LIABILITIES</b>		<b>2,550,423</b>

**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	2,491,116	
<b>TOTAL FUND BALANCE</b>		<b>51,224,663</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>53,775,086</b>



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
February 29, 2016**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,603,894	167,513	1,023,668	580,226	63.8%
4020000	Business Park Revenues	141,504	29,397	101,639	39,865	71.8%
4020500	Special Contract Fares	195,001	275	47,782	147,219	24.5%
4020500	Special Contract Fares - Paratransit	33,600	3,374	9,572	24,029	28.5%
4010200	Paratransit Passenger Fares	155,050	13,806	140,477	14,573	90.6%
4060100	Concessions	38,500	2,919	22,366	16,134	58.1%
4060300	Advertising Revenue	115,000	0	95,000	20,000	82.6%
4070400	Miscellaneous Revenue-Interest	2,000	0	4,663	(2,663)	233.2%
4070300	Non transportation revenue	0	5,339	25,762	(25,762)	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	1,532,577	8,845,142	631,747	93.3%
4099500	TDA Article 4.0-BART	85,033	13,758	47,145	37,888	55.4%
4099200	TDA Article 4.5 - Paratransit	129,379	20,280	69,496	59,883	53.7%
4099600	Bridge Toll- RM2	-	0	0	-	#DIV/0!
4110100	STA Funds-Paratransit	49,123	12,111	12,111	37,012	24.7%
4110500	STA Funds- Fixed Route BART	537,422	134,355	134,355	403,067	25.0%
4110100	STA Funds-pop	884,220	0	884,220	-	100.0%
4110100	STA Funds- rev	199,577	1,562	199,577	-	100.0%
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	-	6,850	10,754	(10,754)	#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	84,414	454,629	412,714	52.4%
4640100	Measure B Paratransit Funds-Paratransit	164,161	15,977	86,047	78,114	52.4%
4640200	Measure BB Paratransit Funds-Fixed Route	648,000	55,814	326,226	321,774	50.3%
4640200	Measure BB Paratransit Funds-Paratransit	277,910	23,937	139,911	137,999	50.3%
<b>TOTAL REVENUE</b>		<b>16,383,345</b>	<b>2,124,257</b>	<b>12,850,530</b>	<b>3,532,815</b>	<b>78.4%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
February 29, 2016**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$1,293,880	\$104,952	\$846,628	\$447,253	65.43%
502 00	Personnel Benefits	\$686,556	\$47,232	\$532,210	\$154,346	77.52%
503 00	Professional Services	\$580,806	\$25,210	\$377,231	\$203,575	64.95%
503 05	Non-Vehicle Maintenance	\$489,090	\$28,543	\$421,419	\$65,471	86.16%
503 99	Communications	\$10,500	(\$0)	\$1,720	\$3,280	16.38%
504 01	Fuel and Lubricants	\$1,541,300	\$45,755	\$421,794	\$1,119,506	27.37%
504 03	Non contracted vehicle maintenance	\$2,500	\$0	\$6,415	(\$3,915)	256.58%
504 99	Office/Operating Supplies	\$53,000	\$1,545	\$13,554	\$39,446	25.57%
504 99	Printing	\$60,000	\$1,298	\$23,739	\$36,261	39.57%
505 00	Utilities	\$264,300	\$16,611	\$158,800	\$105,500	60.08%
506 00	Insurance	\$536,162	\$0	\$214,175	\$321,987	39.95%
507 99	Taxes and Fees	\$152,000	\$4,467	\$66,293	\$85,707	43.61%
508 01	Purchased Transportation Fixed Route	\$8,855,346	\$709,572	\$5,742,784	\$3,152,162	64.85%
2-508 01	Purchased Transportation Paratransit	\$1,608,930	\$150,720	\$1,227,054	\$381,876	76.27%
509 00	Miscellaneous	\$66,975	\$6,030	\$68,972	(\$3,452)	102.98%
509 02	Professional Development	\$49,000	\$1,021	\$14,475	\$34,525	29.54%
509 08	Advertising	\$133,000	\$1,553	\$33,244	\$99,756	25.00%
<b>TOTAL</b>		<b>\$16,383,345</b>	<b>\$1,144,509</b>	<b>\$10,170,505</b>	<b>\$6,243,285</b>	<b>62.08%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**February 29, 2016**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
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%
	<b>TOTAL REVENUE</b>	<b>17,685,368</b>	<b>-</b>	<b>-</b>	<b>17,685,368</b>	<b>0.00%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**February 29, 2016**

<b>ACCOUNT</b>	<b>DESCRIPTON</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550107	Shop Repairs and replacement	199,800	3,280	10,816	188,984	5.41%
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	755	39,986	166,083	19.40%
5550607	511 Integration	30,000	0	3,656	26,344	12.19%
5550807	Dublin TPI project	-	8,349	11,749	(11,749)	#DIV/0!
5550907	IT Upgrades and replacement	114,500	0	8,249	106,251	7.20%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
5552407	Security upgrades	36,696	0	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	15,629	44,445	16,613,233	0.27%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>17,715,368</b>	<b>28,013</b>	<b>138,212</b>	<b>17,577,156</b>	<b>0.78%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>-30000.00</b>	<b>(28,013)</b>	<b>(138,212)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>-30,000.00</b>	<b>953,072</b>	<b>2,550,944</b>		

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

[www.treasurer.ca.gov/pmia-  
laif/laif.asp](http://www.treasurer.ca.gov/pmia-laif/laif.asp)  
March 02, 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

February 2016 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	4,645,775.03
Total Withdrawal:	0.00	Ending Balance:	4,645,775.03

REPORT.: Mar 02 16 Wednesday  
RUN....: Mar 02 16 Time: 11:36  
Run By.: Diane Stout

LAVTA  
Month End Cash Disbursements Report  
Report for 02-16 BANK ACCOUNT 105

PAGE: 001  
ID #: PY-CD  
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
02-16	H6061	02/12/16	PAC01 (AT&T )		131.55	.00	131.55	PAC01, 925-243-9029 211,
	H6072	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 5755555555, CONTRA
	H6073	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 4755555555, MOA FI
	H6074	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		59.38	.00	59.38	CAL04, 4616555555, TC IRR
	H6075	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		64.11	.00	64.11	CAL04, 2575555555, TC FIR
	H6076	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		39.53	.00	39.53	CAL04, 3616555555, TC WAT
	H6077	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		455.86	.00	455.86	CAL04, 9098655555, MOA WA
	H6078	02/12/16	CAL04 (CALIFORNIA WATER SERVICE)		67.55	.00	67.55	CAL04, 0198655555, BUSH W
	H6079	02/12/16	PAC02 (PACIFIC GAS AND ELECTRIC)		590.47	.00	590.47	PAC02, 9800031052-8, TRAN
	H6080	02/12/16	PAC02 (PACIFIC GAS AND ELECTRIC)		5,586.32	.00	5,586.32	PAC02, 5809326332-3, MOA
	H6081	02/12/16	PAC02 (PACIFIC GAS AND ELECTRIC)		2,855.02	.00	2,855.02	PAC02, 9007202117-4, MOA
	H6082	02/12/16	PAC02 (PACIFIC GAS AND ELECTRIC)		587.11	.00	587.11	PAC02, 7264840356-5, BUS
	H6083	02/12/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,680.70	.00	1,680.70	PAC02, 6062256368-6, ATLA
	H6084	02/12/16	MTM01 (MEDICAL TRANSPORTATION MANAG		5,393.50	.00	5,393.50	MTM01, MTM-112041 2/3-2/9
	H6085	02/12/16	MTM01 (MEDICAL TRANSPORTATION MANAG		990.50	.00	990.50	MTM01, MTM-112040 1/27-2/
	H6086	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		43.20	.00	43.20	CIT07, 139361-00, ATLANTIS
	H6087	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6088	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		120.56	.00	120.56	CIT07, 139388-00, BUS WAS
	H6089	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		129.12	.00	129.12	CIT07, 138431-00, ATLANTI
	H6090	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6091	02/12/16	CIT07 (CITY OF LIVERMORE - WATER)		62.90	.00	62.90	CIT07, 138430-01, ATLANTI
	H6092	02/12/16	VER01 (VERIZON WIRELESS)		187.51	.00	187.51	VER01, 9759326496, JAN-16
	H6093	02/12/16	EDW01 (TAMARA EDWARDS)		62.67	.00	62.67	EDW01, JAN-FEB 16 TRAVEL
	H6094	02/12/16	SWA01 (ANGELA SWANSON)		178.87	.00	178.87	SWA01, JAN-2016 FTA & CAL
	H6095	02/12/16	ADA01 (BEVERLY ADAMO)		84.41	.00	84.41	ADA01, JAN-2106 TRAVEL RE
	H6096	02/12/16	WEG01 (CHRISTY WEGENER)		114.50	.00	114.50	WEG01, JAN-2016 ACTC MEET
	H6097	02/12/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		36,612.51	.00	36,612.51	DIR02, PAYROLL DIRECT DEP
	H6098	02/12/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,770.54	.00	6,770.54	EFT01, PAYROLL FED TAXES
	H6099	02/12/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,285.38	.00	2,285.38	EMP01, PAYROLL STATE TAXE
	H6100	02/12/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.52	.00	904.52	PER04, PERS 457 1/16-1/29
	H6101	02/12/16	PER01 (PERS )		4,117.47	.00	4,117.47	PER01, PERS CLASSIC CONTR
	H6102	02/12/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6103	02/12/16	MTM01 (MEDICAL TRANSPORTATION MANAG		136,906.06	.00	136,906.06	MTM01, DEC-2015 SERVICES
	H6104	02/12/16	MVT01 (MV TRANSPORTATION, INC.)		63,212.54	.00	63,212.54	MVT01, 65499, DEC-2015 FI
	H6106	02/12/16	MER01 (MERCHANT SERVICES)		168.49	.00	168.49	MER01, TRANSIT CENTER JAN
	H6107	02/12/16	MER01 (MERCHANT SERVICES)		162.61	.00	162.61	MER01, MOA JAN-16 CC FEES
	H6108	02/12/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, FLEX SPENDING FEB-
	H6109	02/12/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,217.80	.00	1,217.80	AME06, FLEX SPENDING JAN-
	H6110	02/12/16	TAX91 (VIVIAN MARIE MILLER)		31.88	.00	31.88	TAX91, PARATAXI REIMBURSE
	H6111	02/12/16	TAX69 (GWENDOLYN BEAM)		20.00	.00	20.00	TAX69, PARATAXI REIMBURSE
	H6112	02/12/16	TX123 (OLGA PRINZ)		65.45	.00	65.45	TX123, PARATAXI REIMBURSE
	H6113	02/12/16	TX113 (RODGER RAGER)		61.20	.00	61.20	TX113, PARATAXI REIMBURSE
	H6114	02/12/16	TAX67 (CHRISTEL RAGER)		189.55	.00	189.55	TAX67, PARATAXI REIMBURSE
	H6115	02/12/16	TAX72 (JUSTIN HART)		117.59	.00	117.59	TAX72, PARATAXI REIMBURSE
	H6116	02/12/16	AME06 (AMERICAN FIDELITY ASSURANCE		368.39	.00	368.39	AME06, SUPPLEMENTAL INSUR
	H6117	02/12/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 66166, 1ST FEB-16
	H6118	02/26/16	CAL15 (CALTRONICS BUSINESS SYS)		414.08	.00	414.08	CAL15, 1950504, BIZHUB TH
	H6119	02/26/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,443.00	.00	2,443.00	MTM01, MTM-112043, 2/18-2
	H6120	02/26/16	MTM01 (MEDICAL TRANSPORTATION MANAG		3,017.00	.00	3,017.00	MTM01, MTM-112042, 2/10-2
	H6121	02/26/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 66167, 2ND FEB-16
	H6122	02/26/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, MAR-16 WORKER'S CO
	H6123	02/26/16	SHE05 (SHELL )		76.84	.00	76.84	SHE05, 659981641602, FEB-
	H6124	02/26/16	NEL01 (NELSON\NYGAARD CONSULTING AS		10,847.75	.00	10,847.75	NEL01, 66220, JAN-16 PROF
	H6125	02/26/16	NEL01 (NELSON\NYGAARD CONSULTING AS		2,026.50	.00	2,026.50	NEL01, 66221, JAN-16 TASK
	H6126	02/26/16	INT05 (INTERSTATE OIL COMPANY)		9,562.53	.00	9,562.53	INT05, D2731FG-IN, 2/10/1
	H6127	02/26/16	STA13 (STAPLES CREDIT PLAN)		342.14	.00	342.14	STA13, FEB-16 STATEMENT,
	H6128	02/26/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,080.89	.00	2,080.89	DEL05, MAR-16 DENTAL INSU
	H6129	02/26/16	PER03 (CAL PUB EMP RETIRE SYSTM)		32,708.55	.00	32,708.55	PER03, MAR-16 HEALTH BENE
	H6130	02/26/16	MUT01 (MUTUAL OF OMAHA)		1,011.83	.00	1,011.83	MUT01, MAR-16 LIFE & LTD
	H6131	02/26/16	VSP01 (VSP )		505.48	.00	505.48	VSP01, MAR-16 VISION INSU
	H6132	02/26/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, FSA03-2016, FLEX S
	H6133	02/26/16	AME06 (AMERICAN FIDELITY ASSURANCE		336.35	.00	336.35	AME06, SUP03-2016, SUPPLE
	H6134	02/26/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		34,818.23	.00	34,818.23	DIR02, DIRECT DEPOSIT 1/3
	H6135	02/26/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.13	.00	905.13	PER04, PERS 457 1/30-2/12
	H6136	02/26/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW RETIREMEN
	H6137	02/26/16	PER01 (PERS )		272.57	.00	272.57	PER01, PERS CLASSIC SUNDA
	H6138	02/26/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC RETIR
	H6139	02/26/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,441.68	.00	6,441.68	EFT01, FEDERAL TAXES PAYR
	H6140	02/26/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,221.00	.00	2,221.00	EMP01, STATE TAXES PAYROL
	H6141	02/26/16	EFT01 (ELECTRONIC FUND TRANSFERS)		2,106.64	.00	2,106.64	EFT01, FEDERAL TAXES SUND
	H6142	02/26/16	EMP01 (EMPLOYMENT DEVEL DEPT)		547.97	.00	547.97	EMP01, STATE TAXES SUNDAY
	H6143	02/26/16	TX124 (LISA BALL)		21.25	.00	21.25	TX124, PARATAXI REIMBURSE
	H6144	02/26/16	TAX98 (ROHAN NG)		200.00	.00	200.00	TAX98, PARATAXI REIMBURSE
	H6145	02/26/16	TAX59 (ANITA MARCH)		39.53	.00	39.53	TAX59, PARATAXI REIMBURSE
	H6146	02/26/16	TAX91 (VIVIAN MARIE MILLER)		100.73	.00	100.73	TAX91, PARATAXI REIMBURSE
	H6147	02/26/16	TAX58 (LARRY JENKINS)		316.20	.00	316.20	TAX58, PARATAXI REIMBURSE
	H6148	02/26/16	TX116 (JACQUELINE POPE-JENKINS)		102.00	.00	102.00	TX116, PARATAXI REIMBURSE
	H6149	02/26/16	BAN03 (BANKCARD CENTER)		174.64	.00	174.64	BAN03, JAN-16 BOW CC STAT
	H6150	02/26/16	USB01 (U S BANK)		3,029.09	.00	3,029.09	USB01, JAN-16 US BANK CC
	018715	02/12/16	TX126 (DOROTHY NETHERCOTT)		(73.10)	.00	(73.10)	Ck# 018715 Reversed
	018982	02/12/16	AIM01 (AIM TO PLEASE JANITORIAL SER		2,565.14	.00	2,565.14	Automatic Generated Check
	018983	02/12/16	ATT02 (AT&T )		271.32	.00	271.32	Automatic Generated Check

REPORT.: Mar 02 16 Wednesday  
 RUN....: Mar 02 16 Time: 11:36  
 Run By.: Diane Stout

LAVTA  
 Month End Cash Disbursements Report  
 Report for 02-16 BANK ACCOUNT 105

PAGE: 002  
 ID #: PY-CD  
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
02-16	018984	02/12/16	AVI01 (AMADOR VALLEY INDUSTRIES)		325.84	.00	325.84	Automatic Generated Check
	018985	02/12/16	BAR02 (SF BAY AREA RAPID TRA DIS)		3,118.50	.00	3,118.50	Automatic Generated Check
	018986	02/12/16	BAY02 (BAY AREA AIR QUALITY)		557.00	.00	557.00	Automatic Generated Check
	018987	02/12/16	BAY08 (BAY CITY ELECTRIC WORKS)		250.00	.00	250.00	Automatic Generated Check
	018988	02/12/16	D&D02 (D & D WATER TREATMENT)		13,170.65	.00	13,170.65	Automatic Generated Check
	018989	02/12/16	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	018990	02/12/16	EME01 (EMERALD LANDSCAPE CO INC)		1,155.00	.00	1,155.00	Automatic Generated Check
	018991	02/12/16	FER02 (FERRIS HOIST & REPAIR INC)		1,409.84	.00	1,409.84	Automatic Generated Check
	018992	02/12/16	GLO01 (GLOBE TICKET AND LABEL)		1,188.32	.00	1,188.32	Automatic Generated Check
	018993	02/12/16	ING01 (INGERSOLL RAND COMPANY)		2,696.45	.00	2,696.45	Automatic Generated Check
	018994	02/12/16	LIV10 (LIVERMORE SANITATION INC)		2,317.40	.00	2,317.40	Automatic Generated Check
	018995	02/12/16	MRR01 (DDF, INC DBA MR ROOTER)		2,598.00	.00	2,598.00	Automatic Generated Check
	018996	02/12/16	NOR04 (NORCON COMMUNICATIONS INC.)		755.48	.00	755.48	Automatic Generated Check
	018997	02/12/16	OFF01 (OFFICE DEPOT)		229.28	.00	229.28	Automatic Generated Check
	018998	02/12/16	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	018999	02/12/16	PLA02 (PLANETERIA MEDIA LLC)		365.00	.00	365.00	Automatic Generated Check
	019000	02/12/16	SNA01 (GREGORY TAYLOR)		3,279.53	.00	3,279.53	Automatic Generated Check
	019001	02/12/16	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	019002	02/12/16	SPA01 (SPARTAN TANK LINES INC)		9,062.49	.00	9,062.49	Automatic Generated Check
	019003	02/12/16	TAX60 (ANNA FONG)		18.70	.00	18.70	Automatic Generated Check
	019004	02/12/16	TES01 (TEST AMERICA LABORATORIES IN		844.50	.00	844.50	Automatic Generated Check
	019005	02/12/16	TIC06 (GLORIA HSIEH)		77.00	.00	77.00	Automatic Generated Check
	019006	02/12/16	TRI05 (TRI-VALLEY TIMES)		53.04	.00	53.04	Automatic Generated Check
	019007	02/12/16	TX107 (VIRGINIA WILBERG)		20.00	.00	20.00	Automatic Generated Check
	019008	02/12/16	TX142 (WHITNEY REINA)		15.51	.00	15.51	Automatic Generated Check
	019009	02/12/16	WEL03 (WELLS SWEEPING)		377.00	.00	377.00	Automatic Generated Check
	019011	02/12/16	TX126 (DOROTHY NETHERCOTT)		73.10	.00	73.10	Automatic Generated Check
	019011	02/25/16	TX126 (DOROTHY NETHERCOTT)		(73.10)	.00	(73.10)	Ck# 019011 Reversed
	019012	02/26/16	AIM01 (AIM TO PLEASE JANITORIAL SER		962.50	.00	962.50	Automatic Generated Check
	019013	02/26/16	ATT02 (AT&T )		799.28	.00	799.28	Automatic Generated Check
	019014	02/26/16	CIT06 (CITY OF LIVERMORE SEWER)		341.02	.00	341.02	Automatic Generated Check
	019015	02/26/16	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	019016	02/26/16	DIR01 (DIRECT TV)		1,037.26	.00	1,037.26	Automatic Generated Check
	019017	02/26/16	HAN01 (HANSON BRIDGETT MARCUS)		9,616.00	.00	9,616.00	Automatic Generated Check
	019018	02/26/16	JTH01 (J. THAYER COMPANY)		173.10	.00	173.10	Automatic Generated Check
	019019	02/26/16	KIM02 (KIMLEY-HORN AND ASSOC, INC)		8,349.00	.00	8,349.00	Automatic Generated Check
	019020	02/26/16	MET01 (METROPOLITAN TRANSPORT-)		3,429.31	.00	3,429.31	Automatic Generated Check
	019021	02/26/16	MIG01 (MOORE IACOFANO GOLTSMAN)		1,510.00	.00	1,510.00	Automatic Generated Check
	019022	02/26/16	OFF01 (OFFICE DEPOT)		745.45	.00	745.45	Automatic Generated Check
	019023	02/26/16	PAC16 (PACIFIC COAST TRANE)		829.57	.00	829.57	Automatic Generated Check
	019024	02/26/16	SCF01 (SC FUELS)		30,768.43	.00	30,768.43	Automatic Generated Check
	019025	02/26/16	SHA02 (SHAMROCK OFFICE SOLUTIONS)		89.82	.00	89.82	Automatic Generated Check
	019026	02/26/16	TX143 (KIM BRETOI)		90.10	.00	90.10	Automatic Generated Check
	019027	02/26/16	UTC01 (UTC FIRE & SECURITY AMERI)		15,628.61	.00	15,628.61	Automatic Generated Check
Total for Bank Account 105 ----->					1,185,214.44	.00	1,185,214.44	
Grand Total of all Bank Accounts ----->					1,185,214.44	.00	1,185,214.44	

REPORT.: Mar 02 16 Wednesday  
 RUN....: Mar 02 16 Time: 16:19  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 02-16

PAGE: 001  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-16	ADA01 (BEVERLY ADAMO)	JAN-2016H	02/11/16	03/12/16	A	84.41	ADA01, JAN-2106 TRAVEL REIMBURSE
02-16	AIM01 (AIM TO PLEASE JANITORIAL SE	73800 5JAN2016	02/23/16 02/09/16	03/24/16 03/10/16	A A	962.50 2565.14	AIM01, 73800, RAPID SHELTER PANEL REPLACEMENT AIM01, 5 JAN-2016, JANITORIAL AT 3 LOCATIONS
	Vendor's Total					3527.64	
02-16	AME06 (AMERICAN FIDELITY ASSURANCE)	FSA012016H FSA022016H FSA032016H SUP022016H SUP032016H	02/10/16 02/10/16 02/16/16 01/14/16 02/16/16	03/11/16 03/11/16 03/17/16 02/13/16 03/17/16	A A A A A	1217.80 1105.80 1105.80 368.39 336.35	AME06, FLEX SPENDING JAN-2016 AME06, FLEX SPENDING FEB-16 AME06, FSA03-2016, FLEX SPENDING ACCT AME06, SUPPLEMENTAL INSURANCE FEB-2016 AME06, SUP03-2016, SUPPLEMENTAL INSURE
	Vendor's Total					4134.14	
02-16	ATT02 (AT&T )	7564553 7674638	01/13/16 02/13/16	02/12/16 03/14/16	A A	271.32 799.28	ATT02, 7564553, PAYER #9391035693 12/13-1/12 ATT02, PAYER #9391035694, 1/13-2/12/16
	Vendor's Total					1070.60	
02-16	AVI01 (AMADOR VALLEY INDUSTRIES)	540956	01/31/16	03/01/16	A	325.84	AVI01, 540956, JAN-16 GARBAGE PICK UP
02-16	BAN03 (BANKCARD CENTER)	JAN-2016H	01/28/16	02/27/16	A	174.64	BAN03, JAN-16 BOW CC STATEMENT
02-16	BAR02 (SF BAY AREA RAPID TRA DIS)	20160210	02/11/16	03/12/16	A	3118.50	BAR02, 200 BART GREEN & 150 BART RED TICKETS
02-16	BAY02 (BAY AREA AIR QUALITY)	3ST28	02/01/16	03/02/16	A	557.00	BAY02, 3ST28, PERMIT TO OPERATE & TOXIC THRU
02-16	BAY08 (BAY CITY ELECTRIC WORKS)	W152965	01/25/16	02/24/16	A	250.00	BAY08, W152965, JAN-16 PREVENTATIVE MAINT
02-16	CAL04 (CALIFORNIA WATER SERVICE)	198012116H 257020116H 361020216H 461020216H 475020116H 575020116H 909012116H	01/21/16 02/02/16 02/02/16 02/02/16 02/01/16 02/01/16 01/21/16	02/20/16 03/03/16 03/03/16 03/03/16 03/02/16 03/02/16 02/20/16	A A A A A A A	67.55 64.11 39.53 59.38 85.48 85.48 455.86	CAL04, 01986555555, BUSH WASH 12/19-1/20/16 CAL04, 25755555555, TC FIRE 2/1-2/29/16 CAL04, 36165555555, TC WATER 1/1-2/1/16 CAL04, 46165555555, TC IRRG 1/1-2/1/16 CAL04, 47555555555, MOA FIRE 2/1-2/29/16 CAL04, 57555555555, CONTRACTOR FIRE 2/1-2/29/16 CAL04, 90986555555, MOA WATER 12/19-1/20/16
	Vendor's Total					857.39	
02-16	CAL15 (CALTRONICS BUSINESS SYS)	1950504H	02/11/16	03/12/16	A	414.08	CAL15, 1950504, BIZHUB THRU 2/11/16
02-16	CIT06 (CITY OF LIVERMORE SEWER)	BW021616 TC020916 MOA021616	02/16/16 02/09/16 02/16/16	03/17/16 03/10/16 03/17/16	A A A	176.78 41.18 123.06	CIT06, 138143-00, BUS WASH 1/19-2/16/16 CIT06, 133389-00, TRANSIT CENTER 1/12-2/9/16 CIT06, 133294-00, MOA SEWER 1/19-2/16/16
	Vendor's Total					341.02	
02-16	CIT07 (CITY OF LIVERMORE - WATER)	361011916H 388011916H 399011916H 430011916H 431011916H 432011916H	01/19/16 01/19/16 01/19/16 01/19/16 01/19/16 01/19/16	02/18/16 02/18/16 02/18/16 02/18/16 02/18/16 02/18/16	A A A A A A	43.20 120.56 41.18 62.90 129.12 26.65	CIT07, 139361-00, ATLANTIS SEWER 12/15-1/19/1 CIT07, 139388-00, BUS WASH 12/15-1/19/16 CIT07, 139399-00, ATLANTIS SEWER 12/15-1/19/1 CIT07, 138430-01, ATLANTIS INDOOR 12/15-1/19/1 CIT07, 138431-00, ATLANTIS IRRG 12/15-1/19/1 CIT07, 138432-00, ATLANTIS FIRE 12/15-1/19/1
	Vendor's Total					423.61	
02-16	COR01 (CORBIN WILLITS SYSTEMS)	B602151	02/15/16	03/16/16	A	239.45	COR01, B602151, FEB-16 SERVICE
02-16	D&D02 (D & D WATER TREATMENT)	1024 1025	01/01/16 01/28/16	01/31/16 02/27/16	A A	10323.22 2847.43	D&D02, 1024, REPLACE WATER FILTRATION SYSTEM D&D02, 1025, REPLACEMENT CONTROLLER
	Vendor's Total					13170.65	
02-16	DAY02 (DAY & NIGHT PEST CONTROL)	133562	01/28/16	02/27/16	A	218.00	DAY02, 133562, 1/28/16 RUTAN SERVICE



REPORT.: Mar 02 16 Wednesday  
 RUN...: Mar 02 16 Time: 16:19  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 02-16

PAGE: 002  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-16	DEL05 (ALLIED ADMIN/DELTA DENTAL)	MAR-2016H	02/05/16	03/06/16	A	2080.89	DEL05, MAR-16 DENTAL INSURANCE
02-16	DIR01 (DIRECT TV)	812726588	02/18/16	03/19/16	A	1037.26	DIR01, 27812726588, ANNUAL BUSINESS PACK 3/1
02-16	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20160129H	01/29/16	02/28/16	A	36612.51	DIR02, PAYROLL DIRECT DEP 1/16-1/29/16
		20160212H	02/12/16	03/13/16	A	34818.23	DIR02, DIRECT DEPOSIT 1/30-2/12/16
		Vendor's Total ----->				71430.74	
02-16	EDW01 (TAMARA EDWARDS)	JAN-FEB16H	02/11/16	03/12/16	A	62.67	EDW01, JAN-FEB 16 TRAVEL REIMBURSE TRAINNING
02-16	EFT01 (ELECTRONIC FUND TRANFERS)	20160129H	01/29/16	02/28/16	A	6770.54	EFT01, PAYROLL FED TAXES 1/16-1/29/16
		20160212H	02/12/16	03/13/16	A	6441.68	EFT01, FEDERAL TAXES PAYROLL 1/30-2/12/16
		20160212FH	02/12/16	03/13/16	A	2106.64	EFT01, FEDERAL TAXES SUNDAY MUSLIM FINAL PAY
		Vendor's Total ----->				15318.86	
02-16	EME01 (EMERALD LANDSCAPE CO INC)	280376	02/01/16	03/02/16	A	1155.00	EME01, 280376, FEB-16 LANDSCAPING SERVICE
02-16	EMP01 (EMPLOYMENT DEVEL DEPT)	20160129H	01/29/16	02/28/16	A	2285.38	EMP01, PAYROLL STATE TAXES 1/16-1/29/16
		20160212H	02/12/16	03/13/16	A	2221.00	EMP01, STATE TAXES PAYROLL 1/30-2/12/16
		20160212FH	02/12/16	03/13/16	A	547.97	EMP01, STATE TAXES SUNDAY MUSLIM FINAL PAY
		Vendor's Total ----->				5054.35	
02-16	FER02 (FERRIS HOIST & REPAIR INC)	13003	01/11/16	02/10/16	A	1409.84	FER02, 13003, ROTARY SEALS REPAIR PO #5495
02-16	GLO01 (GLOBE TICKET AND LABEL)	305483	01/27/16	02/26/16	A	1188.32	GLO01, 305483, SMP ORDER 1,500 QTY
02-16	HAN01 (HANSON BRIDGETT MARCUS)	1159783	01/31/16	03/01/16	A	9616.00	HAN01, 1159783, DEC-2015 LEGAL FEES
02-16	ING01 (INGERSOLL RAND COMPANY)	30504569	02/02/16	03/03/16	A	1939.45	ING01, 30504569, SERVICE AIR COMPRESSOR #2
		30504576	02/02/16	03/03/16	A	757.00	ING01, 30504576, PO #5529 HOSE REPLACEMENT
		Vendor's Total ----->				2696.45	
02-16	INT05 (INTERSTATE OIL COMPANY)	D2731FGINH	02/10/16	03/11/16	A	9562.53	INT05, D2731FG-IN, 2/10/16 FUEL DELIVERY
02-16	JTH01 (J. THAYER COMPANY)	1018972-0	02/10/16	03/11/16	A	173.10	JTH01, 1018972-0, 2/10/16 PRINTING PAPER
02-16	KIM02 (KIMLEY-HORN AND ASSOC, INC)	7011-0116	01/31/16	03/01/16	A	8349.00	KIM02, 097447011-0116, QUEUE JUMP FEASIBILIT
02-16	LIV10 (LIVERMORE SANITATION INC)	697034	01/31/16	03/01/16	A	2317.40	LIV10, 697034, JAN-16 SERVICE RUTAN
02-16	MER01 (MERCHANT SERVICES)	TC013116H	01/31/16	03/01/16	A	168.49	MER01, TRANSIT CENTER JAN-16 CC FEES
		MOA013116H	01/31/16	03/01/16	A	162.61	MER01, MOA JAN-16 CC FEES
		Vendor's Total ----->				331.10	
02-16	MET01 (METROPOLITAN TRANSPORT-)	AR011867	02/19/16	03/20/16	A	3429.31	MET01, AR011867, JAN-16 CLIPPER FEES
02-16	MIG01 (MOORE IACOFANO GOLTSMAN)	0043153	02/17/16	03/18/16	A	1510.00	MIG01, 0043153, PRE-PLANNING MEETING RAIL AD
02-16	MRR01 (DDF, INC DBA MR ROOTER)	31513	02/03/16	03/04/16	A	2598.00	MRR01, 31513, ATLANTIS AIR LINE REPAIR
02-16	MTM01 (MEDICAL TRANSPORTATION MANA	DEC-2015H	01/04/16	02/03/16	A	136906.06	MTM01, DEC-2015 SERVICES
		MTM112040H	02/02/16	03/03/16	A	990.50	MTM01, MTM-112040 1/27-2/2/16
		MTM112041H	02/09/16	03/10/16	A	5393.50	MTM01, MTM-112041 2/3-2/9/16
		MTM112042H	02/17/16	03/18/16	A	3017.00	MTM01, MTM-112042, 2/10-2/17/16
		MTM112043H	02/23/16	03/24/16	A	2443.00	MTM01, MTM-112043, 2/18-2/23/16
		Vendor's Total ----->				148750.06	

REPORT.: Mar 02 16 Wednesday  
 RUN....: Mar 02 16 Time: 16:19  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 02-16

PAGE: 003  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-16	MUT01 (MUTUAL OF OMAHA)	MAR-2016H	02/12/16	03/13/16	A	1011.83	MUT01, MAR-16 LIFE & LTD INSURANCE
02-16	MVT01 (MV TRANSPORTATION, INC.)	65499H	01/06/16	02/05/16	A	63212.54	MVT01, 65499, DEC-2015 FIXED ROUTE SERVICES
		66166H	02/03/16	03/04/16	A	329090.00	MVT01, 66166, 1ST FEB-16 INSTALL PAYMENT
		66167H	02/03/16	03/04/16	A	329090.00	MVT01, 66167, 2ND FEB-16 INSTALL PAYMENT
	Vendor's Total					721392.54	
02-16	NEL01 (NELSON\NYGAARD CONSULTING A	66220H	02/12/16	03/13/16	A	10847.75	NEL01, 66220, JAN-16 PROFESSIONAL SERVICES
		66221H	02/12/16	03/13/16	A	2026.50	NEL01, 66221, JAN-16 TASK 8 EXPANSION & SRTP
	Vendor's Total					12874.25	
02-16	NOR04 (NORCON COMMUNICATIONS INC.)	66113	01/22/16	02/21/16	A	755.48	NOR04, 66113, INTERCOM FOR TRANSIT CENTER
02-16	OFF01 (OFFICE DEPOT)	026236001	02/19/16	03/20/16	A	67.47	OFF01, 825026236001, 2/18/16 OFFICE SUPPLIES
		364266001	02/01/16	03/02/16	A	51.98	OFF01, 821364266001, 2/1/16 OFFICE SUPPLIES
		364412001	01/29/16	02/28/16	A	73.26	OFF01, 821364412001, 1/28/16 OFFICE SUPPLIES
		449040001	02/05/16	03/06/16	A	20.68	OFF01, 822449040001, 2/4/16 OFFICE SUPPLIES
		449286001	02/05/16	03/06/16	A	54.00	OFF01, 822449286001, 2/5/16 OFFICE SUPPLIES
		582555001	02/04/16	03/05/16	A	50.04	OFF01, 822582555001, 2/4/16 OFFICE SUPPLIES
		612405001	02/11/16	03/12/16	A	419.99	OFF01, 823612405001, 2/11/16 OFFICE SUPPLIES
		612679001	02/11/16	03/12/16	A	92.85	OFF01, 823612679001, 2/10/16 OFFICE SUPPLIES
		765122001	02/18/16	03/19/16	A	114.93	OFF01, 824765122001, 2/17/16 OFFICE SUPPLIES
		765320001	02/18/16	03/19/16	A	29.53	OFF01, 8247653200001, 2/18/16 OFFICE SUPPLIE
	Vendor's Total					974.73	
02-16	PAC01 (AT&T )	ATT011316H	01/13/16	02/12/16	A	131.55	PAC01, 925-243-9029 211, 1/13-2/12/16 ATLANT
02-16	PAC02 (PACIFIC GAS AND ELECTRIC)	580020116H	02/01/16	03/02/16	A	5586.32	PAC02, 5809326332-3, MOA ELECTRIC 12/31-1/31
		606021616H	01/29/16	02/28/16	A	1680.70	PAC02, 6062256368-6, ATLANTIS 12/30-1/27/16
		726020816H	01/21/16	02/20/16	A	587.11	PAC02, 7264840356-5, BUS STOPS 12/21-1/20/16
		900020116H	01/13/16	02/12/16	A	2855.02	PAC02, 9007202117-4, MOA GAS 12/13-1/12/16
		980011316H	01/13/16	02/12/16	A	590.47	PAC02, 9800031052-8, TRANSIT CENTER 12/14-1/
	Vendor's Total					11299.62	
02-16	PAC11 (PACIFIC ENVIROMENTAL SERV)	2006028	02/02/16	03/03/16	A	120.00	PAC11, 2006028, RUTAN MONTHLY SERVICE
		2006029	02/02/16	03/03/16	A	120.00	PAC11, 2006029, ATLANTIS MONTHLY SERVICE
	Vendor's Total					240.00	
02-16	PAC16 (PACIFIC COAST TRANE)	S78296	02/12/16	03/13/16	A	829.57	PAC16, S78296, PO #5557 REPLACED 3 FUSESTCM
02-16	PER01 (PERS )	20160129CH	01/29/16	02/28/16	A	4117.47	PER01, PERS CLASSIC CONTRIBUTION 1/16-1/29/1
		20160129NH	01/29/16	02/28/16	A	2691.06	PER01, PERS NEW CONTRIBUTION 1/16-1/29/16
		20160212CH	02/12/16	03/13/16	A	3756.47	PER01, PERS CLASSIC RETIREMENT 1/30-2/12/16
		20160212FH	02/12/16	03/13/16	A	272.57	PER01, PERS CLASSIC SUNDAY MUSLIM FINAL PAY
		20160212NH	02/12/16	03/13/16	A	2691.06	PER01, PERS NEW RETIREMENT 1/30-2/12/16
	Vendor's Total					13528.63	
02-16	PER03 (CAL PUB EMP RETIRE SYSTM)	MAR-2016H	02/16/16	03/17/16	A	32708.55	PER03, MAR-16 HEALTH BENEFITS
02-16	PER04 (CALPERS RETIREMENT SYSTEM)	20160129H	01/29/16	02/28/16	A	904.52	PER04, PERS 457 1/16-1/29/16 CONTRIBUTIONS
		20160212H	02/12/16	03/13/16	A	905.13	PER04, PERS 457 1/30-2/12/16
	Vendor's Total					1809.65	
02-16	PLA02 (PLANETERIA MEDIA LLC)	13611	01/16/16	02/15/16	A	365.00	PLA02, 13611, WEB HOST JAN-16 & MAINT WORK D
02-16	SCF01 (SC FUELS)	2977589	01/29/16	02/28/16	A	10146.44	SCF01, 2977589, 1/29/16 FUEL DELIVERY
		2981641	02/05/16	03/06/16	A	10406.50	SCF01, 2981641, 2/5/16 FUEL DELIVERY
		2990345	02/16/16	03/17/16	A	10215.49	SCF01, 2990345, 2/16/16 FUEL DELIVERY
	Vendor's Total					30768.43	

REPORT.: Mar 02 16 Wednesday  
 RUN....: Mar 02 16 Time: 16:19  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 02-16

PAGE: 004  
 ID #: FY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-16	SHA02 (SHAMROCK OFFICE SOLUTIONS)	241840	02/08/16	03/09/16	A	89.82	SHA02, 241840, FEB-16 SERVICE
02-16	SHE05 (SHELL )	981641602H	02/04/16	03/05/16	A	76.84	SHE05, 659981641602, FEB-16 CC STATEMENT
02-16	SNA01 (GREGORY TAYLOR)	081620198	02/08/16	03/09/16	A	3279.53	SNA01, 02081620198, SCAN TOOL REPLACEMENT
02-16	SOL01 (SOLUTIONS FOR TRANSIT)	16-205LAV	02/05/16	03/06/16	A	2083.33	SOL01, 16-205 LAVTA, DEC-15 CLIPPER ANALYSIS
02-16	SPA01 (SPARTAN TANK LINES INC)	123956	01/22/16	02/21/16	A	9062.49	SPA01, 123956, 1/22/16 FUEL DELIVERY
02-16	STA01 (STATE COMPENSATION FUND)	MAR2016H	02/22/16	03/23/16	A	2280.42	STA01, MAR-16 WORKER'S COMP PREMIUM
02-16	STA13 (STAPLES CREDIT PLAN)	FEB-2016H	02/07/16	03/08/16	A	342.14	STA13, FEB-16 STATEMENT, OFFICE SUPPLIES
02-16	SWA01 (ANGELA SWANSON)	JAN-16FTAH	02/11/16	03/12/16	A	178.87	SWA01, JAN-2016 FTA & CALTRANS TRAINNING REI
02-16	TAX58 (LARRY JENKINS)	0117-0210H	02/24/16	03/25/16	A	316.20	TAX58, PARATAXI REIMBURSE 1/17-2/10/16
02-16	TAX59 (ANITA MARCH)	1112-0114H	02/24/16	03/25/16	A	39.53	TAX59, PARATAXI REIMBURSE 11/12-1/14/16
02-16	TAX60 (ANNA FONG)	1-27-16	02/11/16	03/12/16	A	18.70	TAX60, PARATAXI REIMBURSE 1/27/16
02-16	TAX67 (CHRISTEL RAGER)	0104-0125H	02/11/16	03/12/16	A	189.55	TAX67, PARATAXI REIMBURSE 1/4-1/25/16
02-16	TAX69 (GWENDOLYN BEAM)	1-21-16H	02/11/16	03/12/16	A	20.00	TAX69, PARATAXI REIMBURSE 1/21/16
02-16	TAX72 (JUSTIN HART)	0110-0130H	02/11/16	03/12/16	A	117.59	TAX72, PARATAXI REIMBURSE 1/10-1/30/16
02-16	TAX91 (VIVIAN MARIE MILLER)	0125-0211H	02/24/16	03/25/16	A	100.73	TAX91, PARATAXI REIMBURSE 1/25-2/11/16
		1205-0118H	02/11/16	03/12/16	A	31.88	TAX91, PARATAXI REIMBURSE 12/5-1/18/16
	Vendor's Total ----->					132.61	
02-16	TAX98 (ROHAN NG)	0104-0122H	02/24/16	03/25/16	A	200.00	TAX98, PARATAXI REIMBURSE 1/4-1/22/16
02-16	TES01 (TEST AMERICA LABORATORIES I	72143233	01/29/16	02/28/16	A	421.50	TES01, 72143233, 1/29/16 RUTAN WATER TESTING
		72143235	01/29/16	02/28/16	A	423.00	TES01, 72143235, 1/29/16 ATLANTIS WATER TEST
	Vendor's Total ----->					844.50	
02-16	TIC06 (GLORIA HSIEH)	2/9/16DAR	02/11/16	03/12/16	A	77.00	TIC06, 2/9/16 DIAL-A-RIDE REFUND 22 TICKETS
02-16	TRI05 (TRI-VALLEY TIMES)	1STHALF16	01/11/16	02/10/16	A	53.04	TRI05, 1ST HALF OF 2016 SUBSCRIP ACCT# 28571
02-16	TX107 (VIRGINIA WILBERG)	1-26-16	02/11/16	03/12/16	A	20.00	TX107, PARATAXI REIMBURSE 1/26/16
02-16	TX113 (RODGER RAGER)	0126-0129H	02/11/16	03/12/16	A	61.20	TX113, PARATAXI REIMBURSE 1/26-1/29/16
02-16	TX116 (JACQUELINE POPE-JENKINS)	0210-0215H	02/24/16	03/25/16	A	102.00	TX116, PARATAXI REIMBURSE 2/10-2/15/16
02-16	TX123 (OLGA PRINZ)	1218-0130H	02/11/16	03/12/16	A	65.45	TX123, PARATAXI REIMBURSE 12/18-1/30/16
02-16	TX124 (LISA BALL)	2-6-16H	02/24/16	03/25/16	A	21.25	TX124, PARATAXI REIMBURSE 2/6/16
02-16	TX126 (DOROTHY NETHERCOTT)	#18715RP	02/12/16	03/13/16	A	73.10	TX126, CK #18715 REPLACEMENT
		#18715RPu	02/25/16	/ /		73.10	-Ck# 019011 Reversed
		013115-07u	02/12/16	/ /		73.10	-Ck# 018715 Reversed
	Vendor's Total ----->					73.10-	

REPORT.: Mar 02 16 Wednesday  
 RUN....: Mar 02 16 Time: 16:19  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 02-16

PAGE: 005  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-16	TX142 (WHITNEY REINA)	1-6-16	02/11/16	03/12/16	A	15.51	TX142, PARATAXI REIMBURSE 1/6/16
02-16	TX143 (KIM BRETOI)	0101-0131	02/24/16	03/25/16	A	90.10	TX143, PARATAXI REIMBURSE 1/1-1/31/16
02-16	USB01 (U S BANK)	JAN-2016H	02/26/16	03/27/16	A	3029.09	USB01, JAN-16 US BANK CC STATEMENT
02-16	UTC01 (UTC FIRE & SECURITY AMERI)	4579755 4583733	02/05/16 02/13/16	03/06/16 03/14/16	A A	5739.99 9888.62	UTC01, 4579755, PO #5508 2TB MEDIA KIT UTC01, 4583733, PO #5539 DVR SPARES(HARNESS/
		Vendor's Total ---->				15628.61	
02-16	VER01 (VERIZON WIRELESS)	759326496H	01/22/16	02/21/16	A	187.51	VER01, 9759326496, JAN-16 SERVICE
02-16	VSP01 (VSP )	MAR-2016H	02/19/16	03/20/16	A	505.48	VSP01, MAR-16 VISION INSURANCE
02-16	WEG01 (CHRISTY WEGENER)	JAN-2016H	02/11/16	03/12/16	A	114.50	WEG01, JAN-2016 ACTC MEETINGS TRAVEL REIMBUR
02-16	WEL03 (WELLS SWEEPING)	201601103	01/31/16	03/01/16	A	377.00	WEL03, 2016-01-103, QRTLY PARKING LOT SWEEPI
Total of Purchases ->						1185214.44	

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for March 2016

FROM: Tamara Edwards, Finance and Grants Manager

DATE: May 2, 2016

**Action Requested**

Review and approve the LAVTA Treasurer's Report for March 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 March1, 2016	\$3,500,908.02
Payments made	\$526,010.01
Deposits made	\$1,292,987.92
Transfer from Farebox	\$200,000.00
Ending balance March 31, 2016	\$4,467,885.93

***Farebox account activity (106):***

Beginning balance March1, 2016	\$199,601.84
Deposits made	\$80,425.44
Transfer to General Checking	\$200,000.00
Ending balance March 31, 2016	\$80,027.28

***LAIF investment account activity (135):***

Beginning balance March1, 2016	\$4,646,523.63
Ending balance March 31, 2016	\$4,646,523.63

***Operating Expenditures Summary:***

As this is the ninth 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 75%. The agency is at 69.41% overall.

***Operating Revenues Summary:***

While expenses are at 69.41%, revenues are at 86.1%, providing for a healthy cash flow.

**Recommendation**

The Finance and Administration Committee recommend the Board approve the March 2016 Treasurer's Report.

Attachments:

1. March 2016 Treasurer's Report

*Approved:* \_\_\_\_\_

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

**ASSETS:**

101 PETTY CASH	500	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	4,467,886	
106 CASH - FIXED ROUTE ACCOUNT	80,027	
107 Clipper Cash	257,117	
120 ACCOUNTS RECEIVABLE	54,726	
135 INVESTMENTS - LAIF	4,646,524	
150 PREPAID EXPENSES	(986,713)	
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	
<b>TOTAL ASSETS</b>		<b>54,007,313</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	109,828	
211 PRE-PAID REVENUE	1,452,175	
21101 Clipper to be distributed	246,316	
22000 FEDERAL INCOME TAXES PAYABLE	(5,033)	
22010 STATE INCOME TAX	(1,813)	
22020 FICA MEDICARE	(1,518)	
22050 PERS HEALTH PAYABLE	(6,593)	
22040 PERS RETIREMENT PAYABLE	(0)	
22030 SDI TAXES PAYABLE	(435)	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(1,324)	
22090 WORKERS' COMPENSATION PAYABLE	9,961	
22100 PERS-457	(905)	
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	
<b>TOTAL LIABILITIES</b>		<b>2,761,137</b>

**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	2,512,630	
<b>TOTAL FUND BALANCE</b>		<b>51,246,177</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>54,007,313</b>

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

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,603,894	142,776	1,166,444	437,450	72.7%
4020000	Business Park Revenues	141,504	14,949	116,587	24,917	82.4%
4020500	Special Contract Fares	195,001	43,750	91,532	103,469	46.9%
4020500	Special Contract Fares - Paratransit	33,600	2,815	12,387	21,214	36.9%
4010200	Paratransit Passenger Fares	155,050	21,417	161,894	(6,844)	104.4%
4060100	Concessions	38,500	5,964	28,330	10,170	73.6%
4060300	Advertising Revenue	115,000	0	95,000	20,000	82.6%
4070400	Miscellaneous Revenue-Interest	2,000	0	4,663	(2,663)	233.2%
4070300	Non transportation revenue	0	10,487	36,249	(36,249)	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	631,746	9,476,888	1	100.0%
4099500	TDA Article 4.0-BART	85,033	7,746	54,891	30,142	64.6%
4099200	TDA Article 4.5 - Paratransit	129,379	11,419	80,915	48,464	62.5%
4099600	Bridge Toll- RM2	-	0	0	-	#DIV/0!
4110100	STA Funds-Paratransit	49,123	10,558	22,669	26,454	46.1%
4110500	STA Funds- Fixed Route BART	537,422	134,355	268,710	268,712	50.0%
4110100	STA Funds-pop	884,220	0	884,220	-	100.0%
4110100	STA Funds- rev	199,577	0	199,577	-	100.0%
4110100	STA Funds- Lifeline	194,324	26,001	194,324	-	100.0%
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	10,754	(10,754)	#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	75,718	530,347	336,996	61.1%
4640100	Measure B Paratransit Funds-Paratransit	164,161	14,331	100,379	63,782	61.1%
4640200	Measure BB Paratransit Funds-Fixed Route	648,000	72,787	399,013	248,987	61.6%
4640200	Measure BB Paratransit Funds-Paratransit	277,910	31,217	171,128	106,782	61.6%
<b>TOTAL REVENUE</b>		<b>16,383,345</b>	<b>1,258,035</b>	<b>14,108,565</b>	<b>2,274,780</b>	<b>86.1%</b>



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

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$1,293,880	\$94,798	\$941,426	\$352,454	72.76%
502 00	Personnel Benefits	\$686,556	\$46,350	\$578,559	\$107,997	84.27%
503 00	Professional Services	\$580,806	\$11,418	\$388,650	\$192,156	66.92%
503 05	Non-Vehicle Maintenance	\$489,090	\$41,983	\$463,402	\$23,488	94.75%
503 99	Communications	\$10,500	\$381	\$2,101	\$2,899	20.01%
504 01	Fuel and Lubricants	\$1,541,300	\$44,477	\$466,271	\$1,075,029	30.25%
504 03	Non contracted vehicle maintenance	\$2,500	\$0	\$6,415	(\$3,915)	256.58%
504 99	Office/Operating Supplies	\$53,000	\$1,699	\$15,253	\$37,747	28.78%
504 99	Printing	\$60,000	\$179	\$23,918	\$36,082	39.86%
505 00	Utilities	\$264,300	\$17,230	\$176,030	\$88,270	66.60%
506 00	Insurance	\$536,162	\$0	\$214,175	\$321,987	39.95%
507 99	Taxes and Fees	\$152,000	\$4,405	\$70,698	\$81,302	46.51%
508 01	Purchased Transportation Fixed Route	\$8,855,346	\$760,526	\$6,503,310	\$2,391,636	73.44%
2-508 01	Purchased Transportation Paratransit	\$1,608,930	\$162,421	\$1,389,475	\$219,455	86.36%
509 00	Miscellaneous	\$66,975	\$3,157	\$72,129	(\$6,609)	107.70%
509 02	Professional Development	\$49,000	\$1,086	\$15,561	\$33,439	31.76%
509 08	Advertising	\$133,000	\$11,068	\$44,311	\$88,689	33.32%
<b>TOTAL</b>		<b>\$16,383,345</b>	<b>\$1,201,177</b>	<b>\$11,371,683</b>	<b>\$5,042,107</b>	<b>69.41%</b>

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

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
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%
<b>TOTAL REVENUE</b>		<b>17,685,368</b>	<b>-</b>	<b>-</b>	<b>17,685,368</b>	<b>0.00%</b>

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

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550107	Shop Repairs and replacement	199,800	0	10,816	188,984	5.41%
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	39,986	166,083	19.40%
5550607	511 Integration	30,000	0	3,656	26,344	12.19%
5550807	Dublin TPI project	-	1,305	13,054	(13,054)	#DIV/0!
5550907	IT Upgrades and replacement	114,500	15,020	23,269	91,231	20.32%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
5552407	Security upgrades	36,696	19,937	39,249	(2,553)	106.96%
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	606	45,050	16,612,628	0.27%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>17,715,368</b>	<b>36,868</b>	<b>175,080</b>	<b>17,540,288</b>	<b>0.99%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>-30000.00</b>	<b>(36,868)</b>	<b>(175,080)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>-30,000.00</b>	<b>21,514</b>	<b>2,572,458</b>		

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

[www.treasurer.ca.gov/pmia-  
laif/laif.asp](http://www.treasurer.ca.gov/pmia-laif/laif.asp)  
April 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

March 2016 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	4,645,775.03
Total Withdrawal:	0.00	Ending Balance:	4,645,775.03

REPORT.: Apr 04 16 Monday  
 RUN....: Apr 04 16 Time: 16:25  
 Run By.: Diane Stout

LAVTA  
 Month End Cash Disbursements Report  
 Report for 03-16 BANK ACCOUNT 105

PAGE: 001  
 ID #: PY-CD  
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-16	H6151	03/11/16	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, FEB-2016 BOD STIPE
	H6152	03/11/16	BRO03 (KARLA SUE BROWN)		300.00	.00	300.00	BRO03, FEB-2016 BOD STIPE
	H6153	03/11/16	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, FEB-2016 BOD STIPE
	H6154	03/11/16	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, FEB-2016 BOD STIPE
	H6155	03/11/16	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, FEB-2016 BOD STIPE
	H6156	03/11/16	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, FEB-2016 BOD STIPE
	H6157	03/11/16	TUR01 (LAUREEN TURNER)		200.00	.00	200.00	TUR01, FEB-2016 BOD STIPE
	H6158	03/11/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,080.89	.00	2,080.89	DEL05, APR-16 DENTAL COVE
	H6159	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		615.56	.00	615.56	PAC02, 7264840356-5, BUS
	H6160	03/11/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.55	.00	904.55	PER04, 457 CONTRIBUTIONS
	H6161	03/11/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6162	03/11/16	PER01 (PERS )		3,790.60	.00	3,790.60	PER01, PERS CLASSIC CONTR
	H6163	03/11/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,221.17	.00	2,221.17	EMP01, STATE TAXES 2/12-2
	H6164	03/11/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,501.50	.00	6,501.50	EFT01, FEDERAL TAXES 2/12
	H6165	03/11/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,209.05	.00	35,209.05	DIR02, DIRECT DEPOSIT PR
	H6166	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		130,409.98	.00	130,409.98	MTM01, JAN-2016 MONTHLY S
	H6167	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,506.00	.00	2,506.00	MTM01, MTM-112044, 2/24-2
	H6168	03/11/16	MVT01 (MV TRANSPORTATION, INC.)		48,754.11	.00	48,754.11	MVT01, 66165, JAN-16 FIXE
	H6169	03/11/16	WEG01 (CHRISTY WEGENER)		16.25	.00	16.25	WEG01, FEB-2016 TRAVEL RE
	H6170	03/11/16	MOC01 (DENNIS MOCHON)		102.36	.00	102.36	MOC01, FEB-2016 TRAVEL RE
	H6171	03/11/16	PAC01 (AT&T )		33.57	.00	33.57	PAC01, 232-351-6260, CONT
	H6172	03/11/16	PAC01 (AT&T )		131.47	.00	131.47	PAC01, 925-243-9029, ATLA
	H6173	03/11/16	PAC01 (AT&T )		301.24	.00	301.24	PAC01, 436-951-0106, ATLA
	H6174	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		2,084.81	.00	2,084.81	PAC02, 9007202117-4, MOA
	H6175	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		93.72	.00	93.72	PAC02, 7649646868-7, DOOL
	H6176	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		645.38	.00	645.38	PAC02, 9800031052-8, TRAN
	H6177	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		59.05	.00	59.05	CIT07, 138430-01, ATLANTI
	H6178	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		132.25	.00	132.25	CIT07, 139388-00, BUS WAS
	H6179	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		180.65	.00	180.65	CIT07, 138431-00, ATLANTI
	H6180	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6181	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6182	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		56.16	.00	56.16	CIT07, 139361-00, ATLANTI
	H6183	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		63.33	.00	63.33	CAL04, 0198655555, BUS WA
	H6184	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		554.98	.00	554.98	CAL04, 9098655555, 1/21-2
	H6185	03/11/16	INT05 (INTERSTATE OIL COMPANY)		9,697.01	.00	9,697.01	INT05, D397827-IN, FUEL D
	H6186	03/11/16	VER01 (VERIZON WIRELESS)		188.67	.00	188.67	VER01, 9760954367, FEB-16
	H6187	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,843.39	.00	1,843.39	PAC02, 6062256368-6, ATLA
	H6188	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		5,349.20	.00	5,349.20	PAC02, 5809326332-3, MOA
	H6189	03/11/16	INT05 (INTERSTATE OIL COMPANY)		10,390.71	.00	10,390.71	INT05, D2737FG-IN, 2/29/1
	H6190	03/11/16	TX113 (RODGER RAGER)		89.25	.00	89.25	TX113, 2/19-2/29/16 PARAT
	H6191	03/11/16	TAX67 (CHRISTEL RAGER)		199.75	.00	199.75	TAX67, 2/1-2/18/16 PARATA
	H6192	03/11/16	TAX72 (JUSTIN HART)		197.80	.00	197.80	TAX72, 1/2-2/24/16 PARATA
	H6193	03/11/16	TAX98 (ROHAN NG)		200.00	.00	200.00	TAX98, 2/2-2/24/16 PARATA
	H6194	03/11/16	TX123 (OLGA PRINZ)		41.01	.00	41.01	TX123, 2/11-2/16/16 PARAT
	H6195	03/11/16	TAX91 (VIVIAN MARIE MILLER)		73.74	.00	73.74	TAX91, 2/16-3/2/16 PARATA
	H6196	03/25/16	USB01 (U S BANK)		2,796.24	.00	2,796.24	USB01, FEB-16 CC STATEMEN
	H6197	03/25/16	INT05 (INTERSTATE OIL COMPANY)		11,653.50	.00	11,653.50	INT05, D44138A-IN, 3/14/1
	H6198	03/25/16	MER01 (MERCHANT SERVICES)		168.15	.00	168.15	MER01, TC FEB-16 CC FEES
	H6199	03/25/16	MER01 (MERCHANT SERVICES)		151.61	.00	151.61	MER01, MOA FEB-16 CC FEES
	H6200	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		34.95	.00	34.95	CAL04, 3616555555, TC WAT
	H6201	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		59.05	.00	59.05	CAL04, 4616555555, TC IRR
	H6202	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		64.11	.00	64.11	CAL04, 2575555555, TC FIR
	H6203	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 5755555555, CONTRA
	H6204	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 4755555555, MOA FI
	H6205	03/25/16	STA13 (STAPLES CREDIT PLAN)		706.27	.00	706.27	STA13, MAR-16 STATEMENT,
	H6206	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		8,788.13	.00	8,788.13	NEL01, 66413, FEB-16 PROF
	H6207	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		290.25	.00	290.25	NEL01, 66414, FEB-16 TASK
	H6208	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		4,917.50	.00	4,917.50	MTM01, MTM-112045 3/1-3/1
	H6209	03/25/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, APR-16 WORKER'S CO
	H6210	03/25/16	PER03 (CAL PUB EMP RETIRE SYSTM)		32,578.19	.00	32,578.19	PER03, APR-2016 HEALTH BE
	H6211	03/25/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6212	03/25/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6213	03/25/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.13	.00	905.13	PER04, PERS 457 CONTRIBUT
	H6214	03/25/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,484.80	.00	6,484.80	EFT01, FEDERAL TAXES 2/26
	H6215	03/25/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,224.90	.00	2,224.90	EMP01, STATE TAXES 2/26-3
	H6216	03/25/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		34,809.36	.00	34,809.36	DIR02, PR DIRECT DEPOSIT
	H6217	03/25/16	MOR02 (VANESSA MORENO)		15.77	.00	15.77	MOR02, MAR-2016 TRAVEL RE
	H6218	03/25/16	CAL15 (CALTRONICS BUSINESS SYS)		439.23	.00	439.23	CAL15, 1968731, BIZHUB TH
	H6219	03/25/16	MUT01 (MUTUAL OF OMAHA)		1,011.83	.00	1,011.83	MUT01, APR-16 LIFE INSURA
	H6220	03/25/16	VSP01 (VSP )		505.48	.00	505.48	VSP01, APR-16 VISION BENE
	H6221	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		336.35	.00	336.35	AME06, SUPP04-2016, SUPPL
	H6222	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, FSA04-2016, FLEX S
	H6223	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		3,342.50	.00	3,342.50	MTM01, MTM-112046 3/16-3/
	H6224	03/25/16	CAP01 (CAPTURE TECHNOLOGIES INC)		19,937.10	.00	19,937.10	CAP01, 36061, PO #5523, R
	H6225	03/25/16	SWA01 (ANGELA SWANSON)		295.00	.00	295.00	SWA01, MAR-2016 NTI TRAIN
	H6226	03/25/16	TAX99 (SAEED TIRMIZI)		95.63	.00	95.63	TAX99, PARATAXI REIMBURSE
	H6227	03/25/16	TAX14 (KAREN ADAMS)		16.58	.00	16.58	TAX14, PARATAXI REIMBURSE
	H6228	03/25/16	TAX87 (DELORES M. POWLEY)		30.20	.00	30.20	TAX87, PARATAXI REIMBURSE
	H6229	03/25/16	TAX07 (ASMA SYEDA)		20.00	.00	20.00	TAX07, PARATAXI REIMBURSE
	H6230	03/25/16	TAX91 (VIVIAN MARIE MILLER)		99.03	.00	99.03	TAX91, PARATAXI REIMBURSE
	H6231	03/25/16	TAX96 (THOMAS R. LEONARD)		73.74	.00	73.74	TAX96, PARATAXI REIMBURSE
	H6232	03/25/16	TAX32 (SUE TSANG)		151.30	.00	151.30	TAX32, PARATAXI REIMBURSE

REPORT.: Apr 04 16 Monday  
 RUN....: Apr 04 16 Time: 16:25  
 Run By.: Diane Stout

LAVTA  
 Month End Cash Disbursements Report  
 Report for 03-16 BANK ACCOUNT 105

PAGE: 001  
 ID #: PY-CD  
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-16	H6151	03/11/16	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, FEB-2016 BOD STIPE
	H6152	03/11/16	BRO03 (KARLA SUE BROWN)		300.00	.00	300.00	BRO03, FEB-2016 BOD STIPE
	H6153	03/11/16	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, FEB-2016 BOD STIPE
	H6154	03/11/16	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, FEB-2016 BOD STIPE
	H6155	03/11/16	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, FEB-2016 BOD STIPE
	H6156	03/11/16	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, FEB-2016 BOD STIPE
	H6157	03/11/16	TUR01 (LAUREEN TURNER)		200.00	.00	200.00	TUR01, FEB-2016 BOD STIPE
	H6158	03/11/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,080.89	.00	2,080.89	DEL05, APR-16 DENTAL COVE
	H6159	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		615.56	.00	615.56	PAC02, 7264840356-5, BUS
	H6160	03/11/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.55	.00	904.55	PER04, 457 CONTRIBUTIONS
	H6161	03/11/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6162	03/11/16	PER01 (PERS )		3,790.60	.00	3,790.60	PER01, PERS CLASSIC CONTR
	H6163	03/11/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,221.17	.00	2,221.17	EMP01, STATE TAXES 2/12-2
	H6164	03/11/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,501.50	.00	6,501.50	EFT01, FEDERAL TAXES 2/12
	H6165	03/11/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,209.05	.00	35,209.05	DIR02, DIRECT DEPOSIT PR
	H6166	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		130,409.98	.00	130,409.98	MTM01, JAN-2016 MONTHLY S
	H6167	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,506.00	.00	2,506.00	MTM01, MTM-112044, 2/24-2
	H6168	03/11/16	MVT01 (MV TRANSPORTATION, INC.)		48,754.11	.00	48,754.11	MVT01, 66165, JAN-16 FIXE
	H6169	03/11/16	WEG01 (CHRISTY WEGENER)		16.25	.00	16.25	WEG01, FEB-2016 TRAVEL RE
	H6170	03/11/16	MOC01 (DENNIS MOCHON)		102.36	.00	102.36	MOC01, FEB-2016 TRAVEL RE
	H6171	03/11/16	PAC01 (AT&T )		33.57	.00	33.57	PAC01, 232-351-6260, CONT
	H6172	03/11/16	PAC01 (AT&T )		131.47	.00	131.47	PAC01, 925-243-9029, ATLA
	H6173	03/11/16	PAC01 (AT&T )		301.24	.00	301.24	PAC01, 436-951-0106, ATLA
	H6174	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		2,084.81	.00	2,084.81	PAC02, 9007202117-4, MOA
	H6175	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		93.72	.00	93.72	PAC02, 7649646868-7, DOOL
	H6176	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		645.38	.00	645.38	PAC02, 9800031052-8, TRAN
	H6177	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		59.05	.00	59.05	CIT07, 138430-01, ATLANTI
	H6178	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		132.25	.00	132.25	CIT07, 139388-00, BUS WAS
	H6179	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		180.65	.00	180.65	CIT07, 138431-00, ATLANTI
	H6180	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6181	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6182	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		56.16	.00	56.16	CIT07, 139361-00, ATLANTI
	H6183	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		63.33	.00	63.33	CAL04, 0198655555, BUS WA
	H6184	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		554.98	.00	554.98	CAL04, 9098655555, 1/21-2
	H6185	03/11/16	INT05 (INTERSTATE OIL COMPANY)		9,697.01	.00	9,697.01	INT05, D397827-IN, FUEL D
	H6186	03/11/16	VER01 (VERIZON WIRELESS)		188.67	.00	188.67	VER01, 9760954367, FEB-16
	H6187	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,843.39	.00	1,843.39	PAC02, 6062256368-6, ATLA
	H6188	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		5,349.20	.00	5,349.20	PAC02, 5809326332-3, MOA
	H6189	03/11/16	INT05 (INTERSTATE OIL COMPANY)		10,390.71	.00	10,390.71	INT05, D2737FG-IN, 2/29/1
	H6190	03/11/16	TX113 (RODGER RAGER)		89.25	.00	89.25	TX113, 2/19-2/29/16 PARAT
	H6191	03/11/16	TAX67 (CHRISTEL RAGER)		199.75	.00	199.75	TAX67, 2/1-2/18/16 PARATA
	H6192	03/11/16	TAX72 (JUSTIN HART)		197.80	.00	197.80	TAX72, 1/2-2/24/16 PARATA
	H6193	03/11/16	TAX98 (ROHAN NG)		200.00	.00	200.00	TAX98, 2/2-2/24/16 PARATA
	H6194	03/11/16	TX123 (OLGA PRINZ)		41.01	.00	41.01	TX123, 2/11-2/16/16 PARAT
	H6195	03/11/16	TAX91 (VIVIAN MARIE MILLER)		73.74	.00	73.74	TAX91, 2/16-3/2/16 PARATA
	H6196	03/25/16	USB01 (U S BANK)		2,796.24	.00	2,796.24	USB01, FEB-16 CC STATEMEN
	H6197	03/25/16	INT05 (INTERSTATE OIL COMPANY)		11,653.50	.00	11,653.50	INT05, D44138A-IN, 3/14/1
	H6198	03/25/16	MER01 (MERCHANT SERVICES)		168.15	.00	168.15	MER01, TC FEB-16 CC FEES
	H6199	03/25/16	MER01 (MERCHANT SERVICES)		151.61	.00	151.61	MER01, MOA FEB-16 CC FEES
	H6200	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		34.95	.00	34.95	CAL04, 3616555555, TC WAT
	H6201	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		59.05	.00	59.05	CAL04, 4616555555, TC IRR
	H6202	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		64.11	.00	64.11	CAL04, 2575555555, TC FIR
	H6203	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 5755555555, CONTRA
	H6204	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 4755555555, MOA FI
	H6205	03/25/16	STA13 (STAPLES CREDIT PLAN)		706.27	.00	706.27	STA13, MAR-16 STATEMENT,
	H6206	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		8,788.13	.00	8,788.13	NEL01, 66413, FEB-16 PROF
	H6207	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		290.25	.00	290.25	NEL01, 66414, FEB-16 TASK
	H6208	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		4,917.50	.00	4,917.50	MTM01, MTM-112045 3/1-3/1
	H6209	03/25/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, APR-16 WORKER'S CO
	H6210	03/25/16	PER03 (CAL PUB EMP RETIRE SYSTM)		32,578.19	.00	32,578.19	PER03, APR-2016 HEALTH BE
	H6211	03/25/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6212	03/25/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6213	03/25/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.13	.00	905.13	PER04, PERS 457 CONTRIBUT
	H6214	03/25/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,484.80	.00	6,484.80	EFT01, FEDERAL TAXES 2/26
	H6215	03/25/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,224.90	.00	2,224.90	EMP01, STATE TAXES 2/26-3
	H6216	03/25/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		34,809.36	.00	34,809.36	DIR02, PR DIRECT DEPOSIT
	H6217	03/25/16	MOR02 (VANESSA MORENO)		15.77	.00	15.77	MOR02, MAR-2016 TRAVEL RE
	H6218	03/25/16	CAL15 (CALTRONICS BUSINESS SYS)		439.23	.00	439.23	CAL15, 1968731, BIZHUB TH
	H6219	03/25/16	MUT01 (MUTUAL OF OMAHA)		1,011.83	.00	1,011.83	MUT01, APR-16 LIFE INSURA
	H6220	03/25/16	VSP01 (VSP )		505.48	.00	505.48	VSP01, APR-16 VISION BENE
	H6221	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		336.35	.00	336.35	AME06, SUPP04-2016, SUPPL
	H6222	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, FSA04-2016, FLEX S
	H6223	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		3,342.50	.00	3,342.50	MTM01, MTM-112046 3/16-3/
	H6224	03/25/16	CAP01 (CAPTURE TECHNOLOGIES INC)		19,937.10	.00	19,937.10	CAP01, 36061, PO #5523, R
	H6225	03/25/16	SWA01 (ANGELA SWANSON)		295.00	.00	295.00	SWA01, MAR-2016 NTI TRAIN
	H6226	03/25/16	TAX99 (SAEED TIRMIZI)		95.63	.00	95.63	TAX99, PARATAXI REIMBURSE
	H6227	03/25/16	TAX14 (KAREN ADAMS)		16.58	.00	16.58	TAX14, PARATAXI REIMBURSE
	H6228	03/25/16	TAX87 (DELORES M. POWLEY)		30.20	.00	30.20	TAX87, PARATAXI REIMBURSE
	H6229	03/25/16	TAX07 (ASMA SYEDA)		20.00	.00	20.00	TAX07, PARATAXI REIMBURSE
	H6230	03/25/16	TAX91 (VIVIAN MARIE MILLER)		99.03	.00	99.03	TAX91, PARATAXI REIMBURSE
	H6231	03/25/16	TAX96 (THOMAS R. LEONARD)		73.74	.00	73.74	TAX96, PARATAXI REIMBURSE
	H6232	03/25/16	TAX32 (SUE TSANG)		151.30	.00	151.30	TAX32, PARATAXI REIMBURSE

REPORT.: Apr 04 16 Monday  
 RUN....: Apr 04 16 Time: 16:25  
 Run By.: Diane Stout

LAVTA  
 Month End Cash Disbursements Report  
 Report for 03-16 BANK ACCOUNT 105

PAGE: 001  
 ID #: PY-CD  
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-16	H6151	03/11/16	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, FEB-2016 BOD STIPE
	H6152	03/11/16	BRO03 (KARLA SUE BROWN)		300.00	.00	300.00	BRO03, FEB-2016 BOD STIPE
	H6153	03/11/16	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, FEB-2016 BOD STIPE
	H6154	03/11/16	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, FEB-2016 BOD STIPE
	H6155	03/11/16	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, FEB-2016 BOD STIPE
	H6156	03/11/16	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, FEB-2016 BOD STIPE
	H6157	03/11/16	TUR01 (LAUREEN TURNER)		200.00	.00	200.00	TUR01, FEB-2016 BOD STIPE
	H6158	03/11/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,080.89	.00	2,080.89	DEL05, APR-16 DENTAL COVE
	H6159	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		615.56	.00	615.56	PAC02, 7264840356-5, BUS
	H6160	03/11/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.55	.00	904.55	PER04, 457 CONTRIBUTIONS
	H6161	03/11/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6162	03/11/16	PER01 (PERS )		3,790.60	.00	3,790.60	PER01, PERS CLASSIC CONTR
	H6163	03/11/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,221.17	.00	2,221.17	EMP01, STATE TAXES 2/12-2
	H6164	03/11/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,501.50	.00	6,501.50	EFT01, FEDERAL TAXES 2/12
	H6165	03/11/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,209.05	.00	35,209.05	DIR02, DIRECT DEPOSIT PR
	H6166	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		130,409.98	.00	130,409.98	MTM01, JAN-2016 MONTHLY S
	H6167	03/11/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,506.00	.00	2,506.00	MTM01, MTM-112044, 2/24-2
	H6168	03/11/16	MVT01 (MV TRANSPORTATION, INC.)		48,754.11	.00	48,754.11	MVT01, 66165, JAN-16 FIXE
	H6169	03/11/16	WEG01 (CHRISTY WEGENER)		16.25	.00	16.25	WEG01, FEB-2016 TRAVEL RE
	H6170	03/11/16	MOC01 (DENNIS MOCHON)		102.36	.00	102.36	MOC01, FEB-2016 TRAVEL RE
	H6171	03/11/16	PAC01 (AT&T )		33.57	.00	33.57	PAC01, 232-351-6260, CONT
	H6172	03/11/16	PAC01 (AT&T )		131.47	.00	131.47	PAC01, 925-243-9029, ATLA
	H6173	03/11/16	PAC01 (AT&T )		301.24	.00	301.24	PAC01, 436-951-0106, ATLA
	H6174	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		2,084.81	.00	2,084.81	PAC02, 9007202117-4, MOA
	H6175	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		93.72	.00	93.72	PAC02, 7649646868-7, DOOL
	H6176	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		645.38	.00	645.38	PAC02, 9800031052-8, TRAN
	H6177	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		59.05	.00	59.05	CIT07, 138430-01, ATLANTI
	H6178	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		132.25	.00	132.25	CIT07, 139388-00, BUS WAS
	H6179	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		180.65	.00	180.65	CIT07, 138431-00, ATLANTI
	H6180	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6181	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6182	03/11/16	CIT07 (CITY OF LIVERMORE - WATER)		56.16	.00	56.16	CIT07, 139361-00, ATLANTI
	H6183	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		63.33	.00	63.33	CAL04, 0198655555, BUS WA
	H6184	03/11/16	CAL04 (CALIFORNIA WATER SERVICE)		554.98	.00	554.98	CAL04, 9098655555, 1/21-2
	H6185	03/11/16	INT05 (INTERSTATE OIL COMPANY)		9,697.01	.00	9,697.01	INT05, D397827-IN, FUEL D
	H6186	03/11/16	VER01 (VERIZON WIRELESS)		188.67	.00	188.67	VER01, 9760954367, FEB-16
	H6187	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,843.39	.00	1,843.39	PAC02, 6062256368-6, ATLA
	H6188	03/11/16	PAC02 (PACIFIC GAS AND ELECTRIC)		5,349.20	.00	5,349.20	PAC02, 5809326332-3, MOA
	H6189	03/11/16	INT05 (INTERSTATE OIL COMPANY)		10,390.71	.00	10,390.71	INT05, D2737FG-IN, 2/29/1
	H6190	03/11/16	TX113 (RODGER RAGER)		89.25	.00	89.25	TX113, 2/19-2/29/16 PARAT
	H6191	03/11/16	TAX67 (CHRISTEL RAGER)		199.75	.00	199.75	TAX67, 2/1-2/18/16 PARATA
	H6192	03/11/16	TAX72 (JUSTIN HART)		197.80	.00	197.80	TAX72, 1/2-2/24/16 PARATA
	H6193	03/11/16	TAX98 (ROHAN NG)		200.00	.00	200.00	TAX98, 2/2-2/24/16 PARATA
	H6194	03/11/16	TX123 (OLGA PRINZ)		41.01	.00	41.01	TX123, 2/11-2/16/16 PARAT
	H6195	03/11/16	TAX91 (VIVIAN MARIE MILLER)		73.74	.00	73.74	TAX91, 2/16-3/2/16 PARATA
	H6196	03/25/16	USB01 (U S BANK)		2,796.24	.00	2,796.24	USB01, FEB-16 CC STATEMEN
	H6197	03/25/16	INT05 (INTERSTATE OIL COMPANY)		11,653.50	.00	11,653.50	INT05, D44138A-IN, 3/14/1
	H6198	03/25/16	MER01 (MERCHANT SERVICES)		168.15	.00	168.15	MER01, TC FEB-16 CC FEES
	H6199	03/25/16	MER01 (MERCHANT SERVICES)		151.61	.00	151.61	MER01, MOA FEB-16 CC FEES
	H6200	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		34.95	.00	34.95	CAL04, 3616555555, TC WAT
	H6201	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		59.05	.00	59.05	CAL04, 4616555555, TC IRR
	H6202	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		64.11	.00	64.11	CAL04, 2575555555, TC FIR
	H6203	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 5755555555, CONTRA
	H6204	03/25/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 4755555555, MOA FI
	H6205	03/25/16	STA13 (STAPLES CREDIT PLAN)		706.27	.00	706.27	STA13, MAR-16 STATEMENT,
	H6206	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		8,788.13	.00	8,788.13	NEL01, 66413, FEB-16 PROF
	H6207	03/25/16	NEL01 (NELSON\NYGAARD CONSULTING AS		290.25	.00	290.25	NEL01, 66414, FEB-16 TASK
	H6208	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		4,917.50	.00	4,917.50	MTM01, MTM-112045 3/1-3/1
	H6209	03/25/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, APR-16 WORKER'S CO
	H6210	03/25/16	PER03 (CAL PUB EMP RETIRE SYSTM)		32,578.19	.00	32,578.19	PER03, APR-2016 HEALTH BE
	H6211	03/25/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6212	03/25/16	PER01 (PERS )		2,691.06	.00	2,691.06	PER01, PERS NEW CONTRIBUT
	H6213	03/25/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.13	.00	905.13	PER04, PERS 457 CONTRIBUT
	H6214	03/25/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,484.80	.00	6,484.80	EFT01, FEDERAL TAXES 2/26
	H6215	03/25/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,224.90	.00	2,224.90	EMP01, STATE TAXES 2/26-3
	H6216	03/25/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		34,809.36	.00	34,809.36	DIR02, PR DIRECT DEPOSIT
	H6217	03/25/16	MOR02 (VANESSA MORENO)		15.77	.00	15.77	MOR02, MAR-2016 TRAVEL RE
	H6218	03/25/16	CAL15 (CALTRONICS BUSINESS SYS)		439.23	.00	439.23	CAL15, 1968731, BIZHUB TH
	H6219	03/25/16	MUT01 (MUTUAL OF OMAHA)		1,011.83	.00	1,011.83	MUT01, APR-16 LIFE INSURA
	H6220	03/25/16	VSP01 (VSP )		505.48	.00	505.48	VSP01, APR-16 VISION BENE
	H6221	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		336.35	.00	336.35	AME06, SUPP04-2016, SUPPL
	H6222	03/25/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, FSA04-2016, FLEX S
	H6223	03/25/16	MTM01 (MEDICAL TRANSPORTATION MANAG		3,342.50	.00	3,342.50	MTM01, MTM-112046 3/16-3/
	H6224	03/25/16	CAP01 (CAPTURE TECHNOLOGIES INC)		19,937.10	.00	19,937.10	CAP01, 36061, PO #5523, R
	H6225	03/25/16	SWA01 (ANGELA SWANSON)		295.00	.00	295.00	SWA01, MAR-2016 NTI TRAIN
	H6226	03/25/16	TAX99 (SAEED TIRMIZI)		95.63	.00	95.63	TAX99, PARATAXI REIMBURSE
	H6227	03/25/16	TAX14 (KAREN ADAMS)		16.58	.00	16.58	TAX14, PARATAXI REIMBURSE
	H6228	03/25/16	TAX87 (DELORES M. POWLEY)		30.20	.00	30.20	TAX87, PARATAXI REIMBURSE
	H6229	03/25/16	TAX07 (ASMA SYEDA)		20.00	.00	20.00	TAX07, PARATAXI REIMBURSE
	H6230	03/25/16	TAX91 (VIVIAN MARIE MILLER)		99.03	.00	99.03	TAX91, PARATAXI REIMBURSE
	H6231	03/25/16	TAX96 (THOMAS R. LEONARD)		73.74	.00	73.74	TAX96, PARATAXI REIMBURSE
	H6232	03/25/16	TAX32 (SUE TSANG)		151.30	.00	151.30	TAX32, PARATAXI REIMBURSE

REPORT.: Apr 04 16 Monday  
RUN....: Apr 04 16 Time: 16:25  
Run By.: Diane Stout

LAVTA  
Month End Cash Disbursements Report  
Report for 03-16 BANK ACCOUNT 105

PAGE: 002  
ID #: PY-CD  
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-16	H6233	03/25/16	TAX53 (ROBERTA ISHMAEL)		15.94	.00	15.94	TAX53, PARATAXI REIMBURSE
	H6234	03/25/16	TX137 (HIMATLAL R MEHTA)		82.77	.00	82.77	TX137, PARATAXI REIMBURSE
	H6235	03/25/16	TX145 (EDWARD DON MARTINEZ)		20.00	.00	20.00	TX145, PARATAXI REIMBURSE
	H6236	03/31/16	BID01 (DON BIDDLE)		100.00	.00	100.00	BID01, BOD STIPEND MAR-20
	H6237	03/31/16	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, BOD STIPEND MAR-20
	H6238	03/31/16	HAG01 (SCOTT HAGGERTY)		200.00	.00	200.00	HAG01, BOD STIPEND MAR-20
	H6239	03/31/16	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, BOD STIPEND MAR-20
	H6240	03/31/16	SPE04 (STEVEN G. SPEDOWFSKI)		100.00	.00	100.00	SPE04, BOD STIPEND MAR-20
	H6241	03/31/16	NAR01 (KATHERINE NARUM)		100.00	.00	100.00	NAR01, BOD STIPEND MAR-20
	H6242	03/31/16	QUE01 (QUENCH)		196.44	.00	196.44	QUE01, D067114, XSTREAM W
	H6243	03/31/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,586.15	.00	6,586.15	EFT01, FEDERAL TAXES 3/11
	H6244	03/31/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6245	03/31/16	PER01 (PERS )		2,836.53	.00	2,836.53	PER01, PERS NEW CONTRIBUT
	H6246	03/31/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,238.11	.00	2,238.11	EMP01, STATE TAXES PR 3/1
	H6247	03/31/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.55	.00	904.55	PER04, PERS 457 3/11-3/25
	H6248	03/31/16	EFT01 (ELECTRONIC FUND TRANSFERS)		.08	.00	.08	EFT01, FEDERAL TAXES 1ST
	H6249	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H6250	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		41.18	.00	41.18	CIT07, 139399-00, ATLANTI
	H6251	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		47.52	.00	47.52	CIT07, 139361-00, ATLANTI
	H6252	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		59.05	.00	59.05	CIT07, 138430-01, ATLANTI
	H6253	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		126.05	.00	126.05	CIT07, 139388-00, BUS WAS
	H6254	03/31/16	CIT07 (CITY OF LIVERMORE - WATER)		580.55	.00	580.55	CIT07, 138431-00, ATLANTI
	019028	03/11/16	AIM01 (AIM TO PLEASE JANITORIAL SER		23,407.96	.00	23,407.96	Automatic Generated Check
	019029	03/11/16	ATT02 (AT&T )		271.32	.00	271.32	Automatic Generated Check
	019030	03/11/16	ATT03 (AT&T )		895.61	.00	895.61	Automatic Generated Check
	019031	03/11/16	BAR02 (SF BAY AREA RAPID TRA DIS)		891.00	.00	891.00	Automatic Generated Check
	019032	03/11/16	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	019033	03/11/16	HOT01 (HOTSYPACIFIC)		3,670.88	.00	3,670.88	Automatic Generated Check
	019034	03/11/16	INT01 (INTERSTATE PLASTICS)		590.93	.00	590.93	Automatic Generated Check
	019035	03/11/16	LIV10 (LIVERMORE SANITATION INC)		2,317.40	.00	2,317.40	Automatic Generated Check
	019036	03/11/16	LIV21 (LIVERMORE DOWNTOWN INC)		137.50	.00	137.50	Automatic Generated Check
	019037	03/11/16	MET01 (METROPOLITAN TRANSPORT-)		16.55	.00	16.55	Automatic Generated Check
	019038	03/11/16	OFF01 (OFFICE DEPOT)		230.22	.00	230.22	Automatic Generated Check
	019039	03/11/16	SAF01 (SAFETY-KLEEN SYSTEMS INC)		265.41	.00	265.41	Automatic Generated Check
	019040	03/11/16	SEF01 (SEFAC INC)		1,417.65	.00	1,417.65	Automatic Generated Check
	019041	03/11/16	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	019042	03/11/16	TRA12 (TRAPEZE SOFTWARE GROUP)		15,020.26	.00	15,020.26	Automatic Generated Check
	019043	03/11/16	TX126 (DOROTHY NETHERCOTT)		73.10	.00	73.10	Automatic Generated Check
	019044	03/11/16	TX133 (SAROJA IYER)		102.00	.00	102.00	Automatic Generated Check
	019045	03/11/16	TX136 (VIRGINIA REID)		90.74	.00	90.74	Automatic Generated Check
	019046	03/11/16	UTC01 (UTC FIRE & SECURITY AMERI)		605.73	.00	605.73	Automatic Generated Check
	019047	03/25/16	ATT02 (AT&T )		271.32	.00	271.32	Automatic Generated Check
	019048	03/25/16	AVI01 (AMADOR VALLEY INDUSTRIES)		325.84	.00	325.84	Automatic Generated Check
	019049	03/25/16	CIT01 (CITY OF LIVERMORE)		711.37	.00	711.37	Automatic Generated Check
	019050	03/25/16	CIT06 (CITY OF LIVERMORE SEWER)		323.44	.00	323.44	Automatic Generated Check
	019051	03/25/16	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	019052	03/25/16	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	019053	03/25/16	DUB01 (DUBLIN CHAMBER OF)		315.00	.00	315.00	Automatic Generated Check
	019054	03/25/16	EME01 (EMERALD LANDSCAPE CO INC)		1,155.00	.00	1,155.00	Automatic Generated Check
	019055	03/25/16	GET01 (GETTLER-RYAN INC.)		165.00	.00	165.00	Automatic Generated Check
	019056	03/25/16	HOT01 (HOTSYPACIFIC)		5,742.17	.00	5,742.17	Automatic Generated Check
	019057	03/25/16	JTH01 (J. THAYER COMPANY)		86.11	.00	86.11	Automatic Generated Check
	019058	03/25/16	KIM02 (KIMLEY-HORN AND ASSOC, INC)		1,305.00	.00	1,305.00	Automatic Generated Check
	019059	03/25/16	LIV13 (LIVERMORE-PLEASANTON)		4,707.50	.00	4,707.50	Automatic Generated Check
	019060	03/25/16	OFF01 (OFFICE DEPOT)		423.22	.00	423.22	Automatic Generated Check
	019061	03/25/16	PAC11 (PACIFIC ENVIRONMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	019062	03/24/16	QUE01 (QUENCH)		(196.44)	.00	(196.44)	Ch# 019062 Reversed
	019062	03/25/16	QUE01 (QUENCH)		196.44	.00	196.44	Automatic Generated Check
	019063	03/25/16	SCF01 (SC FUELS)		16,298.45	.00	16,298.45	Automatic Generated Check
	019064	03/25/16	SHA02 (SHAMROCK OFFICE SOLUTIONS)		46.13	.00	46.13	Automatic Generated Check
	019065	03/25/16	TAX60 (ANNA FONG)		56.10	.00	56.10	Automatic Generated Check
	019066	03/25/16	TRA10 (TRANSIT INFORMATION PROD.)		10,115.83	.00	10,115.83	Automatic Generated Check
	019067	03/25/16	TX130 (LIU PING C LI)		28.08	.00	28.08	Automatic Generated Check
	019068	03/25/16	TX135 (JEFFREY JACOBSON)		14.03	.00	14.03	Automatic Generated Check
	019069	03/25/16	TX144 (DENISE WARE)		18.70	.00	18.70	Automatic Generated Check
Total for Bank Account 105 ----->					526,010.01	.00	526,010.01	
Grand Total of all Bank Accounts ----->					526,010.01	.00	526,010.01	



REPORT.: Apr 05 16 Tuesday  
 RUN....: Apr 05 16 Time: 08:37  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Report for 03-16

PAGE: 001  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-16	AIM01 (AIM TO PLEASE JANITORIAL SERVICE)	SE1017DEC15 1018JAN16 6FEB-2016	12/31/15 02/10/16 03/03/16	01/30/16 03/11/16 04/02/16	A A A	10500.00 10500.00 2407.96	AIM01, #1017 DEC-15, BUS STOP CLEANING SERVI AIM01, #1018 JAN-16, BUS STOP CLEANING SERVI AIM01, 6FEB-2016, JANITORIAL SERVICE
			Vendor's Total ----->			23407.96	
03-16	AME06 (AMERICAN FIDELITY ASSURANCE)	FSA042016H SUP042016H	02/29/16 03/18/16	03/30/16 04/17/16	A A	1105.80 336.35	AME06, FSA04-2016, FLEX SPENDING AME06, SUPP04-2016, SUPPLEMENTAL LIFE INS
			Vendor's Total ----->			1442.15	
03-16	ATT02 (AT&T )	7675081 7806155	02/13/16 03/13/16	03/14/16 04/12/16	A A	271.32 271.32	ATT02, 7675081, PAYER #9391035693 1/13-2/12/ ATT02, PAYER #9391035693 2/13-3/12/16
			Vendor's Total ----->			542.64	
03-16	ATT03 (AT&T )	015770301	02/19/16	03/20/16	A	895.61	ATT03, INV #4015770301, INTERNET PRI FEB-201
03-16	AVI01 (AMADOR VALLEY INDUSTRIES)	544127	02/29/16	03/30/16	A	325.84	AVI01, 544127, FEB-16 GARBAGE PICK UP
03-16	BAR02 (SF BAY AREA RAPID TRA DIS)	20160307	03/07/16	04/06/16	A	891.00	BAR02, 3/7/2016 100 RED BART TICKETS
03-16	BID01 (DON BIDDLE)	FEB-2016H MAR-2016H	03/03/16 03/31/16	04/02/16 04/30/16	A A	200.00 100.00	BID01, FEB-2016 BOD STIPEND BID01, BOD STIPEND MAR-2016
			Vendor's Total ----->			300.00	
03-16	BRO03 (KARLA SUE BROWN)	FEB-2016H MAR-2016H	03/03/16 03/31/16	04/02/16 04/30/16	A A	300.00 100.00	BRO03, FEB-2016 BOD STIPEND BRO03, BOD STIPEND MAR-2016
			Vendor's Total ----->			400.00	
03-16	CAL04 (CALIFORNIA WATER SERVICE)	198021916H 257030116H 361030216H 461030216H 475031616H 575030116H 909021916H	02/19/16 03/01/16 03/01/16 03/01/16 03/01/16 03/01/16 02/19/16	03/20/16 03/31/16 03/31/16 03/31/16 03/31/16 03/31/16 03/20/16	A A A A A A A	63.33 64.11 34.95 59.05 85.48 85.48 554.98	CAL04, 01986555555, BUS WASH 1/21-2/18/16 CAL04, 25755555555, TC FIRE 3/1-3/31/16 CAL04, 36165555555, TC WATER 2/2-3/1/16 CAL04, 46165555555, TC IRRG 2/2-3/1/16 CAL04, 47555555555, MOA FIRE 3/1-3/31/16 CAL04, 57555555555, CONTRACTOR FIRE 3/1-3/31/ CAL04, 90986555555, 1/21-2/18/16 MOA WATER
			Vendor's Total ----->			947.38	
03-16	CAL15 (CALTRONICS BUSINESS SYS)	1968731H	03/09/16	04/08/16	A	439.23	CAL15, 1968731, BIZHUB THRU 3/9/16
03-16	CAP01 (CAPTURE TECHNOLOGIES INC)	36061H	03/22/16	04/21/16	A	19937.10	CAP01, 36061, PO #5523, RFQ #2015-15 FINAL P
03-16	CIT01 (CITY OF LIVERMORE)	1386-1617	03/15/16	04/14/16	A	711.37	CIT01, PERMIT 1386(16-17) ATL WASTEWATER PER
03-16	CIT06 (CITY OF LIVERMORE SEWER)	BW031516 TC030816 MOA031516	03/15/16 03/08/16 03/15/16	04/14/16 04/07/16 04/14/16	A A A	176.78 41.18 105.48	CIT06, 138143-00, BUS WASH 2/16-3/15/16 CIT06, 133389-00, TRANSIT CENTER 2/9-3/8/16 CIT06, 133294-00, BUS WASH 2/16-3/15/16
			Vendor's Total ----->			323.44	
03-16	CIT07 (CITY OF LIVERMORE - WATER)	361021616H 361031516H 388021616H 388031516H 399021616H 399031516H 430021616H 430031516H 431021616H 431031516H 432021616H 432031516H	02/16/16 03/15/16 02/16/16 03/15/16 02/16/16 03/15/16 02/16/16 03/15/16 02/16/16 03/15/16 02/16/16 03/15/16	03/17/16 04/14/16 03/17/16 04/14/16 03/17/16 04/14/16 03/17/16 04/14/16 03/17/16 04/14/16 03/17/16 04/14/16	A A A A A A A A A A A A	56.16 47.52 132.25 126.05 41.18 41.18 59.05 59.05 180.65 580.55 26.65 26.65	CIT07, 139361-00, ATLANTIS SEWER 1/19-2/16/1 CIT07, 139361-00, ATLANTIS SEWER 2/16-3/15/1 CIT07, 139388-00, BUS WASH 1/19-2/16/16 CIT07, 139388-00, BUS WASH 2/16-3/15/16 CIT07, 139399-00, ATLANTIS SEWER 1/19-2/16/1 CIT07, 139399-00, ATLANTIS SEWER 2/16-3/15/1 CIT07, 138430-01, ATLANTIS INDOOR 1/19-2/16/ CIT07, 138430-01, ATLANTIS INDOOR 2/16-3/15/ CIT07, 138431-00, ATLANTIS IRRG 1/19-2/16/16 CIT07, 138431-00, ATLANTIS IRRG 2/16-3/15/16 CIT07, 138432-00, ATLANTIS FIRE 1/19-2/16/16 CIT07, 138432-00, ATLANTIS FIRE 2/16-3/15/16
			Vendor's Total ----->			1376.94	

REPORT.: Apr 05 16 Tuesday  
 RUN....: Apr 05 16 Time: 08:37  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Report for 03-16

PAGE: 002  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-16	COR01 (CORBIN WILLITS SYSTEMS)	B603151	03/15/16	04/14/16	A	239.45	COR01, B603151, MAR-16 SERVICE
03-16	DAY02 (DAY & NIGHT PEST CONTROL)	110543	02/24/16	03/25/16	A	218.00	DAY02, 110543, 2/12/16 RUTAN SERVICE
03-16	DEL05 (ALLIED ADMIN/DELTA DENTAL)	APR-2016H	03/03/16	04/02/16	A	2080.89	DEL05, APR-16 DENTAL COVERAGE
03-16	DIR01 (DIRECT TV)	040412088	03/15/16	04/14/16	A	14.00	DIR01, 28040412088, MAR-16 SERVICE
03-16	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20160226H	03/03/16	04/02/16	A	35209.05	DIR02, DIRECT DEPOSIT PR 2/12-2/26/16
		20160311H	03/18/16	04/17/16	A	34809.36	DIR02, PR DIRECT DEPOSIT 2/26-3/11/16
		Vendor's Total ----->				70018.41	
03-16	DUB01 (DUBLIN CHAMBER OF)	2016MBRSH	03/01/16	03/31/16	A	315.00	DUB01, 2016 ANNUAL MEMBERSHIP RENEWAL FEE
03-16	EFT01 (ELECTRONIC FUND TRASFERS)	20160226H	03/03/16	04/02/16	A	6501.50	EFT01, FEDERAL TAXES 2/12-2/26/16
		20160311H	03/18/16	04/17/16	A	6484.80	EFT01, FEDERAL TAXES 2/26-3/11/16
		20160325H	03/25/16	04/24/16	A	6586.15	EFT01, FEDERAL TAXES 3/11-3/25/16
		20160331H	03/31/16	04/30/16	A	.08	EFT01, FEDERAL TAXES 1ST QTR 2016
		Vendor's Total ----->				19572.53	
03-16	EME01 (EMERALD LANDSCAPE CO INC)	281163	03/01/16	03/31/16	A	1155.00	EME01, 281163, MAR-16 LANDSCAPING SERVICE
03-16	EMP01 (EMPLOYMENT DEVEL DEPT)	20160226H	03/03/16	04/02/16	A	2221.17	EMP01, STATE TAXES 2/12-2/26/16
		20160311H	03/18/16	04/17/16	A	2224.90	EMP01, STATE TAXES 2/26-3/11/16
		20160325H	03/25/16	04/24/16	A	2238.11	EMP01, STATE TAXES PR 3/11-3/25/16
		Vendor's Total ----->				6684.18	
03-16	GET01 (GETTLER-RYAN INC.)	57485	03/09/16	04/08/16	A	165.00	GET01, 57485, PO #5576, REPAIR T3 VALVE LEAK
03-16	HAG01 (SCOTT HAGGERTY)	FEB-2016H	03/03/16	04/02/16	A	100.00	HAG01, FEB-2016 BOD STIPEND
		MAR-2016H	03/31/16	04/30/16	A	200.00	HAG01, BOD STIPEND MAR-2016
		Vendor's Total ----->				300.00	
03-16	HAU01 (DAVID HAUBERT)	FEB-2016H	03/03/16	04/02/16	A	200.00	HAU01, FEB-2016 BOD STIPEND
		MAR-2016H	03/31/16	04/30/16	A	200.00	HAU01, BOD STIPEND MAR-2016
		Vendor's Total ----->				400.00	
03-16	HOT01 (HOTSYPACIFIC)	48352	02/24/16	03/25/16	A	3670.88	HOT01, 48352, PO #5517 FUEL ISLAND DEF HOSE
		48658	03/18/16	04/17/16	A	5742.17	HOT01, 48658, PO #5548, PUMP REPLACEMENT
		Vendor's Total ----->				9413.05	
03-16	INT01 (INTERSTATE PLASTICS)	911935	02/19/16	03/20/16	A	590.93	INT01, 911935, PO #5543 ACRYLIC PANELS-BUS S
03-16	INT05 (INTERSTATE OIL COMPANY)	D2737FGINH	02/29/16	03/30/16	A	10390.71	INT05, D2737FG-IN, 2/29/16 FUEL DELIVERY
		D397827INH	02/23/16	03/24/16	A	9697.01	INT05, D397827-IN, FUEL DELIVERY 2/23/16
		D44138AINH	03/14/16	04/13/16	A	11653.50	INT05, D44138A-IN, 3/14/16 FUEL DELIVERY
		Vendor's Total ----->				31741.22	
03-16	JTH01 (J. THAYER COMPANY)	1028900-0	03/16/16	04/15/16	A	86.11	JTH01, 1028900-0, 3/16/16 PRINTING PAPER
03-16	KIM02 (KIMLEY-HORN AND ASSOC, INC)	7011-0216	02/29/16	03/30/16	A	1305.00	KIM02, 097447011-0216, QUEUE JUMP FINAL PAY
03-16	LIV10 (LIVERMORE SANITATION INC)	716872	02/29/16	03/30/16	A	2317.40	LIV10, 716872, FEB-16 SERVICE RUTAN GARBAGE
03-16	LIV13 (LIVERMORE-PLEASANTON)	223-715	03/14/16	04/13/16	A	2891.50	LIV13, 223-715-2016, RUTAN ANNUAL FEE 2016
		1203-917	03/14/16	04/13/16	A	1816.00	LIV13, 1203-917-2016, ATLANTIS ANNUAL FEE
		Vendor's Total ----->				4707.50	

REPORT.: Apr 05 16 Tuesday  
 RUN....: Apr 05 16 Time: 08:37  
 Run By.: Diane Stout

LAVITA  
 Month End Payable Activity Report  
 Report for 03-16

PAGE: 003  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-16	LIV21 (LIVERMORE DOWNTOWN INC)	2016WINEF	02/23/16	03/24/16	A	137.50	LIV21, 2016 WINE FESTIVAL BOOTH SPACE
03-16	MER01 (MERCHANT SERVICES)	TC022916H	02/29/16	03/30/16	A	168.15	MER01, TC FEB-16 CC FEES
		MOA022916H	02/29/16	03/30/16	A	151.61	MER01, MOA FEB-16 CC FEES
		Vendor's Total ----->				319.76	
03-16	MET01 (METROPOLITAN TRANSPORT-)	AR011886	02/24/16	03/25/16	A	16.55	MET01, AR011886, BANK FEES CLIPPER 07/15-12/
03-16	MOC01 (DENNIS MOCHON)	FEB-2016H	03/01/16	03/31/16	A	102.36	MOC01, FEB-2016 TRAVEL REIMBURSE
03-16	MOR02 (VANESSA MORENO)	MAR-2016H	03/22/16	04/21/16	A	15.77	MOR02, MAR-2016 TRAVEL REIMBURSE
03-16	MTM01 (MEDICAL TRANSPORTATION MANA	JAN-2016H	02/10/16	03/11/16	A	130409.98	MTM01, JAN-2016 MONTHLY SERVICE
		MTM112044H	03/01/16	03/31/16	A	2506.00	MTM01, MTM-112044, 2/24-2/29/16
		MTM112045H	03/15/16	04/14/16	A	4917.50	MTM01, MTM-112045 3/1-3/15/16
		MTM112046H	03/22/16	04/21/16	A	3342.50	MTM01, MTM-112046 3/16-3/22/16
		Vendor's Total ----->				141175.98	
03-16	MUT01 (MUTUAL OF OMAHA)	APR-2016H	03/16/16	04/15/16	A	1011.83	MUT01, APR-16 LIFE INSURANCE
03-16	MVT01 (MV TRANSPORTATION, INC.)	66165H	01/01/16	01/31/16	A	48754.11	MVT01, 66165, JAN-16 FIXED ROUTE SERVICE
03-16	NAR01 (KATHERINE NARUM)	MAR-2016H	03/31/16	04/30/16	A	100.00	NAR01, BOD STIPEND MAR-2016
03-16	NEL01 (NELSON\NYGAARD CONSULTING A	66413H	03/09/16	04/08/16	A	8788.13	NEL01, 66413, FEB-16 PROFESSIONAL SERVICES
		66414H	03/09/16	04/08/16	A	290.25	NEL01, 66414, FEB-16 TASK 8 EXPANSION & SRTP
		Vendor's Total ----->				9078.38	
03-16	OFF01 (OFFICE DEPOT)	026394001	02/19/16	03/20/16	A	30.49	OFF01, 825026394001, OFFICE SUPPLIES 2/19/16
		048615001	03/18/16	04/17/16	A	94.20	OFF01, 829048615001, 3/18/16 OFFICE SUPPLIES
		155621001	03/17/16	04/16/16	A	13.13	OFF01, 830155621001, 3/17/16 OFFICE SUPPLIES
		155709001	03/16/16	04/15/16	A	45.96	OFF01, 830155709001, 3/16/16 OFFICE SUPPLIES
		259664001	02/25/16	03/26/16	A	106.44	OFF01, 826259664001, OFFICE SUPPLIES 2/25/16
		260347001	02/24/16	03/25/16	A	15.59	OFF01, 826260347001, OFFICE SUPPLIES 2/24/16
		377699001	03/02/16	04/01/16	A	68.95	OFF01, 827377699001, 3/2/16 OFFICE SUPPLIES
		377749001	03/01/16	03/31/16	A	8.75	OFF01, 827377749001, 3/1/16 OFFICE SUPPLIES
		729772001	03/09/16	04/08/16	A	107.03	OFF01, 828729772001, 3/8/16 OFFICE SUPPLIES
		819626001	03/10/16	04/09/16	A	72.89	OFF01, 828819626001, 3/9/16 OFFICE SUPPLIES
		840840001	03/11/16	04/10/16	A	90.01	OFF01, 829840840001, 3/11/16 OFFICE SUPPLIES
		Vendor's Total ----->				653.44	
03-16	PAC01 (AT&T )	ATT020716H	02/07/16	03/08/16	A	33.57	PAC01, 232-351-6260, CONTRACTOR FIRE 2/7-3/6
		ATT021116H	02/11/16	03/12/16	A	301.24	PAC01, 436-951-0106, ATLANTIS T1 2/11-3/10/1
		ATT021316H	02/13/16	03/14/16	A	131.47	PAC01, 925-243-9029, ATLANTIS ALARM 2/13-3/1
		Vendor's Total ----->				466.28	
03-16	PAC02 (PACIFIC GAS AND ELECTRIC)	580030216H	03/02/16	04/01/16	A	5349.20	PAC02, 5809326332-3, MOA ELECTRIC 2/1-3/1/16
		606030216H	03/02/16	04/01/16	A	1843.39	PAC02, 6062256368-6, ATLANTIS 1/28-2/29/16
		726031016H	02/22/16	03/23/16	A	615.56	PAC02, 7264840356-5, BUS STOPS 1/21-2/21/16
		764021116H	02/11/16	03/12/16	A	93.72	PAC02, 7649646868-7, DOOLAN TWR 1/12-2/10/16
		900021216H	02/12/16	03/13/16	A	2084.81	PAC02, 9007202117-4, MOA GAS 1/13-2/11/16
		980021216H	02/12/16	03/13/16	A	645.38	PAC02, 9800031052-8, TRANSIT CENTER 1/13-2/1
		Vendor's Total ----->				10632.06	
03-16	PAC11 (PACIFIC ENVIROMENTAL SERV)	2006046	03/02/16	04/01/16	A	120.00	PAC11, 2006046, RUTAN MONTHLY SERVICE
		2006047	03/02/16	04/01/16	A	120.00	PAC11, 2006047, ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
03-16	PEN01 (JERRY PENTIN)	FEB-2016H	03/03/16	04/02/16	A	100.00	PEN01, FEB-2016 BOD STIPEND

REPORT.: Apr 05 16 Tuesday  
 RUN....: Apr 05 16 Time: 08:37  
 Run By.: Diane Stout

LAVTA  
 Month End Payable Activity Report  
 Report for 03-16

PAGE: 004  
 ID #: PY-AC  
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-16	PER01 (PERS )	20160226CH	03/03/16	04/02/16	A	3790.60	PER01, PERS CLASSIC CONTRIBUTION 2/12-2/26/1
		20160226NH	03/03/16	04/02/16	A	2691.06	PER01, PERS NEW CONTRIBUTION 2/12-2/26/16
		20160311CH	03/18/16	04/17/16	A	3756.47	PER01, PERS CLASSIC CONTRIBUTION 2/26-3/11/1
		20160311NH	03/18/16	04/17/16	A	2691.06	PER01, PERS NEW CONTRIBUTION 2/26-3/11/16
		20160325CH	03/25/16	04/24/16	A	3756.47	PER01, PERS CLASSIC CONTRIBUTION 3/11-3/25/1
		20160325NH	03/25/16	04/24/16	A	2836.53	PER01, PERS NEW CONTRIBUTION 3/11-3/25/16
		Vendor's Total ----->				19522.19	
03-16	PER03 (CAL PUB EMP RETIRE SYSTM)	APR-2016H	03/14/16	04/13/16	A	32578.19	PER03, APR-2016 HEALTH BENEFITS
03-16	PER04 (CALPERS RETIREMENT SYSTEM)	20160226H	03/03/16	04/02/16	A	904.55	PER04, 457 CONTRIBUTIONS 2/12-2/26/16
		20160311H	03/18/16	04/17/16	A	905.13	PER04, PERS 457 CONTRIBUTION 2/26-3/11/16
		20160325H	03/25/16	04/24/16	A	904.55	PER04, PERS 457 3/11-3/25/16
		Vendor's Total ----->				2714.23	
03-16	QUE01 (QUENCH)	D067114	03/01/16	03/31/16	A	196.44	QUE01, D067114, XSTREAM TRANSIT CENTER 3/16-
		D067114H	03/01/16	03/31/16	A	196.44	QUE01, D067114, XSTREAM WATER COOLER TRANSIT
		D067114u	03/24/16	/ /		196.44	-Ck# 019062 Reversed
		Vendor's Total ----->				196.44	
03-16	SAF01 (SAFETY-KLEEN SYSTEMS INC)	69221150	02/02/16	03/03/16	A	265.41	SAF01, 69221150, LEASE FOR WASHER PARTS PO #
03-16	SCF01 (SC FUELS)	3004632	03/07/16	04/06/16	A	11015.48	SCF01, 3004632, 3/7/16 FUEL DELIVERY
		3010360	03/15/16	04/14/16	A	5282.97	SCF01, 3010360, 3/15/16 FUEL DELIVERY
		Vendor's Total ----->				16298.45	
03-16	SEF01 (SEFAC INC)	91894	02/09/16	03/10/16	A	1417.65	SEF01, 91894, ANNUAL INSPECTION SEFAC LIFTS
03-16	SHA02 (SHAMROCK OFFICE SOLUTIONS)	245377	03/07/16	04/06/16	A	46.13	SHA02, 245377, MAR-16 SERVICE
03-16	SOL01 (SOLUTIONS FOR TRANSIT)	16305-LAV	03/05/16	04/04/16	A	2083.33	SOL01, 16-305LAVTA, FEB-16 CLIPPER ANALYSIS
03-16	SPE04 (STEVEN G. SPEDOWFSKI)	FEB-2016H	03/03/16	04/02/16	A	200.00	SPE04, FEB-2016 BOD STIPEND
		MAR-2016H	03/31/16	04/30/16	A	100.00	SPE04, BOD STIPEND MAR-2016
		Vendor's Total ----->				300.00	
03-16	STA01 (STATE COMPENSATION FUND)	APR-2016H	03/16/16	04/15/16	A	2280.42	STA01, APR-16 WORKER'S COMP PREMIUM
03-16	STA13 (STAPLES CREDIT PLAN)	MAR-2016H	03/09/16	04/08/16	A	706.27	STA13, MAR-16 STATEMENT, OFFICE SUPPLIES
03-16	SWA01 (ANGELA SWANSON)	MAR-16NTIH	03/23/16	04/22/16	A	295.00	SWA01, MAR-2016 NTI TRAINING PER DIEM
03-16	TAX07 (ASMA SYEDA)	3-14-16H	03/23/16	04/22/16	A	20.00	TAX07, PARATAXI REIMBURSE 3/14/16
03-16	TAX14 (KAREN ADAMS)	3-09-16H	03/23/16	04/22/16	A	16.58	TAX14, PARATAXI REIMBURSE 3/9/16
03-16	TAX32 (SUE TSANG)	0218-0229H	03/23/16	04/22/16	A	151.30	TAX32, PARATAXI REIMBURSE 2/18-2/29/16
03-16	TAX53 (ROBERTA ISHMAEL)	12-23-16H	03/23/16	04/22/16	A	15.94	TAX53, PARATAXI REIMBURSE 12/23/16
03-16	TAX60 (ANNA FONG)	0209-0301	03/23/16	04/22/16	A	56.10	TAX60, PARATAXI REIMBURSE 2/9-3/1/16
03-16	TAX67 (CHRISTEL RAGER)	0201-0218H	03/08/16	04/07/16	A	199.75	TAX67, 2/1-2/18/16 PARATAXI REIMBURSE
03-16	TAX72 (JUSTIN HART)	0102-0224H	03/08/16	04/07/16	A	197.80	TAX72, 1/2-2/24/16 PARATAXI REIMBURSE

PAGE: 005  
ID #: PY-AC  
CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-16	TAX87 (DELORES M. POWLEY)	2-23-16H	03/23/16	04/22/16	A	30.20	TAX87, PARATAXI REIMBURSE 2/23/16
03-16	TAX91 (VIVIAN MARIE MILLER)	0216-0302H 0302-0316H	03/08/16 03/23/16	04/07/16 04/22/16	A A	73.74 99.03	TAX91, 2/16-3/2/16 PARATAXI REIMBURSE TAX91, PARATAXI REIMBURSE 3/2-3/16/16
			Vendor's Total	----->		172.77	
03-16	TAX96 (THOMAS R. LEONARD)	0104-0222H	03/23/16	04/22/16	A	73.74	TAX96, PARATAXI REIMBURSE 1/4-2/22/16
03-16	TAX98 (ROHAN NG)	0202-0224H	03/08/16	04/07/16	A	200.00	TAX98, 2/2-2/24/16 PARATAXI REIMBURSE
03-16	TAX99 (SAEED TIRMIZI)	0208-0217H	03/23/16	04/22/16	A	95.63	TAX99, PARATAXI REIMBURSE 2/8-2/17/16
03-16	TRA10 (TRANSIT INFORMATION PROD.)	12518 12529	03/10/16 03/16/16	04/09/16 04/15/16	A A	9419.29 696.54	TRA10, 12518, PO #5544 BUS BOOKS 10,000 TRA10, 12529, PO #5587 BUS BOOK ORDER UPDATE
			Vendor's Total	----->		10115.83	
03-16	TRA12 (TRAPEZE SOFTWARE GROUP)	TPPA00026	02/15/16	03/16/16	A	15020.26	TRA12, TPPA000026, PROJ 5379-400 VIEWPOINT P
03-16	TUR01 (LAUREEN TURNER)	FEB-2016H	03/03/16	04/02/16	A	200.00	TUR01, FEB-2016 BOD STIPEND
03-16	TX113 (RODGER RAGER)	0219-0229H	03/08/16	04/07/16	A	89.25	TX113, 2/19-2/29/16 PARATAXI REIMBURSE
03-16	TX123 (OLGA PRINZ)	0211-0216H	03/08/16	04/07/16	A	41.01	TX123, 2/11-2/16/16 PARATAXI REIMBURSE
03-16	TX126 (DOROTHY NETHERCOTT)	CK#18715R	03/03/16	04/02/16	A	73.10	TX126, CK #18715 REPLACE STALE DATE, PARATAXI
03-16	TX130 (LIU PING C LI)	0912-1218	03/23/16	04/22/16	A	28.08	TX130, PARATAXI REIMBURSE 9/12-12/18/15
03-16	TX133 (SAROJA IYER)	0124-0229	03/08/16	04/07/16	A	102.00	TX133, 1/24-2/29/16 PARATAXI REIMBURSE
03-16	TX135 (JEFFREY JACOBSON)	2-11-16	03/23/16	04/22/16	A	14.03	TX135, PARATAXI REIMBURSE 2/11/16
03-16	TX136 (VIRGINIA REID)	1210-0212	03/08/16	04/07/16	A	90.74	TX136, 12/10-2/12/16 PARATAXI REIMBURSE
03-16	TX137 (HIMATLAL R MEHTA)	0209-0227H	03/23/16	04/22/16	A	82.77	TX137, PARATAXI REIMBURSE 2/9-2/27/16
03-16	TX144 (DENISE WARE)	2-05-16	03/23/16	04/22/16	A	18.70	TX144, PARATAXI REIMBURSE 2/5/16
03-16	TX145 (EDWARD DON MARTINEZ)	2-23-16H	03/23/16	04/22/16	A	20.00	TX145, PARATAXI REIMBURSE 2/23/16
03-16	USB01 (U S BANK)	FEB-2016H	03/08/16	04/07/16	A	2796.24	USB01, FEB-16 CC STATEMENT US BANK
03-16	UTC01 (UTC FIRE & SECURITY AMERI)	4591374	02/24/16	03/25/16	A	605.73	UTC01, 4591374, PO #5508 RF OPTION CARDS-5QT
03-16	VER01 (VERIZON WIRELESS)	760954367H	02/22/16	03/23/16	A	188.67	VER01, 9760954367, FEB-16 SERVICE
03-16	VSP01 (VSP )	APR-2016H	03/21/16	04/20/16	A	505.48	VSP01, APR-16 VISION BENEFITS
03-16	WEG01 (CHRISTY WEGENER)	FEB-2016H	03/01/16	03/31/16	A	16.25	WEG01, FEB-2016 TRAVEL REIMBURSE
			Total of Purchases	->		526010.01	

## **AGENDA**

### **ITEM 5 C**

## STAFF REPORT

SUBJECT: Accommodation for the 2016 Summer School Program

FROM: Christy Wegener, Director of Planning and Communications  
Cyrus Sheik, Senior Transit Planner

DATE: May 2, 2016

---

### **Action Requested**

Approve Wheels service accommodation of summer school classes in 2016 in Dublin and Pleasanton, and review / reaffirm provision of service for the summer 2016 Extended Student Service program in Livermore.

### **Background**

The Dublin Unified School District (DUSD), Pleasanton Unified School District (PUSD), and Livermore Valley Unified School District (LVUSD) have requested that LAVTA consider continuing service for this year's summer programs.

### **Discussion**

At the March Committee meeting, staff presented a recommendation to continue summer school service similar to what was operated last year. The March 28, 2016 staff report is included as Attachment 1. The Committee directed staff to explore options for summer school service that didn't necessarily include operating school tripper service, including offering free bus passes for mainline service, purchasing bicycles for students, and requesting funds from the school districts. The Committee directed staff to also look at availability of mainline bus service to the summer school locations.

Based on information collected by staff, the only potential cost-saving measure would be to supply summer school students with a bus pass (Attachment 2). This would only be a solution for the Pleasanton School District, as the Dublin and Livermore summer-school sites have limited or no mainline route service.

For the upcoming summer, staff recommends approving service as identified in the original March 28, 2016 staff report. Staff will closely monitor the performance of the routes, and routes not meeting the service standard for school-tripper service (i.e. 15 or more passengers per trip) will not be recommended for service in summer 2017.

**Budget**

The recommended service would add about 100 revenue hours to a total of approximately 126,000, for a net cost of about \$8,500 (after fare revenue is deducted); if approved, this would be included into the fiscal year 2017 budget.

**Recommendation**

The Projects & Services Committee recommends the Board approve a repeat of last year's summer school accommodations as described above. Specifically, Staff recommends to:

- Continue accommodation of the LARPD ESS summer program in Livermore by operating Route 403 three days per week during summer 2016;
- Continue accommodation of the DUSD and DPIE summer programs at Dublin High School by operating Route 501 five days per week during summer 2016; and
- Accommodate the PUSD summer program at its (new) location at Amador Valley High School by operating Route 605 four days per week during summer 2016, and by way of the regularly scheduled service of Routes 8 and 10.

**Attachments:**

1. March 28, 2016 Projects and Services Staff Report
2. Evaluation of Alternatives
3. Resolution 09-2016

*Approved:* \_\_\_\_\_



## LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

## STAFF REPORT

SUBJECT: Accommodation for the 2016 Summer School Program

FROM: Christy Wegener, Director of Planning and Communications  
Cyrus Sheik, Senior Transit Planner

DATE: March 28, 2016

---

**Action Requested**

Approve Wheels service accommodation of summer school classes in 2016 in Dublin and Pleasanton, and review / reaffirm provision of service for the summer 2016 Extended Student Service program in Livermore.

**Background**

In addition to their regular curriculum during the main academic year, the Tri-Valley school districts – Dublin Unified School District (DUSD), Pleasanton Unified School District (PUSD), and Livermore Valley Unified School District (LVUSD) - operate a school program during the summer. The scope of the programs vary somewhat from year to year and between the three districts, ranging from only providing for academic intervention to offering students an opportunity make up or earn additional credit to advance a grade, raise a grade necessary for college, or earn credit for graduation. Typically, a limited curriculum is available, mostly in academic areas. The programs are usually offered both at the middle- and high school levels.

Other summer programs benefiting students are offered as well. The Dublin Partners in Education (DPIE) is a non-profit organization providing for educational partnerships that benefit the students of the DUSD, and it offers a summer enrichment academy. In Livermore, The Extended Student Services (ESS) is a program by the Livermore Area Parks and Recreation District (LARPD) held at the Smith, Joe Mitchell, and Sunset Elementary Schools and the Police Activities League (PAL) at Mendenhall Middle School. The ESS program was created to provide a safe and caring place for children to be before and after school and during the summer months. The summer program includes field trips, community service projects, and community visits for which Wheels fixed routes can be utilized.

The DUSD, the PUSD, and the LARPD have requested that LAVTA consider continuing service for this year's summer programs.

## Discussion

The school districts in the LAVTA service area do not operate yellow school buses for their general student population. Instead, students in the middle- and high school grades are expected to make use of existing public transportation (Wheels mainline routes). In cases where either (or both) the school and the neighborhood(s) from which its students need to travel is not located on a mainline, and where there is sufficient demand, LAVTA in some areas supplements its mainline routes with limited “school tripper” service operating during school days, during the academic year. In some cases, this supplemental service also serves as overflow capacity to an existing mainline route.

Typically in the past, the supplemental (school tripper) routes have not been operated during the summer due to the smaller student population enrolled in summer programs and the large number of neighborhoods that would need to be served relative to the summer sessions’ smaller student population base. Based on requests from the districts, however, LAVTA commenced summer pilot programs for Dublin and Pleasanton in 2015 and 2014, respectively, and - Since 2009 - limited service for the summer ESS program in Livermore.

Last year, LAVTA accommodated the summer school programs in both Dublin and Pleasanton by providing service on select school tripper lines. Routes 602 (Del Prado Park, Valley Trails, Parkside) and 604 (Fairlands, Hacienda, Muirwood Park) operated summer service to Foothill High School, while Route 501 (East Dublin, Dublin Ranch) provided service to Dublin High School. In Livermore, summer service was provided on Route 403 (Granada Woods, Sunset) to accommodate the ESS program.

*Indicators from last year:* The Dublin service operated across 33 days, and carried a total of 313 boardings through the program – or just under 10 one-way boardings per day operated. Relative to the vehicle hours operated, this equated to approximately 9.2 unlinked passenger boardings per vehicle revenue hour.

The Pleasanton service operated across 24 days, and carried a total of 1,021 boardings through the program – or about 43 one-way boardings per day operated. This equated to approximately 19.2 boardings per revenue hour.

The Livermore service operated across 26 days, and carried a total of 575 boardings through the program – or about 22 one-way boardings per day operated. This equated to approximately 15.3 boardings per revenue hour.

The table below summarizes these indicators.

SUPPLEMENTAL SERVICE & RIDERSHIP LAST SUMMER				
2015				
City	Days operated	Daily ridership	Total ridership	Pax/h
Dublin	33	10	313	9.2
Pleasanton	24	43	1 021	19.2
Livermore	26	22	575	15.3

There are two ways one could view the results above. If compared with the typical supplemental (tripper) route during the main academic year, which sees in the range of 50 passenger boardings per vehicle hour, all the summer program supplemental service fell well short of that range last year. However, if compared with the overall average of approximately 14 passenger boardings per vehicle hour that is seen in the Wheels system as a whole, the result is more favorable, as only the Dublin service (for which the service was operated for the first time) fell substantially below the systemwide average.

### **Service Options for Summer 2016**

Dublin: Both the DUSD and DPIE summer programs will be offered similarly to last year in terms of duration and bell times, and will run from June 14 thru July 22, Monday thru Friday. Classes will start at 8:00a and end at 1:00p (12:30p on Fridays), and both programs will again be held at Dublin High School.

As the high school grades are in the same, single location during the main academic year as well, all three Wheels supplemental routes that serve Dublin High (501 and 502 from East Dublin, and 503 from Shannon Park), would technically be suitable for the summer program as well. Given, however, the low ridership seen last year and the fact that the service was already operated on the route that has the most ridership (501) of the three Dublin trippers during the academic year, the options for this year would likely be to either repeat operating the 501 again this summer, with additional marketing outreach - or simply run nothing at all.

The table below shows the estimated cost parameters for running the 501 again for this year's summer session. The revenue estimate is conservatively based on last year's ridership, but may be higher as more parts of the community become aware of the service. The estimated net cost of operating this service, after anticipated fare revenue, would be approximately \$2,600.

<b>ROUTE 501 POT. SUMMER SVC. REPEAT 2016</b>	
<b>Cost estimate</b>	
Daily revenue hours	1.03
Number of days operated	28
Total revenue hours	28.84
Total fully allocated cost	\$2 964
Daily ridership	10
Total program ridership	280
Estimated fare revenue	\$384
<b>Total net cost (est'd)</b>	<b>\$2 580</b>

Pleasanton: When LAVTA provided its pilot summer service program in Pleasanton in 2014 and 2015, the program location was at Foothill High School (FHS). As this location isn't served by any mainline Wheels route, two school tripper routes (602 and 604) are operated during the main academic year to bring students from various neighborhoods in Pleasanton to FHS, and these were the routes that were called upon to provide the summer service as well.

This year, however, the PUSD will hold its summer school program at Amador Valley High School (AVHS). The program will run Mondays thru Thursdays, June 20 thru July 28. Although served during the main academic year by two supplemental school tripper routes (605 and 611), AVHS is also well served by Wheels mainline routes that operate throughout the year, throughout the day, including in summer: Route 10 serves the Santa Rita Road corridor bi-directionally, while Routes 8A and 8B operate a loop, including along Santa Rita Road, and connect it with portions of Valley Avenue and Hopyard Road. Although these mainline routes don't operate directly into residential streets like the school tripper routes do, they provide service to several neighborhoods by way of the arterial streets that are along the perimeter of those residential areas. The following table shows the main neighborhoods that are connected to AVHS by routes 8 and 10.

<b>EXISTING ROUTES TO AMADOR VALLEY HIGH SCHOOL</b>	
<b>Neighborhoods with direct bus service to/from AVHS*</b>	
<i>Area</i>	<i>Route(s)</i>
Nielsen Park	8, 10
Fairlands Park	8, 10
Hacienda East	8, 10
Kottinger Park	8
Del Prado Park	8
Valley Trails	8
Parkside	8
Val Vista	8

\* Access to/from neighborhood areas is via arterial streets along the neighborhood perimeter

Left among neighborhoods that are served during the main academic year but wouldn't be served during the summer without supplemental service are Ruby Hill, Oak Hill Park, and Laguna Oaks. Also, portions of the areas in east Pleasanton, such as Meadows Park and Amaral Park, would be quite far walking distance-wise to these mainlines. Given that the ridership seen last summer (as well as the summer prior) was considerably lower on a per-vehicle hour basis than during the main academic year, it is likely not warranted to create special summer routes and deploy a significant amount of additional service hours on them. However, the existing Route 605 would be suitable to operate unmodified for the summer session, helping to reduce the gap for students living in several of the neighborhoods east of Santa Rita Road, including Fairlands, Meadows Park, Nielsen Park, and Amaral Park. The adjacent table summarizes the net cost of operating the 605 during summer session, based on the assumption that it would be no more or less productive than the summer service that was operated in Pleasanton in 2015. Anticipated to operate 23 school days, the net cost after fare revenue is estimated at approximately \$1,700.

<b>ROUTE 605 POTENTIAL SUMMER SERVICE 2016</b>	
<b>Cost estimate</b>	
Daily revenue hours	1.07
Number of days operated	23
Total revenue hours	24.53
Total fully allocated cost	\$2 433
Daily ridership	22
Total program ridership	506
Estimated fare revenue	\$693
<b>Total net cost (est'd)</b>	<b>\$1 740</b>

Livermore: During the main academic year, Wheels school tripper route 403 connects Mendenhall Middle School and Granada High School with the adjoining neighborhood and the Transit Center. In 2014, the Board of Directors approved operating a shortened version of the Route 403 during the summer in order to accommodate the excursion travel needs of the LARPD ESS program on a continual basis year-to-year. However, in light of the potential discontinuation of Livermore supplemental (school tripper) routes as a result of the Comprehensive Operational Analysis (COA) study – as well as to place this service into context relative to that of last year’s summer services operated in Dublin and Pleasanton – this service is highlighted in this staff report for discussion purposes.

This year’s ESS program will run between June 20 and August 17, Monday thru Friday. If the 403 summer service was to be repeated this year in accordance with the 2014 approval, it would be operated Tuesdays, Thursdays, and Fridays, providing two roundtrip loops in the AM and PM, respectively, and starting and ending at the Transit Center. The table below summarizes the anticipated ridership based on last year’s boarding activity, and the estimated net cost.

<b>ROUTE 403 POT. SUMMER SVC. REPEAT 2016</b>	
<b>Cost estimate</b>	
Daily revenue hours	2.00
Number of days operated	25
Total revenue hours	50.00
Total fully allocated cost	\$4 959
Daily ridership	22
Total program ridership	550
Estimated fare revenue	\$754
<b>Total net cost (est'd)</b>	<b>\$4 206</b>

**Budget**

The service outlined above would add about 100 revenue hours to a total of approximately 126,000; if approved, this would be included into the fiscal year 2017 budget.

**Recommendation**

Staff is asking the Projects & Services Committee to endorse and forward a recommendation to the Board for a repeat of last year's summer school accommodations as described above. Specifically, Staff recommends to:

- Continue accommodation of the LARPD ESS summer program in Livermore by operating Route 403 three days per week during summer 2016;
- Continue accommodation of the DUSD and DPIE summer programs at Dublin High School by operating Route 501 five days per week during summer 2016; and
- Accommodate the PUSD summer program at its (new) location at Amador Valley High School by operating Route 605 four days per week during summer 2016, and by way of the regularly scheduled service of Routes 8 and 10.

Attachments:

1. Draft Resolution 09-2016

**RESOLUTION 09-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING SUMMER SERVICE HOURS FOR ROUTES 403, 501, AND 605**

WHEREAS, LAVTA currently operates school tripper service on Routes 501 and 605 in the areas of East Dublin, Fairlands, Amaral Park, Dublin High School, and Amador Valley High School during the academic year; and

WHEREAS, LAVTA operated said or similar routes on a pilot program basis to accommodate the summer school program in 2014 and 2015, and

WHEREAS, the Dublin Unified School District and the Pleasanton Unified School District have expressed interest and support of continuing to provide service during summer session, in order to serve the transportation needs for their summer middle- and high school program; and

WHEREAS, LAVTA wishes to be responsive and supportive of reasonable requests by our partnership with the Dublin and Pleasanton Unified School Districts; and

WHEREAS, the cost of the new service is relatively small and may be partially offset by passenger fares that the Authority believes can be reasonably expected.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves providing summer service on Wheels Routes 501 and 605 during school days in June and July 2016.

PASSED AND ADOPTED this 4th day of April, 2016.

---

Don Biddle, Chair

Attest:

---

Michael Tree, Executive Director

**POTENTIAL ALTERNATIVES TO TRIPPER ROUTES FOR SUMMER SCHOOL**

<b>Type</b>	<b>Pros</b>	<b>Cons</b>	<b>Other/Cost</b>
Supply bicycles - Lavta would supply requesting students with bicycles over the summer	Lavta would not need to operate summer supplemental service.	Issues to resolve would include who owns and maintains the bikes, and the logistics including delivery and pickup of bikes. Distances are long at 5-7 miles each way.	Purchasing 25 bicycles for Dublin and Pleasanton @\$300 each estimated at \$7,500 vs. \$4,320 net cost for trippers. Maintenance and delivery costs unknown.
Free bus pass to ride regular routes - Lavta would supply requesting, eligible students with free bus tickets to use mainline routes during summer session	Students would use existing Wheels service, and Lavta would not need to operate summer supplemental service.	For many Dublin, students would not be able to travel home (let-out bell is midday during summer; Route 2 does not operate midday). For Pleasanton, 8 neighborhoods would still be accessible vs. 12 with the tripper supplement. For Livermore, no service would be available to accommodate the ESS excursions.	Based on the estimated ridership if trippers were operated, the pass subsidy is estimated at \$1,260 vs. \$4,320 net cost for Dub + Pls trippers (but note that not all trips would be enabled by existing routes).
Uber/Lyft - Lavta would pay all or most of the cost of an Uber/Lyft ride for requesting, eligible students	Students would get convenient, dedicated service on demand.	The per-ride cost would be considerably higher for Lavta compared to operating summer supplemental service (see next column). Model might not work at all for the ESS program.	Average Uber ride is estimated at \$16 (may be higher during morning peak) vs. an average \$9 per-passenger subsidy for summer tripper service. Without Lavta charging a partial "fare" for Uber rides, the required subsidy would be estimated at \$12,500 vs. \$4,320 net cost for trippers (Dub + Pls)
School district subsidy - The school districts would wholly or partially underwrite the net operating cost of the summer supplemental routes	Lavta's cost to operate the service would be offset by the districts. Districts would be partners with Lavta in ensuring summer student transportation.	The cons would be solely on the Districts, which would need to identify funding for underwriting the summer service.	Lavta Staff reached out to DUSD and PUSD, but has not received any positive response regarding funding for the summer service. The Livermore ESS program already purchases Wheels tickets for their activities, but doesn't have the budget to underwrite the operation of service.



**RESOLUTION 09-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING SUMMER SERVICE HOURS FOR ROUTES 403, 501, AND 605**

WHEREAS, LAVTA currently operates school tripper service on Routes 501 and 605 in the areas of East Dublin, Fairlands, Amaral Park, Dublin High School, and Amador Valley High School during the academic year; and

WHEREAS, LAVTA operated said or similar routes on a pilot program basis to accommodate the summer school program in 2014 and 2015, and

WHEREAS, the Dublin Unified School District and the Pleasanton Unified School District have expressed interest and support of continuing to provide service during summer session, in order to serve the transportation needs for their summer middle- and high school program; and

WHEREAS, LAVTA wishes to be responsive and supportive of reasonable requests by our partnership with the Dublin and Pleasanton Unified School Districts; and

WHEREAS, the cost of the new service is relatively small and may be partially offset by passenger fares that the Authority believes can be reasonably expected.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves providing summer service on Wheels Routes 501 and 605 during school days in June and July 2016.

PASSED AND ADOPTED this 4th day of April, 2016.

---

Don Biddle, Chair

Attest:

---

Michael Tree, Executive Director

## **AGENDA**

### **ITEM 5 D**

## STAFF REPORT

SUBJECT: Extra Service during the 2016 Alameda County Fair and the  
Livermore Fourth of July Fireworks Show

FROM: Christy Wegener, Director of Planning and Communications  
Cyrus Sheik, Senior Transit Planner

DATE: May 2, 2016

---

### **Action Requested**

Approval of additional service on Route 8 during the period of the Alameda County Fair and on Route 15 for the Livermore Fourth of July Fireworks show.

### **Background**

Wheels Route 8 is a local Pleasanton mainline, operating a loop between East Dublin/Pleasanton BART and the Santa Rita Road and Hopyard Road corridors. Service is bi-directional, with one “8A” bus operating in a counterclockwise direction, and one “8B” bus operating in a clockwise direction during weekdays. Limited service is also provided during Saturdays and Sundays. Its regular routing brings it to the vicinity of, but not directly to, the Fairgrounds.

Last year, the Board approved a planned deviation for the route to serve Pleasanton Avenue instead of Old Bernal Avenue, as well as the provision of extra evening trips during the Fair. This was well received by patrons and was reflected in the ridership gains during Fair time. Staff noted an additional 5,600 passenger trips taken on Routes 8 and 10 combined (the 10 serves the area from Peters Avenue) during the three weeks of the Fair in 2015, compared to approximately 4,000 additional passenger trips in 2014.

*Wheels Route 15* is a local Livermore mainline providing service between the Transit Center and Springtown. During the week, it operates until midnight, however, on weekends and holidays, service ends within the 8PM-9PM timeframe.

In 2014 and 2015, the Livermore Downtown Association requested two additional trips on Route 15 for the Livermore Fireworks show, which LAVTA accommodated. Counts show 20 passengers used the extra service last year, with most of that ridership occurring on the first trip.

## **Discussion**

### Alameda County Fair

As mentioned above, Route 8 (8A and 8B) last year was deviated from Old Bernal Avenue to more directly serving the main gates of the Alameda County Fairgrounds on Pleasanton Avenue during the Fair. In order to avoid significant delays on the route, the detour to Pleasanton Avenue was only applied in one direction per roundtrip loop. The clockwise direction (8B) was detoured on the inbound half of the loop, while the counterclockwise direction (8A) was detoured on the outbound half. This setup brought the fastest connection to the Fair from BART on the 8A, and the fastest connection to return back to BART on the 8B.

Staff is proposing a repeat of the Fair deviation for Route 8 this year, except the detour would be done in the outbound direction on all trips, including those of both the 8A and 8B. This is based on feedback from Wheels customers and Operations staff during last year's event, where a wish was expressed for the most expeditious travel to be from BART to the Fair, even if it meant that (Fair) passengers would get the longer travel time on any (all) trip/s when returning to BART.

In the regular schedule, the last weekday evening trip passes through the downtown area at around 8:00p. Fair-goers leaving the grounds after that time would not have access to any more Route 8 service, so if they traveled to the Fair by bus, a longer walk would be required to catch Route 10 on Peters Avenue, or arrange for other means to return home. Because of this issue, the Board last year approved two extra evening trips that were operated each day of the Fair, extending the service such that the last trip departed Pleasanton Avenue shortly after 10PM.

As the service last year was well received by the public, Staff is proposing a repeat for the Fair of 2016, which will be held daily between June 15 and July 4, except the first two Mondays. This would entail running an additional two Route 8 trips on weekdays when the Fair is open (11 days total), two extra trips on Saturdays (3 days total), and four extra trips on Sundays (3 days total). This also includes additional service to be operated on the Fourth of July for the Pleasanton fireworks show, which falls on a Monday.

The adjacent table shows the hours required to operate the additional service, and the anticipated ridership based on last year's incremental boardings on Route 8. Although actual fare revenue per passenger can vary significantly based on transfer patterns, promotional programs, and other factors, it is worth to note that this baseline calculation shows there to be no net cost for the additional service after farebox revenue is taken into account.

<b>ROUTE 8 PROPOSED FAIR HOURS EXTENSION</b>	
Cost estimate	
<b><i>2 extra daily trips June 15 thru July 4</i></b>	
Daily revenue hours	1.62
Number of days operated	18
<b><i>Additional trip on Fair Sundays and July 4</i></b>	
Extra hours operated	9.19
Total extra revenue hours	38.29
Total fully allocated cost	<b>\$3 797</b>
Total est'd additional rt 8 ridership	2 787
Estimated add'l fare revenue	\$3 818
<b>Total net cost (est'd)</b>	<b>-\$21</b>

#### Livermore Fireworks Show

Similar to last year, there will also be a fireworks event on July 4 (which is a holiday schedule day for the Wheels service) in downtown Livermore, near the Transit Center, at 9:30p. Livermore Downtown Association staff has requested that two additional evening trips be provided on Route 15, in order to accommodate spectators heading home after the fireworks event. The additional trips would be scheduled to depart the Transit Center at 10PM and 11PM. The indicators regarding this arrangement, which would be the same as LAVTA accommodated last year, are shown in the adjacent table:

<b>ROUTE 15 PROPOSED JULY 4 EXTENSION</b>	
Cost estimate	
<b><i>Additional two evening trips on July 4</i></b>	
Total extra revenue hours	1.77
Total fully allocated cost	<b>\$175</b>
Total est'd additional ridership	20
Estimated add'l fare revenue	\$27
<b>Total net cost (est'd)</b>	<b>\$148</b>

The fully allocated cost of the additional Route 15 trips is anticipated to be \$175. Assuming approximately the same ridership as that seen last year, the incremental revenue is expected to offset the total cost by approximately \$25, for a net cost of approximately \$150.

Note that Wheels Route 10, which provides local and trunk service for the core of Livermore as well, already operates late evening service on all days, and would not need any extension in order to accommodate the Fireworks event. Locally in Livermore, the 10 line provides service along East Avenue as well as Railroad Avenue / Stanley Boulevard.

**Budget**

See tables above for total additional costs. Because the Fair straddles the end of this fiscal year and the beginning of the next year, the costs will be divided between the two years, with approximately 2/3 of the costs this fiscal year and about 1/3 in next fiscal year. The cost of the extra Route 15 service will be included in the FY17 budget.

**Next Steps**

Upon approval by the Board, Staff will begin work with the fixed route contractor to be able to implement these changes. LAVTA's marketing team will also begin to create public information materials highlighting both the route options and the additional service to the Fair, and will reach out to BART for permission to post supplementary signage at the East Dublin/Pleasanton BART Station. Staff will also work with Livermore Downtown on promotional materials for the Livermore Fourth of July Fireworks show.

**Recommendation**

The Projects & Services Committee recommends that the Board approve the 2016 Alameda County Fair and Livermore Fireworks service plan.

**Attachments:**

1. Resolution 07-2016 Route 8
2. Resolution 08-2016 Route 15

*Approved:* \_\_\_\_\_

**RESOLUTION 07-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING ADDITIONAL SERVICE FOR ROUTE 8 DURING THE ALAMEDA  
COUNTY FAIR**

WHEREAS, LAVTA currently operates Route 8 serving a corridor between the Dublin/Pleasanton BART station and downtown Pleasanton; and

WHEREAS, each year during the Alameda County Fair, LAVTA deviates Route 8 from downtown Pleasanton to instead directly serve the main gates of the Fairgrounds; and

WHEREAS, the last evening trip of Route 8 passes by the Fair gates at approximately 8:00p, but the activities at the Fair go beyond that time; and

WHEREAS, members of the riding public have requested that LAVTA add a 9:00p and 10:00p trip during the duration of the Fair to accommodate the full nightly program of the Fair; and

WHEREAS, members of the riding public have requested that LAVTA add service for the Fourth of July to accommodate the fireworks display.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves providing two additional evening trips on Route 8 during the 2016 Alameda County Fair, and additional service on the Fourth of July.

PASSED AND ADOPTED this 4th day of April, 2016.

---

Don Biddle, Chair

Attest:

---

Michael Tree, Executive Director

**RESOLUTION 08-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING ADDITIONAL SERVICE FOR ROUTE 15 DURING THE  
LIVERMORE FOURTH OF JULY FIREWORKS SHOW**

WHEREAS, LAVTA currently operates Route 15 serving the Springtown Area and downtown Livermore; and

WHEREAS, this year the Livermore Fireworks Show will be held in downtown Livermore; and

WHEREAS, the last evening trip of Route 15 provides service between downtown Livermore and Springtown at 9:00 pm, but the fireworks show extends beyond that time; and

WHEREAS, Livermore Downtown staff have requested that LAVTA add a 10:00p and 11:00p trip on the Fourth of July to accommodate the Fireworks show.

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves providing two additional evening trips on Route 15 on the Fourth of July.

PASSED AND ADOPTED this 4th day of April, 2016.

---

Don Biddle, Chair

Attest:

---

Michael Tree, Executive Director



## **AGENDA**

### **ITEM 5 E**

## STAFF REPORT

**SUBJECT:** Short Range Transit Plan FY2016-2025

**FROM:** Christy Wegener, Director of Planning & Communications

**DATE:** May 2, 2016

---

### **Action**

Approve LAVTA's Short Range Transit Plan (SRTP) 2016-2025.

### **Background**

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a "full" Short Range Transit Plan (SRTP) every four years and a "mini" SRTP in the intervening three years. This 2016 SRTP represents a "full" SRTP.

Since the last full SRTP update in 2012, major events impacting LAVTA include:

- 2013 Phase I and II of the Atlantis Satellite Fuel and Wash Facility opened
- 2014 Medical Transportation Management (MTM) was awarded a contract to deliver high quality, on demand paratransit service. Under the MTM business model, a flexible mobile fleet is owned and operated by independent subcontractors, eliminating fleet maintenance and fleet replacement costs to LAVTA. Additional efficiencies include a streamlined call center which takes reservations, dispatches trips, and provides customer service.
- 2015 LAVTA began providing static schedule information to Google® for the Google® Transit Trip Planner
- 2015 LAVTA began its first ever Comprehensive Operations Analysis (COA) study, which examines the existing fixed route service and makes recommendations for immediate improvements. The study involves significant public input and direction from policy makers.

2015 Clipper began to be accepted on Wheels Buses in November 2015

2015 LAVTA launched a new [www.Wheelsbus.com](http://www.Wheelsbus.com) website

## **Discussion**

This SRTP update was built upon the detailed analysis that was undertaken as a part of LAVTA's 2015 Comprehensive Operational Analysis (COA). The SRTP provides an opportunity to examine if LAVTA's service redesign as a part of the COA is able to meet the needs of future Tri-Valley markets. In making the service recommendations, the COA considered population and employment data from the 2010 Census, fiscal year 2014 and 2015 ridership data, prior SRTPs, on-time performance data, feedback from both riders and non-riders, input from Board members and stakeholders, as well as existing and future land uses. Nelson Nygaard was tasked with leading the COA and with making recommendations for service improvements to be implemented in Fiscal Year 2017.

### Fixed Route

For the fixed route system, Nelson Nygaard made significant recommendations to change the routes to become more streamlined, more productive, less circuitous, and to reduce duplication of services along certain route segments. For example, Nelson Nygaard has recommended that Route 10 and the Rapid no longer overlap along the East Ave segment in Livermore, and that Route 12 be eliminated and the Rapid be realigned to serve Portola Ave, Las Positas College, Canyons Parkway and Dublin Blvd. The Rapid is also recommended to terminate at the West Dublin/Pleasanton BART Station. Route 10 is recommended to operate between the Livermore Transit Center and the East Dublin/Pleasanton BART Station, and to move to 15-minute headways during the day (effectively doubling the existing service levels). Route 8 is recommended to change from two one-way loops to a bi-directional line and to no longer serve Santa Rita Road, where Route 10 would provide service. Due to extremely low ridership, Route 3 is recommended to be realigned to serve the East Dublin/Pleasanton BART Station and the Stoneridge Mall, no longer providing service to the City of Dublin. Additionally, due to low ridership, Route 2 is recommended to be eliminated. Due to coverage availability of other routes, Route 9 is recommended to be eliminated. Route 14 in Livermore is recommended to be modified to provide service along Jack London Blvd to Stoneridge Drive, terminating at the East Dublin/Pleasanton BART Station.

The COA recommends the elimination of the low productivity services in Dublin (routes 2 and 3), and replacing the routes with a demonstration project called *Wheels-on-Demand*. Wheels-on-Demand is envisioned to be a real time dynamic ridesharing service provided through collaborative partnerships.

The service changes that are recommended represent a flat level of service hours from what exists today. After the implementation of the COA changes in FY 2017, staff will be closely monitoring system performance and is expected to make minor adjustments to improve operations and respond to customer requests over time. However, no substantial growth in hours is expected in the system for the next 10 years.

The ridership on the system is projected to grow at a modest rate, beginning in FY2018 with a 5% increase associated with the maturation of the COA changes. From FY19-25, we have projected a modest 2% ridership increase per year.

#### Fixed Route Service Standards

The SRTP also includes an update of the fixed route service standards used to measure the performance of the Wheels bus system. The following chart represents the recommended service standards included in the SRTP:

Category/Measure	2015	Systemwide Service Standards	Explanation
Ridership	1,650,388	Increase from prior year	Ridership should be expected to increase every year.
Passengers per Revenue Hour	13.2	At least 15.0	Passengers per revenue hour on LAVTA routes has been below 15 since 2011. A standard of 15 passengers per hour is attainable in the next 1-5 years, and the standard should be increased in the long term if ridership increases.
Passengers per Revenue Mile	0.90	At least 1.0	Passengers per revenue mile on LAVTA routes has been below 1.0 since 2011. A standard of 1 passenger per mile is attainable in the next 1-5 years, and the standard should be increased in the long term if ridership increases.
Farebox Recovery Ratio	18%	At least 20%	Farebox recovery ratio is set at 20% to meet the requirements of the local Transportation Development Act (TDA) funding statute.
Change in Operating Cost per Hour	-2.5%	Growth less than five percentage points above change in Bay Area CPI (2.3% in FY 2015)	Operating costs generally rise due to inflation, but they are significantly influenced by wages and the cost of fuel and parts. This performance standard provides a reasonable goal to maintain efficiency and reduce growth in operating costs.

LAVTA staff will align contractor performance incentives with the new service standards, once approved.

#### Paratransit

The LAVTA paratransit service is a premium service with a service delivery model that provides beyond the minimum requirements of the Americans with Disabilities Act (ADA). Paratransit ridership has grown significantly between FY14 and FY15, and is on an upward trend for FY16. In order to contain costs and manage demand for service, plans for an analysis of the Paratransit service delivery model are being considered for FY17. Staff is also looking into immediate program modifications, include the eligibility process, trip negotiation, fares, and subscription trip rates.

#### Finances and Fares

In addition to service planning, the SRTP includes a ten year financial and capital plan. The financial plan assumes revenue hours to remain fairly flat or slightly rising over the next ten years. Fares are assumed to rise commensurate with ridership over the next ten years. Staff is going to take a series of fare change recommendations to the LAVTA Board for approval in mid-2016.

With the passage of Measure BB in 2014, additional funding for transit operations is available starting in 2015. However, LAVTA has lost some revenue from expired complete Measure B grants, so rather than seeing a growth in total revenues, LAVTA was able to use BB funds to maintain previous revenue levels. LAVTA is currently receiving a number of other competitive grants and anticipates additional ones to become available during the period. Additionally, a few new non-competitive funding sources such as Cap and Trade funding have become available to LAVTA. RM2 funding for the Rapid was put on hold by MTC for FY16, but is expected to return to LAVTA in FY17 after the Board approves the COA changes.

Through FY22, reserves are sufficient to offset the difference between revenues and expenses, but starting in FY23, there is a deficit, and LAVTA would no longer be able to balance its budget. The deficit is shown to continue to increase through FY2025, reaching a total of \$10 million. LAVTA will pursue strategies to achieve a balanced budget. These strategies may include:

- Reduce expenses/costs (e.g. paratransit)
- Increase current revenue sources (e.g. fares, advertising, contract services)
- Pursue other revenue sources (e.g. new local taxes, grants, etc.)

The SRTP informs LAVTA to be conservative in service planning and to continue to strive for opportunities to build ridership. There are several capital projects on the horizon within the next five years, including bus stop maintenance and development, electric bus technology, Historic Depot relocation in Livermore, next phases of the Atlantis maintenance facility, additional Transit Signal Priority, a real time passenger information phone app, and technology upgrades such as Wi-Fi on the buses. LAVTA staff will have to continue to be resourceful with identifying local, state, and federal dollars to fund the capital projects.

In March 2016 and April 2016, Staff presented the draft SRTP to the Projects and Services Committee. At the meetings, the Committee provided the following comments, which have been incorporated into the document:

- 1) Include additional information about the Comprehensive Operational Analysis (COA) at the beginning of the document;
- 2) Include more information about regional consensus around connecting BART to ACE and the Altamont Regional Rail Working Group;
- 3) Include some information about the Tri-Valley Integrated Park and Ride Study.
- 4) Add 'Chair' and 'Vice Chair' titles to LAVTA Committee members listed on page 1-3.

Staff presented the SRTP to the Finance and Administration Committee on April 26, 2016. The Finance and Administration Committee had no comments. MTC staff also had a chance to review the document and submit comments. Comments received from MTC have been incorporated into the final document.

**Recommendation**

Approve LAVTA's Short Range Transit Plan 2016-2025.

Attachments:

1. Short Range Transit Plan, 2016-2025
2. Resolution 13-2016

*Approved:* \_\_\_\_\_



# LAVTA Short Range Transit Plan

## FY 2016 - 2025

April 2016

## Table of Contents

	Page
<b>1 Introduction &amp; Overview .....</b>	<b>1-1</b>
Comprehensive Operations Analysis .....	1-1
Agency History .....	1-1
Governance .....	1-2
Organizational Structure.....	1-3
<b>2 Demographic Analysis .....</b>	<b>2-1</b>
Spatial Demographic Analysis.....	2-1
Demographic Trends .....	2-9
<b>3 System Overview .....</b>	<b>3-1</b>
Existing Transit Services and Service Area.....	3-1
Fare Structure .....	3-9
Fleet Information.....	3-17
Existing Facilities .....	3-18
<b>4 Service Standards .....</b>	<b>4-1</b>
Mission, Vision, Values, Goals, and Strategies .....	4-1
Performance Standards.....	4-4
<b>5 Service Evaluation .....</b>	<b>5-1</b>
Route Level Evaluation.....	5-1
Three-Year Retrospective of Performance Measures.....	5-16
Other MTC Performance Related Categories .....	5-20
<b>6 Operations Plan &amp; Budget .....</b>	<b>6-1</b>
Operations Plan.....	6-1
Operations Budget.....	6-14
<b>7 Capital Improvement Program.....</b>	<b>7-1</b>
Three-Year Retrospective.....	7-1
Capital Budget.....	7-3
Revenue Vehicles.....	7-5
Non-Revenue Vehicles.....	7-11
Facilities & Non-Vehicles.....	7-13



## Table of Figures

	<b>Page</b>
Figure 1	LAVTA Organization Flow Chart ..... 1-5
Figure 2	Population Density ..... 2-1
Figure 3	Employment Density ..... 2-2
Figure 4	Density of Rental Households ..... 2-3
Figure 5	Density of Zero Vehicle Households..... 2-4
Figure 6	Density of Individuals below Poverty ..... 2-5
Figure 7	Density of Seniors Aged 65 and Above ..... 2-6
Figure 8	Density of College-Aged Adults Aged 18-24..... 2-7
Figure 9	Density of Millennials (Born 1981-1997) ..... 2-8
Figure 10	Population in Service Area by Age Cohort ..... 2-9
Figure 11	Race in Service Area..... 2-10
Figure 12	Hispanic or Latino People in Service Area ..... 2-10
Figure 13	Language Spoken at Home in Service Area ..... 2-11
Figure 14	Service Area Household Income ..... 2-11
Figure 15	Frequency and Span of Service by Route..... 3-3
Figure 16	Systemwide Routes..... 3-4
Figure 17	Transit Service in the LAVTA Service Area ..... 3-5
Figure 18	LAVTA Systemwide Boardings ..... 3-6
Figure 19	School Tripper Route Descriptions ..... 3-8
Figure 20	Single Ride Fares ..... 3-10
Figure 21	One-Way Ride Tickets ..... 3-10
Figure 22	Wheels Transfers ..... 3-12
Figure 23	Pass Products Summary ..... 3-13
Figure 24	Paper Passes – Monthly Unlimited Ride Passes..... 3-14
Figure 25	Annual Unlimited Ride Passes..... 3-15
Figure 26	Dial-A-Ride Paratransit Fares ..... 3-15
Figure 27	Clipper Card ..... 3-16
Figure 28	Description of LAVTA's Revenue Vehicle Fleet..... 3-17
Figure 29	Description of Park-and-Ride Lots in the LAVTA Service Area ..... 3-19
Figure 30	Goals and Strategies..... 4-2
Figure 31	Proposed System-Level Productivity Standards..... 4-5
Figure 32	LAVTA Route Classification ..... 4-6
Figure 33	Proposed Route-Level Service Standards..... 4-7
Figure 34	Ridership Productivity Comparison: Primary Route Classification..... 4-7
Figure 35	Ridership Productivity Comparison: Neighborhood Feeder Route Classification .... 4-8
Figure 36	Ridership Productivity Comparison: Regional Express Route Classification ..... 4-9
Figure 37	Ridership Productivity Comparison: School Route Classification ..... 4-9
Figure 38	Route-Level Overcrowding Standards ..... 4-10
Figure 39	LAVTA Service Quality Measures..... 4-11
Figure 40	Paratransit Service Standards ..... 4-12
Figure 41	Fixed-Route Service Quality Standards Index ..... 4-13
Figure 42	Annual Revenue Hours by Route ..... 5-2

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 43	Annual Boardings per Revenue Hour by Route .....	5-3
Figure 44	On-Time Performance by Route .....	5-4
Figure 45	Annual Revenue Hours by Route .....	5-5
Figure 46	Annual Boardings by Route .....	5-5
Figure 47	Average Boardings per Revenue Hour by Route.....	5-6
Figure 48	School Route Annual Boardings.....	5-6
Figure 49	School Route Boardings per Trip .....	5-7
Figure 50	Fixed Route Statistics .....	5-16
Figure 51	Fixed Route Performance Metrics.....	5-17
Figure 52	Fixed Route Service Quality Metrics.....	5-17
Figure 53	Fixed-Route System Level Service Standards.....	5-18
Figure 54	Paratransit Performance Metrics .....	5-19
Figure 55	Paratransit Service Standards .....	5-20
Figure 56	Future LAVTA Network Map.....	6-2
Figure 57	Existing and Proposed Service Frequencies .....	6-11
Figure 58	Existing and Proposed Service Spans.....	6-12
Figure 59	Existing and Proposed Revenue Hours and Peak Vehicles.....	6-13
Figure 60	Fixed-Route Expense Budget for SRTP Period (FY 2016-2025) .....	6-15
Figure 61	Fixed-Route Operating Characteristics.....	6-16
Figure 62	Fixed-Route Revenue Budget for SRTP Period (FY 2016-2025) .....	6-17
Figure 63	Three-Year Retrospective of Fixed-Route Expenses.....	6-18
Figure 64	Three-Year Retrospective of Fixed-Route Revenue .....	6-19
Figure 65	Paratransit Expense Budget for SRTP Period (FY 2016-2015) .....	6-20
Figure 66	Paratransit Operating Characteristics.....	6-21
Figure 67	Paratransit Revenue Budget for SRTP Period (FY 2016-2015).....	6-22
Figure 68	Three-Year Retrospective of Paratransit Expenses .....	6-23
Figure 69	Three-Year Retrospective of Paratransit Revenue.....	6-24
Figure 70	Ten Year Total Revenues versus Expenses with Cumulative Reserve Balances .....	6-25
Figure 71	TDA 4.0 Reserve Balance.....	6-26
Figure 72	Three-Year Retrospective of Capital Expenses.....	7-2
Figure 73	Three-Year Retrospective of Capital Revenues.....	7-3
Figure 74	Capital Improvement Program for SRTP Period FY 2016-2025.....	7-4
Figure 75	Current Revenue Fleet.....	7-5
Figure 76	MTC Vehicle Price List.....	7-8
Figure 77	Fixed-Route Revenue Vehicle Procurement Program for SRTP Period .....	7-9
Figure 78	Summary of Fleet and Vehicle Replacement Schedule .....	7-10
Figure 79	Current Non-Revenue Vehicles.....	7-11
Figure 80	Non-Revenue Vehicle Procurement Program for SRTP Period.....	7-12
Figure 81	Facility Costs for SRTP Period .....	7-14
Figure 82	Miscellaneous Capital Improvement Program for SRTP Period .....	7-15
Figure 83	Major Components Rehab Plan for SRTP Period .....	7-16

# 1 INTRODUCTION & OVERVIEW

This Short Range Transit Plan (SRTP) will cover a 10 year period between FY 2016 and FY 2025. The purpose of this SRTP is to provide an understanding of Livermore Amador Valley Transit Authority (LAVTA)'s existing conditions, discuss standards achieved, evaluate performance metrics, provide recommendations, and plan for operational sustainability over the next 10 years.

## COMPREHENSIVE OPERATIONS ANALYSIS

In March 2015, LAVTA began a Comprehensive Operations Analysis (COA) of its bus system. The COA is a community planning process designed to produce a multi-phase blue print for improvements to the Wheels bus system through 2040. Through most of 2015, the transit agency's Planning Team worked with key stakeholders and the public (through surveys and several rounds of public workshops) to develop Phase I, or proposed near-future changes to the bus system. The recommended changes create a more easy-to-use transit system that reduces duplication of services, meandering routes, and inconvenient loops, in addition to creating more frequent service to key destinations, such as Las Positas College and the BART and ACE stations in the Tri-Valley.

At the time this SRTP was drafted, the COA was still underway with recommended improvements to the routes not yet approved or implemented. Accordingly, the maps and demographic analysis included in this SRTP are reflective of the existing LAVTA services. Significant route changes are expected to be made in 2016/2017, and will be reflected in the next SRTP.

## AGENCY HISTORY

LAVTA, also known as Wheels, was established in May 1985 as an independent agency by a Joint Powers Agreement (JPA) between the cities of Dublin, Livermore, Pleasanton, and Alameda County to develop and operate local and intercity public transportation in the Tri-Valley. LAVTA's first start in providing transit service began with four fixed routes on nine leased buses in the cities of Dublin and Pleasanton. On July 1, 1987, the City of Livermore's Rideo system fully merged with LAVTA, providing connections between cities within the Tri-Valley area, including the unincorporated portions of Alameda County.

The LAVTA Maintenance, Operations and Administration (MOA) facility was built in 1991 on Rutan Court. This facility is the main base for all Wheels' operations, providing all maintenance and dispatch. The Wheels administration, including agency and contracted operations staff, are located at the MOA as well.

In 1996, LAVTA became fully compliant with the provisions of the Americans with Disabilities Act (ADA), with a fully wheelchair accessible fixed-route and paratransit fleet.

In 1997, the SF Bay Area Rapid Transit (BART) Dublin/Pleasanton extension was completed, which necessitated Wheels to provide service to the new station. That same year, Direct Access

Responsive Transit (DART) was established, which was a fixed-route system with demand-responsive capabilities. Midday and Saturday service for local routes were also discontinued.

In 1999, LAVTA started regional express service, routes 70X and 20X, and a subscription service to Silicon Valley, named the Prime Time Express. Also that year, the Livermore Transit Center was completed at the Railroad and Old First Street intersection in downtown Livermore. This transit center currently allows Wheels riders to transfer seamlessly with Altamont Commuter Express (ACE).

In 2008, the Great Recession occurred, which led to diminished federal, state, and local funding sources. This necessitated LAVTA to reduce revenue hours by 25% in 2009. Additionally, the fare structure was reconfigured to provide increased fare revenue, resulting in increases in fares and the loss of free fixed route services that were available to senior and disabled passengers.

In January 2011, the bus rapid transit (BRT) line, named the Rapid, was implemented, leading to some increases in ridership through 2013. In 2011, LAVTA changed its model for paratransit service delivery from contracted-directly operated to contracted-brokerage and hired American Logistics Company (ALC) to provide the service. Between 2011 and 2014, ALC operated LAVTA's paratransit services. However, the contract ended in 2014 at which time Medical Transportation Management (MTM) assumed paratransit services.

In 2013, LAVTA completed Phase I and II construction of the Atlantis Operations and Maintenance Facility, a secured parking facility with bus wash and fueling functions. This facility is prepared to take on fleet expansions or additions, should they occur in the future.

In 2015, LAVTA joined the majority of the Bay Area transit operators in accepting Clipper® cards onboard all buses.

## **GOVERNANCE**

LAVTA is governed by a seven member Board of Directors. The Board is responsible for establishing policies for the agency and consists of two representatives from the cities of Livermore, Dublin, and Pleasanton, and one member representing Alameda County. Board meetings are held at LAVTA's MOA facility.

The mayors of each municipality appoint elected city council members to terms on the LAVTA Board, with each mayor having sole appointment authority. Board authority is based on a Joint Exercise of Powers Agreement that was approved by all member jurisdictions in 1985. There are no term limits on Board appointments, and Board members may be appointed or discharged at any time. The current members of the LAVTA Board include:

- Don Biddle (Board Chair), Councilmember, City of Dublin
- Steven Spedowski (Board Vice Chair), Councilmember, City of Livermore
- Lauren Turner, Councilmember, City of Livermore
- Jerry Pentin, Councilmember, City of Pleasanton
- Scott Haggerty, Supervisor, First District, Alameda County
- David Haubert, Mayor, City of Dublin
- Karla Brown, Councilmember, City of Pleasanton

Board Chair and Vice Chair serve one-year terms beginning on July 1 of every year. There are no term limits on either position. The Agency's bylaws mandate that the Chair and Vice Chair positions rotate between the three cities and the County.

LAVTA's Board is divided into two committees that meet regularly to consider items within each committee's purview. These two committees are Finance and Administration, and Projects and Services.

The current members of the Finance and Administration Committee are:

- Jerry Pentin, Chair
- Lauren Turner, Vice Chair
- Don Biddle

The current members of the Projects and Services Committee are

- Scott Haggerty, Chair
- David Haubert, Vice Chair
- Karla Brown
- Steven Spedowski

In 2015, the LAVTA Board took action to form the Altamont Regional Rail Working Group. The Working Group was formed to ensure that regional rail planning leads to project implementation that is fast, cost-effective and responsive to community goals and objectives. Areas of focus include the planned BART to ACE connection in Livermore, which has regional consensus as a priority project in the Bay Area per the planning documents of the Metropolitan Planning Commission.

Members of the Altamont Regional Rail Working Group consist of elected officials from the cities of Dublin, Livermore, Pleasanton and Tracy; supervisors from the Counties of Alameda and San Joaquin; and board members/directors from ACE, BART and LAVTA.

## **ORGANIZATIONAL STRUCTURE**

### **Organizational Hierarchy**

LAVTA's seven-member Board of Directors governs the activities of the LAVTA staff. The Agency is headed by an Executive Director, who oversees planning, communications, finance, administration, and Agency contracts for transit and paratransit services. An organizational flow chart is shown in Figure 1.

### **Transit and Paratransit Service Contracts**

LAVTA contracts with outside companies for both transit and paratransit management, operations, and maintenance. Medical Transportation Management, Inc. (MTM) operates paratransit and MV Transportation, Inc. (MV) operates fixed-route transit.

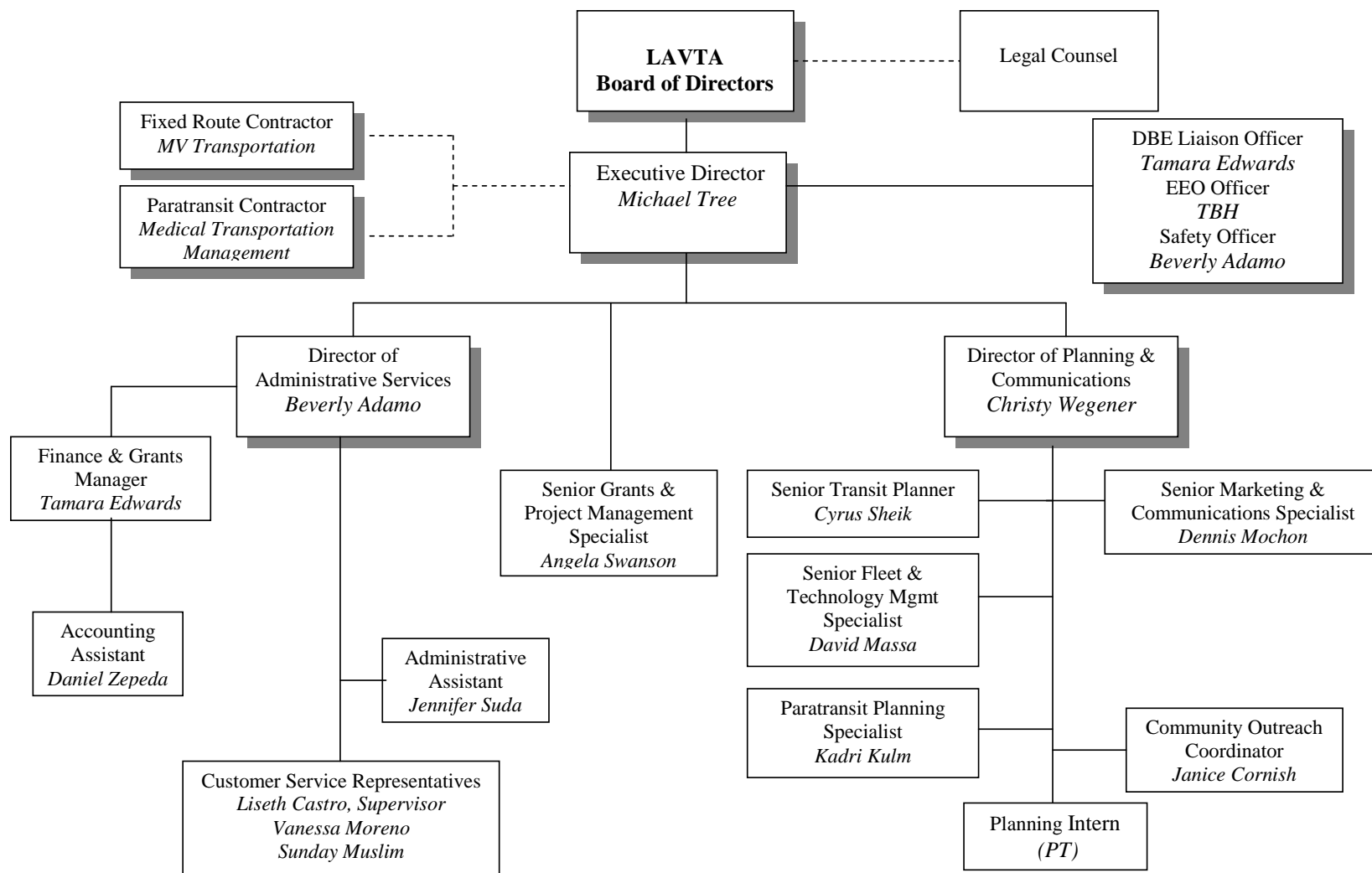
MTM's contract began on May 1, 2014 and ends on June 30, 2017, with four optional one-year extensions. The company bills LAVTA on a per-trip basis, at a current cost of \$32.51 per trip, with a cost increase of two percent per year through the end of the contract.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

MV's contract began on July 1, 2011 and has been extended for an additional one-year term each year since June 30, 2014. MV bills the Agency per revenue hour, with a current rate of \$40.77 per hour. MV also bills the Agency a separate fixed monthly rate for additional costs. This monthly rate currently stands at \$249,885.15. Fixed-route operators are represented by International Brotherhood of Teamsters (IBT) Local #70. The current collective bargaining agreement between IBT Local #70 and MV is in effect from July 1, 2015 to June 30, 2016.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 1 LAVTA Organization Flow Chart



## 2 DEMOGRAPHIC ANALYSIS

This chapter presents demographic information regarding LAVTA's service area to better understand how portions of the service area differ in terms of characteristics that affect transit usage. The evaluation includes the following characteristics and is based on the 2010 US Census, 2013 American Community Survey (ACS), and 2011 Longitudinal Employer-Household Dynamics (LEHD).

Demographic characteristics covered in this chapter include:

- Population Density
- Employment Density
- Rental households
- Households vehicle ownership
- Households living in poverty
- Older adult populations
- Youth populations
- Demographic trends

### SPATIAL DEMOGRAPHIC ANALYSIS

#### Population

Public transportation is most efficient when it connects population and employment centers where people can easily walk to and from bus stops. The reach of transit is generally limited to within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of the transit line (depending on the built environment), or a 10-minute walk, and thus the size of the travel market is directly related to the density of population and employment in that area.

In general, areas need at least 7 persons per acre to support productive bus service. The average population per census block in the LAVTA service area is 53 persons, or an average population density of 7 persons per acre. Given that this is an average, some areas will be above the 7 person per acre threshold, while others will not. As shown below in Figure 2, there are numerous areas with relatively high population density, including parts of Dublin north of I-580, parts of Pleasanton east of I-680, and much of Livermore and Springtown. In addition, high-density residential development is planned for Hacienda Business Park near the East Dublin/Pleasanton BART Station, which is not reflected in Figure 2. There are also large expanses of sparsely populated areas between population centers and major barriers that divide residential development (primarily major freeways and other roadways), making efficient transit routing more challenging.



In general, neighborhoods that have the population density required to support transit are currently served by Wheels bus service. Areas that may justify service (based on population density) that do not currently have it include neighborhoods along Stoneridge Drive in east Pleasanton, Valley Avenue in Pleasanton, Concannon Boulevard in Livermore, and San Ramon Road in Dublin. Note that sufficient population density alone is not enough to support productive transit service, as street design and other factors must be supportive as well.

### **Employment**

Employment density is shown in Figure 3. Employment clusters are scattered throughout the Wheels service area, and the locations with the highest density include Lawrence Livermore National Laboratory, Stoneridge Mall and the surrounding area, the Bernal Corporate Park, downtown Livermore, and office and medical facilities in north Pleasanton (Hacienda Business Park). All major employment areas in the Wheels service area are currently served by transit but may not be in the future when service changes proposed in the Comprehensive Operational Analysis are implemented.

### **Rental Households**

The prevalence and density of rental households is another important factor in determining potential transit use, as transit ridership is typically higher in areas with a high percentage of renters. Rental household density is shown in Figure 4. As can be seen, areas with above-average density of rental households include the area near the Stoneridge Shopping Center, Pleasanton near the Tassajara Creek, south Pleasanton, west Livermore, and in Livermore immediately adjacent to the Lawrence Livermore National Laboratory (where several apartment complexes are located). Most areas with significant densities of rental households are served by Wheels, with the exception of rental housing near the intersection of Holmes & Concannon in Livermore, and Valley & Hopyard in Pleasanton.

### **Household Vehicle Ownership**

For self-evident reasons, individuals without access to a vehicle represent a particularly strong market for transit. In some cases, individuals do not have access to an automobile for health, financial, or legal reasons, while others simply choose to live car-free. The Census Block south of Stanley Boulevard in Livermore has the highest density of households without a vehicle (see Figure 5), with the surrounding area of Livermore and Pleasanton east of 1<sup>st</sup> Street and south of Arroyo Valley also relatively dense. Overall the census blocks with low vehicle ownership closely mirror those with high rental densities. All areas with high densities of zero vehicle households are currently served by transit.

### **Households Living in Poverty**

Poverty status is another strong indicator of a higher-than-average propensity to use transit. Figure 6 identifies the number and density of households in the service area living below the federal poverty line. As can be seen below in Figure 6, Census Blocks with above average population living in poverty are located along Bernal Avenue in Pleasanton, south of Stanley Boulevard in west Livermore, and in central Livermore. Most areas with higher poverty levels are currently served by transit, with the exception of neighborhoods along Stoneridge Drive in east Pleasanton and areas of south Livermore near Holmes & Concannon.

## **Older Adults Population**

Older adults (65 and older) are an important transit ridership group since seniors may have limited mobility on foot and may not be able to drive. Many seniors are retirees, and as a result, take fewer daily trips. Transit provides an important option for this population to remain as active and independent as possible, and to age in place. The region's density of older adults is shown in Figure 7. High densities of older adults can be found where there are numerous senior housing complexes, such as west of the intersection of Sunol Boulevard and Bernal Avenue and north of Vineyard Avenue in Pleasanton, as well as scattered throughout Livermore. The Stoneridge Creek Retirement Community in northwest Pleasanton was built too recently to be accounted for in currently available Census data.

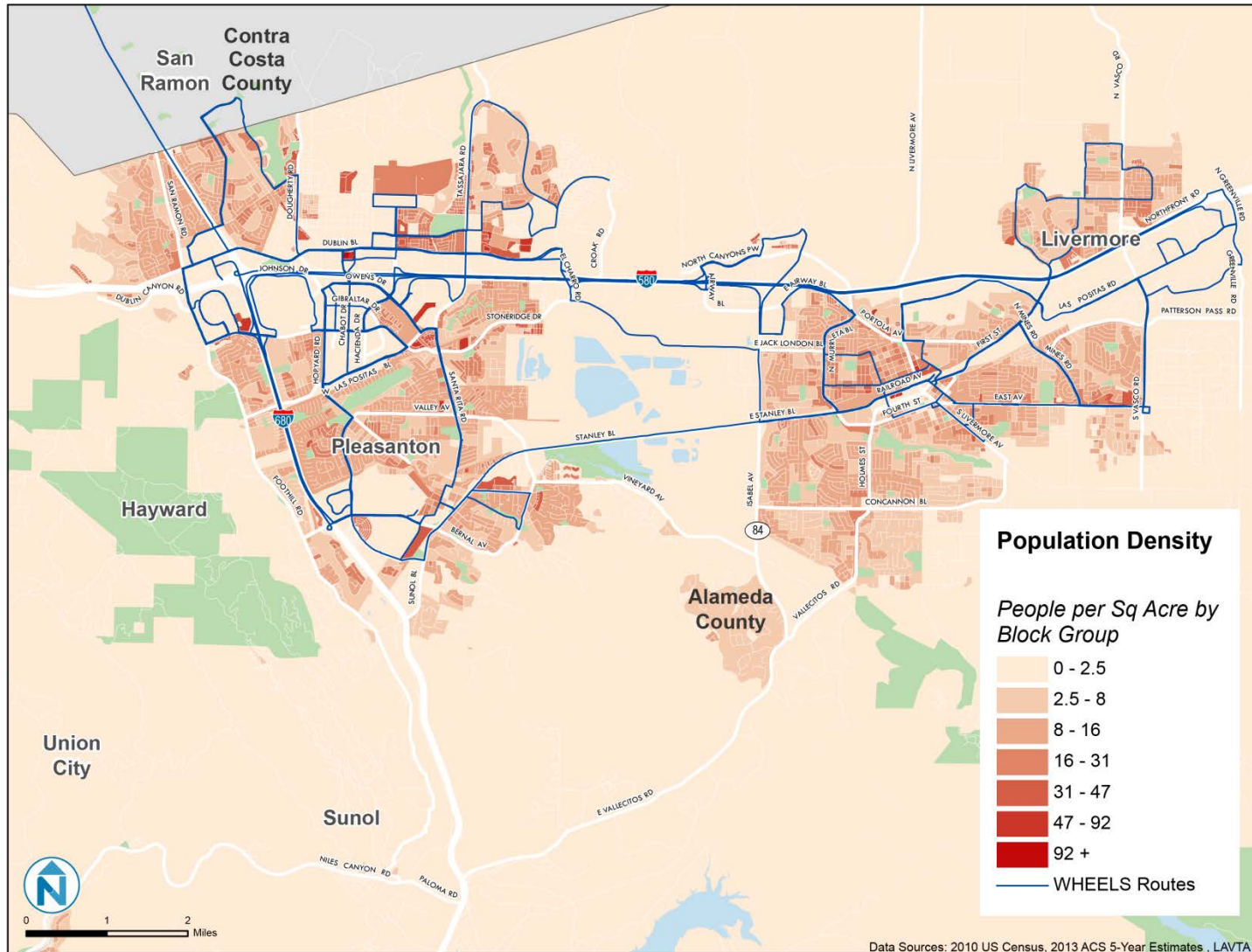
## **Youth Population and Millennials**

College-aged youth (18-24) and Millennials (defined here as people born between 1981 and 1997) are also an important transit demographic since many are students who do not own a vehicle for financial or other reasons, or may prefer transit to driving. As illustrated in Figure 8, the heaviest concentrations of college-aged youth (excluding the Santa Rita Jail) are mostly found at apartment developments located throughout the service area. Youth density is comparatively low in Pleasanton and denser in central Livermore north of Railroad Avenue and along East Avenue.

As illustrated in Figure 9, dense concentrations of Millennials are found throughout the LAVTA service area. These areas are mostly served by LAVTA, but there are significant concentrations unserved in south Livermore, central Pleasanton, and west Dublin.

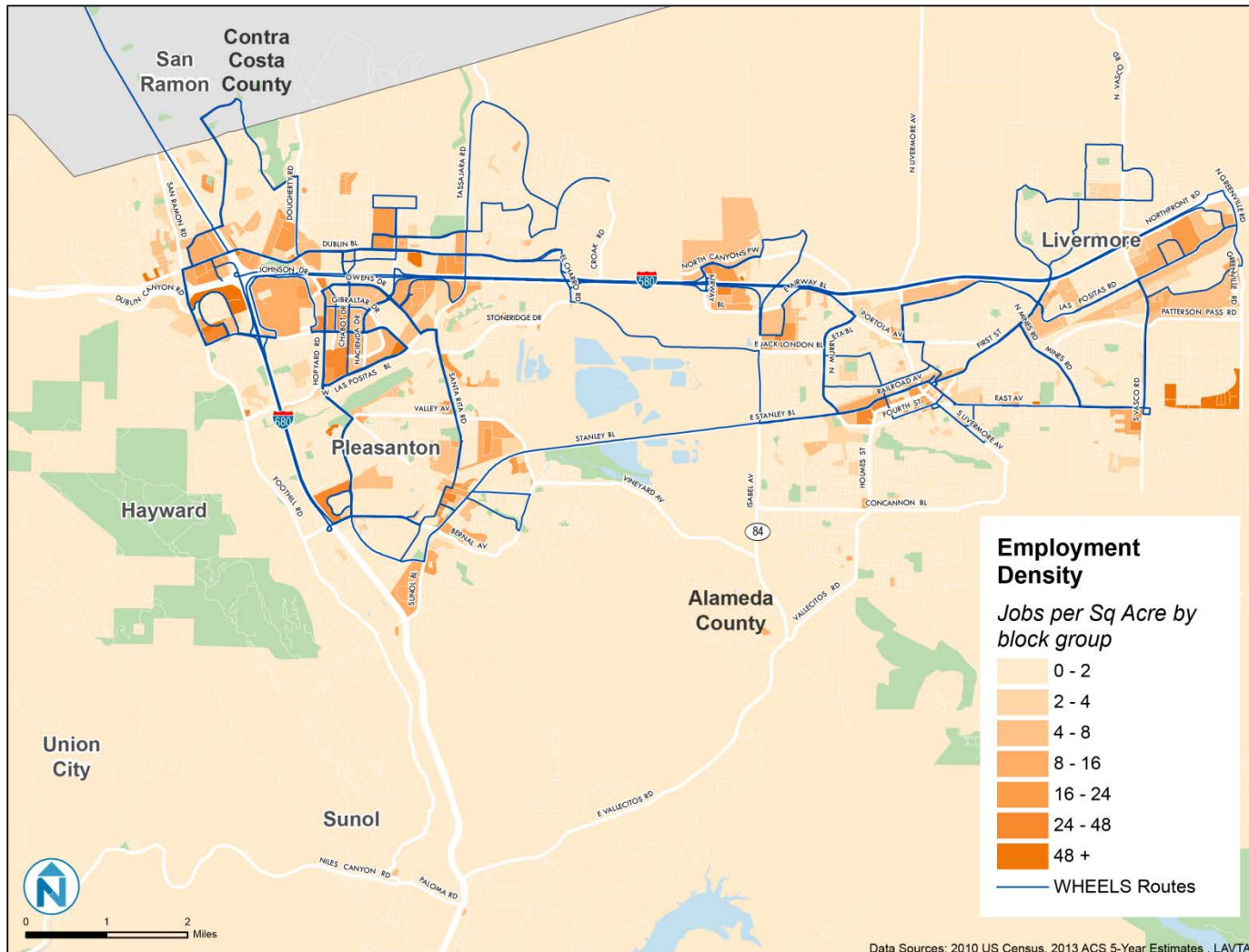
**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
 Livermore Amador Valley Transportation Authority

Figure 2 Population Density



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

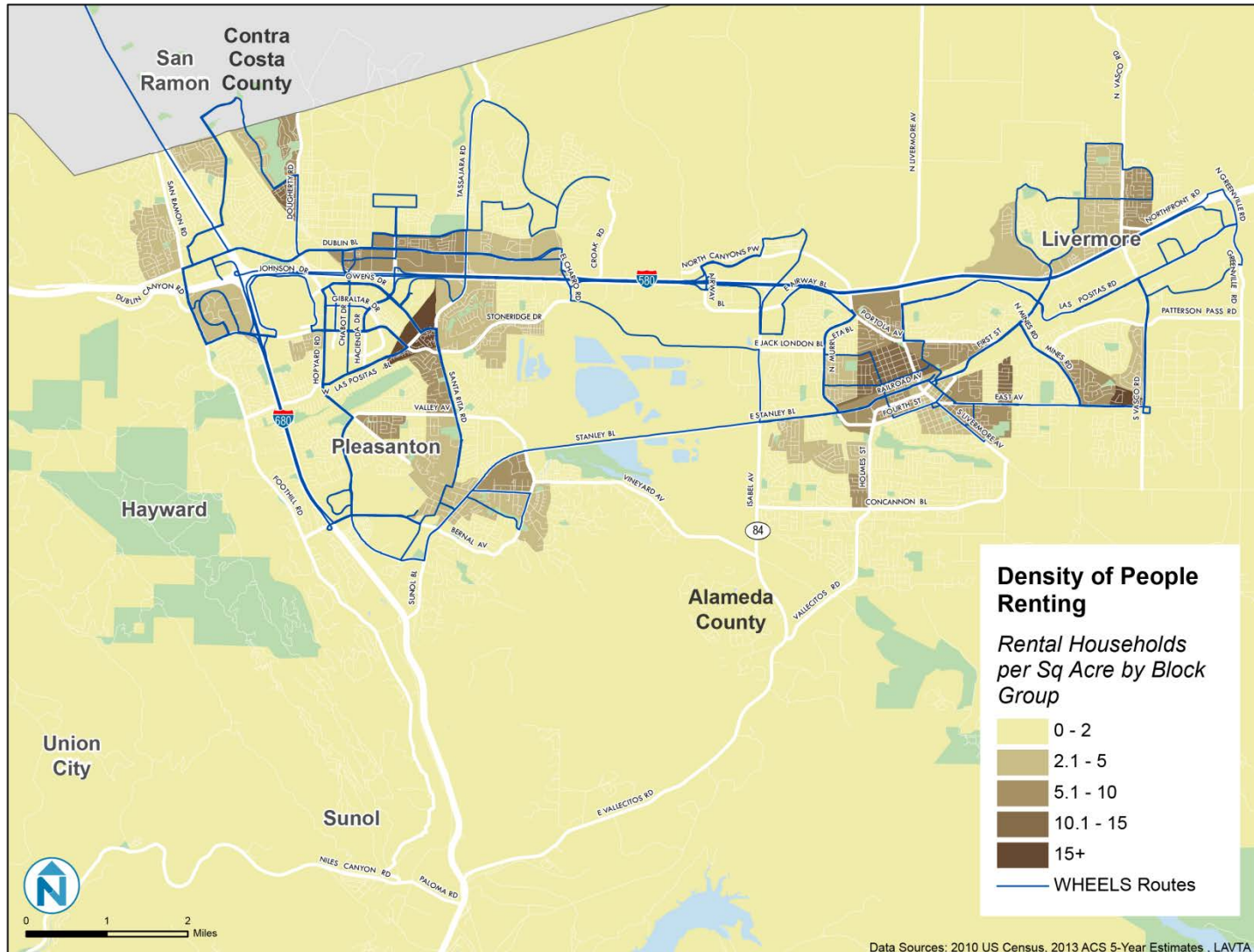
Figure 3 Employment Density





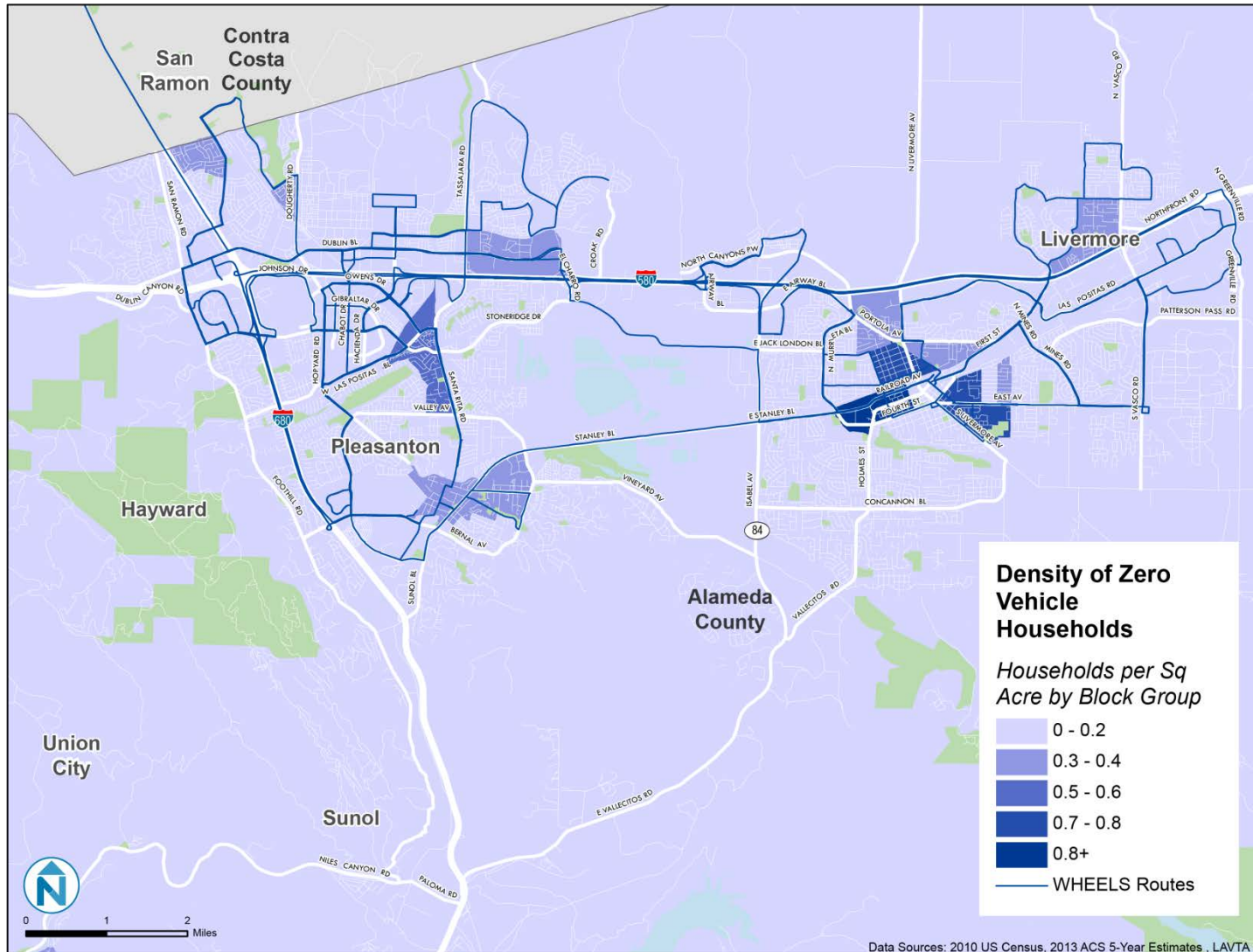
**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 4 Density of Rental Households



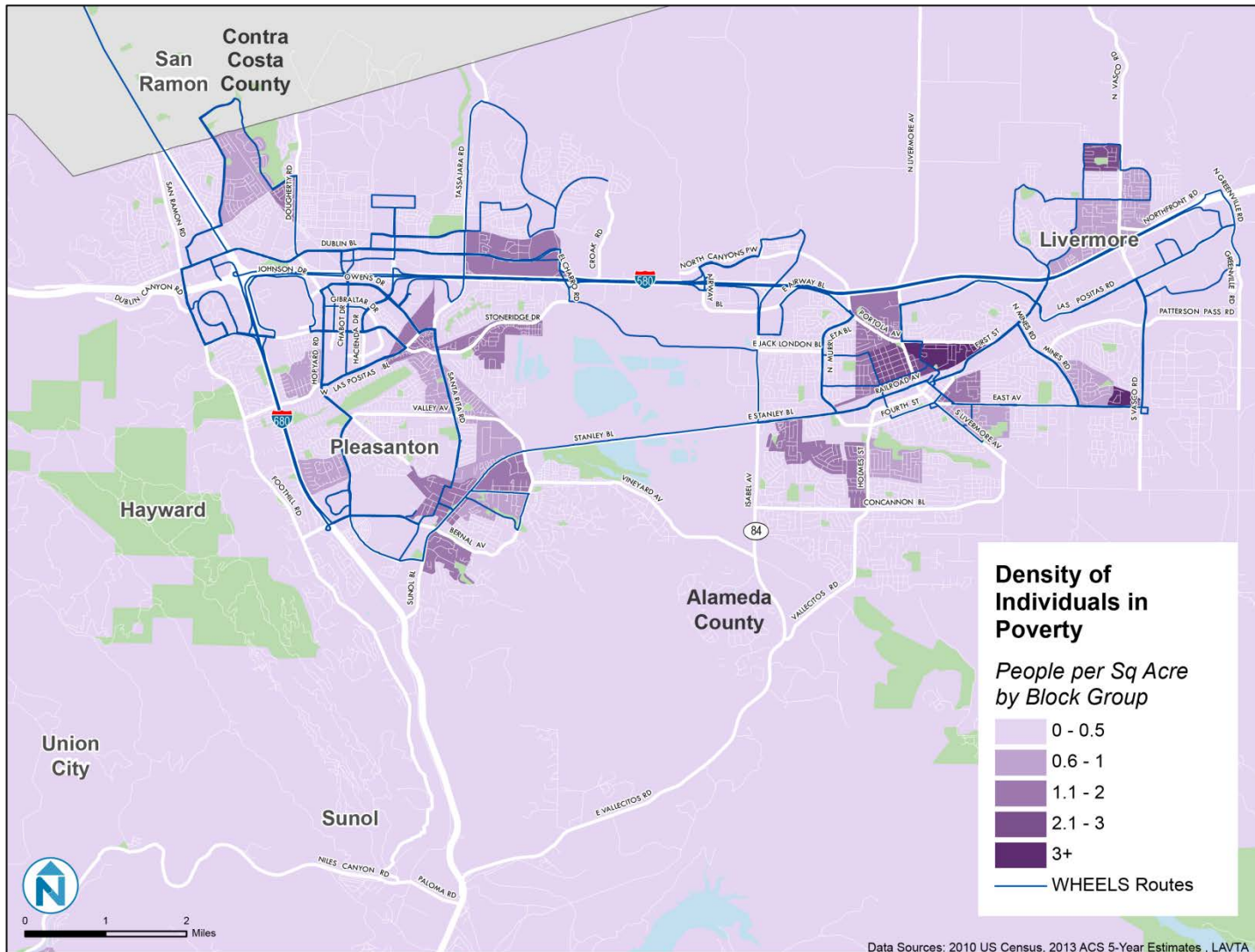
**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 5 Density of Zero Vehicle Households



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

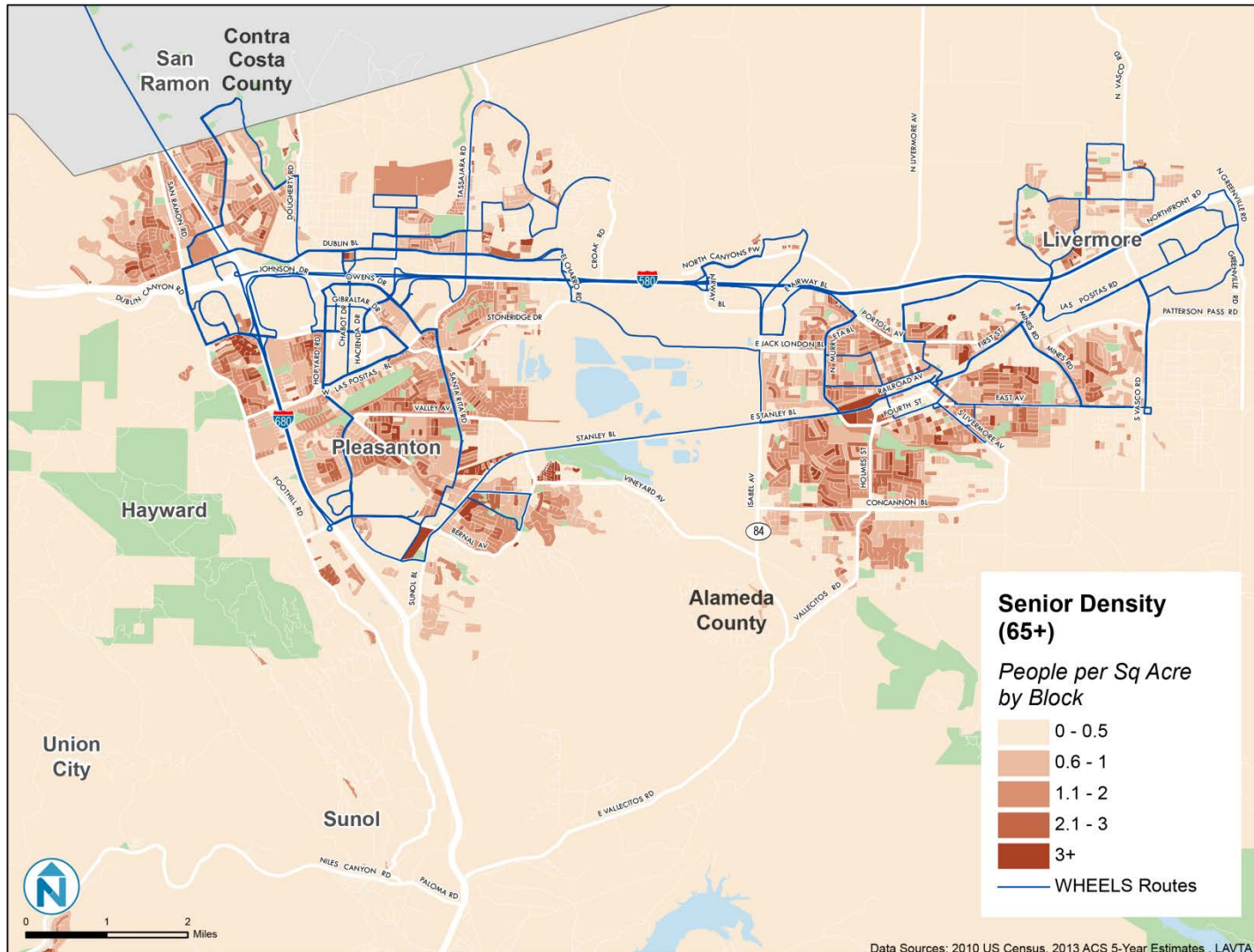
Figure 6 Density of Individuals below Poverty





**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

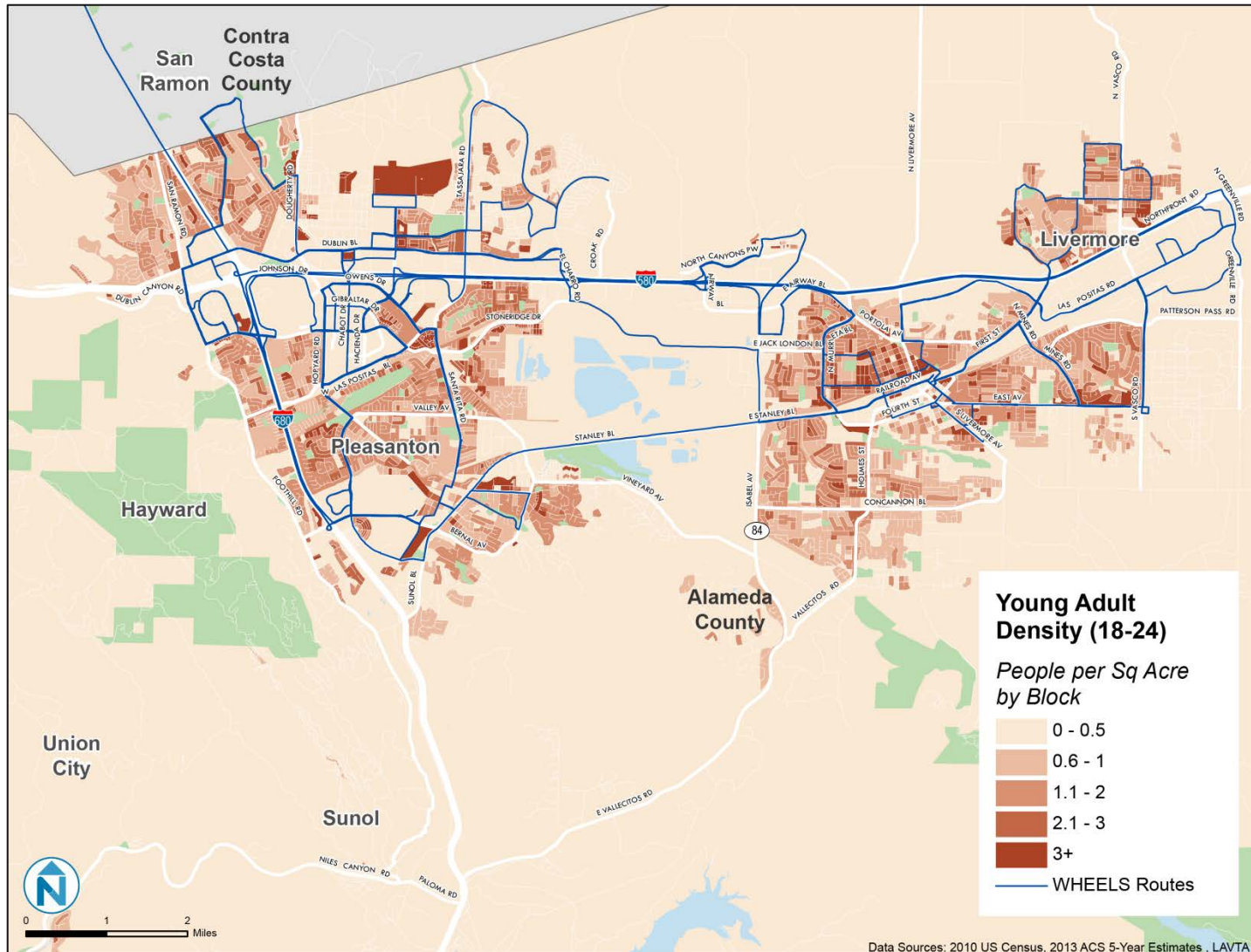
Figure 7 Density of Seniors Aged 65 and Above





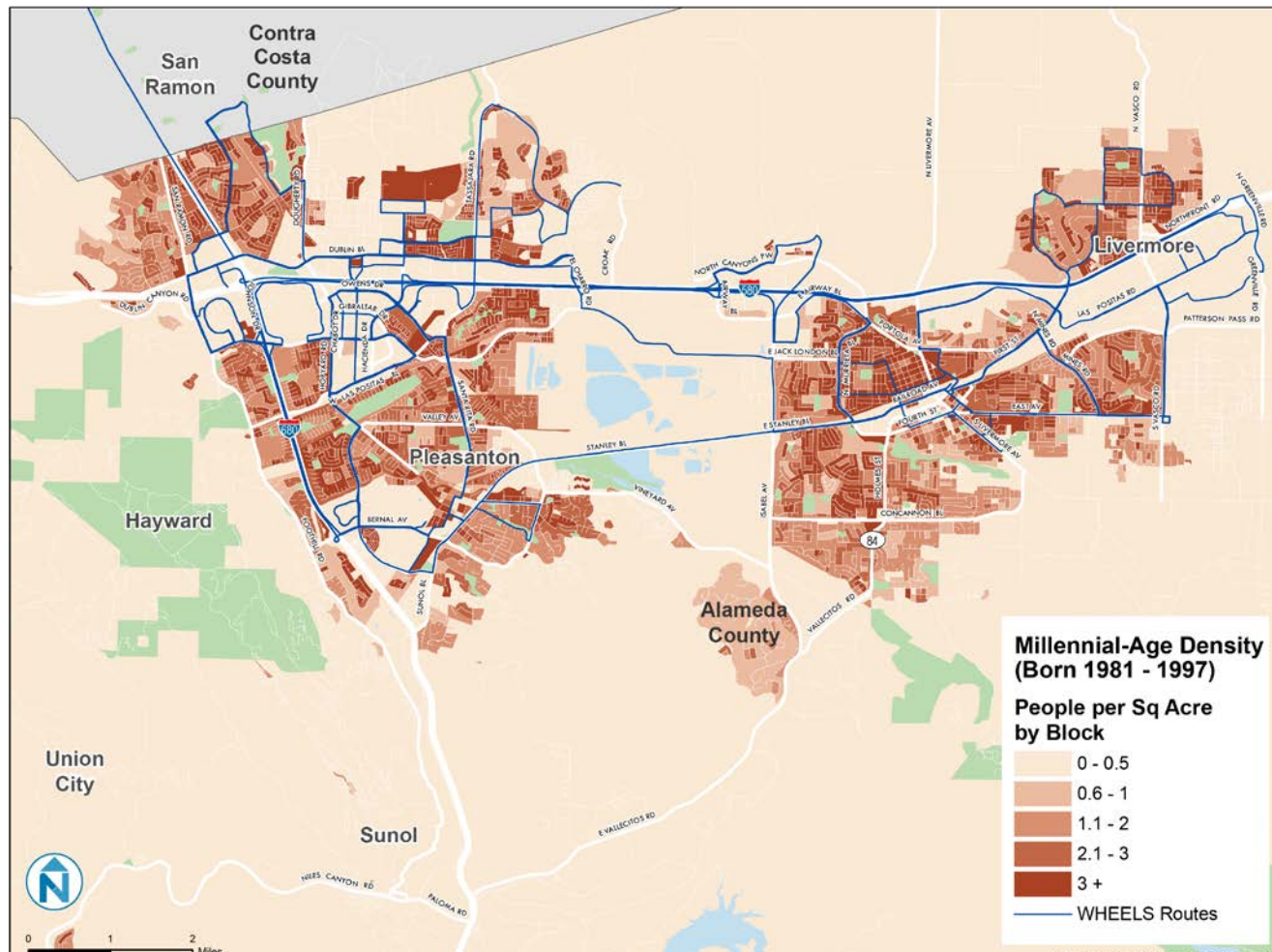
**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
 Livermore Amador Valley Transportation Authority

Figure 8 Density of College-Aged Adults Aged 18-24



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 9 Density of Millennials (Born 1981-1997)

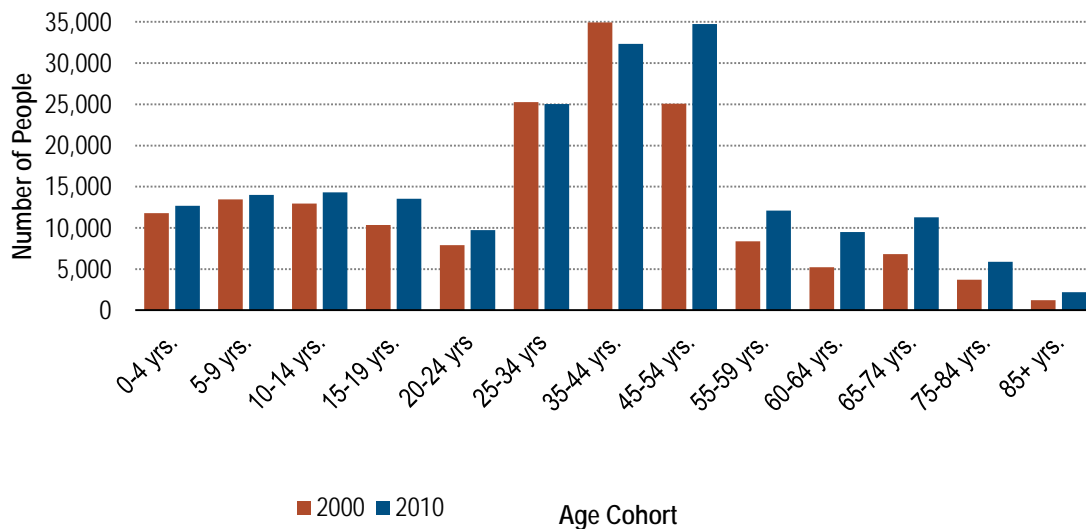


## DEMOGRAPHIC TRENDS

### Population by Age

The population in the LAVTA service area grew from 166,972 to 197,289 between 2000 and 2010. Figure 10 is a general population comparison from the U.S. Census of Dublin, Livermore, and Pleasanton from 2000 to 2010. City-wide general population statistics were summed for a service-area estimate by age cohort. While nearly every cohort grew from 2000 to 2010, the 45 to 54 year cohort increased by almost 10,000 residents. Additionally, cohorts 55 to 59 years, 60 to 64 years, and 65 to 74 all increased by about 5,000 residents. The 35 to 44 cohort declined by about 2,500 residents. This indicates that the population growth in the Tri-Valley is driven in large part by growth in the 45 and over population, including seniors. Increases in the senior-age population will increase demand for paratransit, thus increasing costs for Wheels to provide the service. The population of Millennial-age population increased by approximately 7,500 residents from 2000 to 2010. Given that residents in this age group tend to ride transit more than others, if this trend continues it should have a positive impact on Wheels ridership.

Figure 10 Population in Service Area by Age Cohort



### Race/Ethnicity

Figure 11 shows of the racial demographics of populations in Dublin, Livermore, and Pleasanton from 2000 to 2010. The city-wide race statistics were summed for a service-area estimate. The service area is becoming more racially diverse with a decrease in the percentage of people who identify as white, and increases in the percentage of people who identify as all other categories: Asian, Other, Multiracial, black or African American, and Native Hawaiian and Other Pacific Islander. The only category that did not increase from 2000 to 2010 was American Indian and Alaska Native.

Figure 11 Race in Service Area

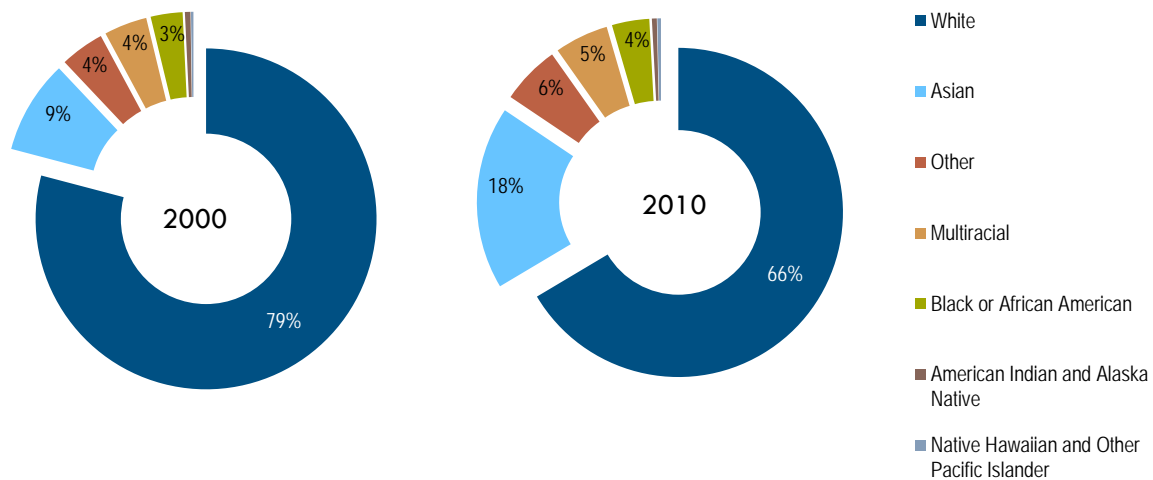
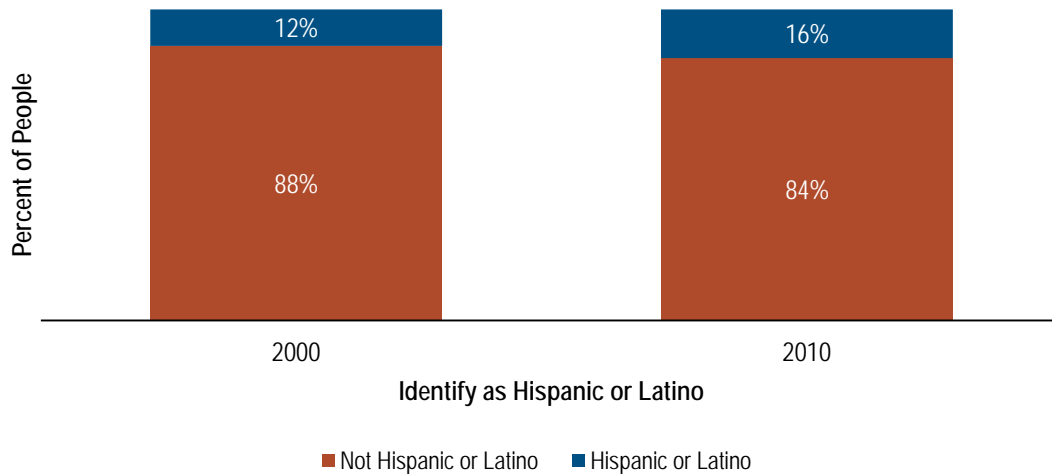


Figure 12 shows people who identify as Hispanic or Latino of Dublin, Livermore, and Pleasanton from 2000 to 2010. Each city-wide statistic was summed for a service-area estimate. The percentage of people who identify as Hispanic or Latino increased in the service area (from 12% to 16%) between 2000 and 2010.

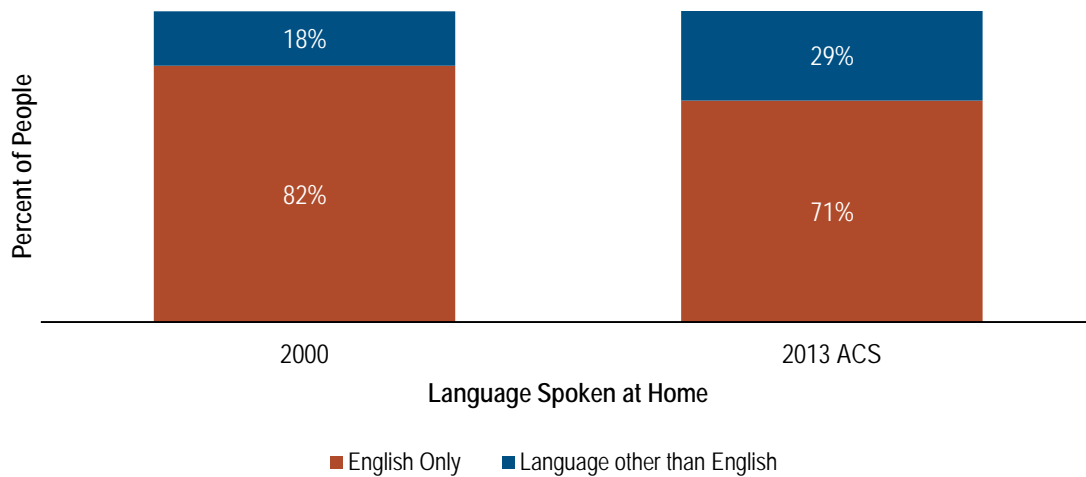
Figure 12 Hispanic or Latino People in Service Area



## Language

Figure 13 shows people who speak another language other than English in Dublin, Livermore and Pleasanton from 2000 to 2013. Each city-wide statistic was summed for a service-area estimate. The percentage of people who speak a language other than English at home has increased from 18% to 29% between 2000 and 2013, indicating an increasing need for rider information in languages other than English.

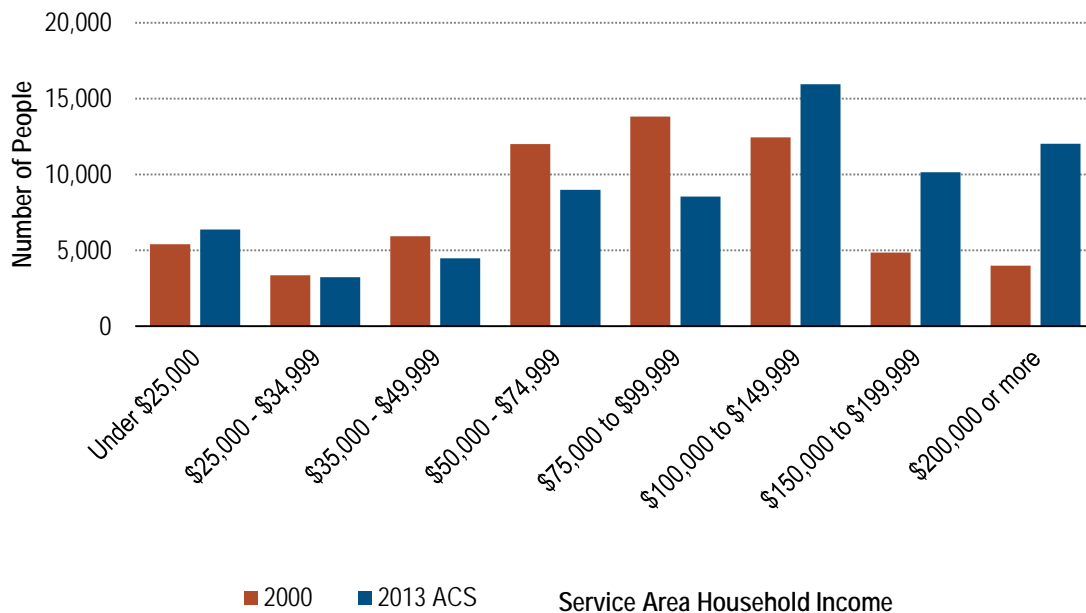
Figure 13 Language Spoken at Home in Service Area



## Income

Figure 14 shows income across Dublin, Livermore, and Pleasanton from 2000 to 2013. Each city-wide statistic was summed for a service-area estimate. In general, the population of higher income groups has increased substantially, while lower income groups have declined, indicating that people with high incomes have been moving into the area at a much faster rate than people with lower incomes. In addition, some people with lower incomes have likely been displaced due to the rising cost of housing. Given that LAVTA's riders tend to have incomes below \$75,000, declines in this income group may be hurting ridership. If these trends continue, LAVTA may need to explore additional strategies to attract choice riders.

Figure 14 Service Area Household Income





## 3 SYSTEM OVERVIEW

This chapter provides an overview of the existing services provided by LAVTA. In addition to presenting the type of transit services provided and associated service areas, this chapter provides information on the system's fare structure, existing fleet, and facilities.

### EXISTING TRANSIT SERVICES AND SERVICE AREA

The LAVTA Wheels bus system includes a network of 33 routes serving the Dublin, Pleasanton, and Livermore area, including one Rapid route and 16 school-focused routes.

LAVTA/Wheels fixed route service can be divided into four main categories, as follows:

- **Primary:** *Routes 10, 12/12x, and Rapid.* Primary routes operate between the municipalities in the service area. Primary routes generally operate all day with regular frequencies, usually at least half hourly or hourly service. This category includes the Rapid, a high-frequency bus line that connects East Livermore with West Pleasanton and points in-between, including West and East Dublin Pleasanton BART stations.
- **Regional Express:** *Routes 20X and 70X/70XV.* Regional Express service operates at 30-45 minute headways during peak periods. Route 70X/70XV provides peak hours-only service connecting East Dublin/Pleasanton BART to Pleasant Hill BART and Walnut Creek BART, and Route 20X provides peak-hour service from East Dublin/Pleasanton BART to locations in Livermore, including Lawrence Livermore National Laboratory.
- **Neighborhood Feeder:** *Routes 1, 2, 3, 8A/8B, 9, 11, 14, 15, 51, 53, and 54.* Neighborhood Feeder routes serve smaller geographic areas and may operate with limited spans of service, with the exception of Route 15, which operates regularly throughout the day.
- **School:** *Routes 401, 402, 403, 501, 502, 503, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611.* School routes operate Monday through Friday and are intended to help area students get to and from school. Service is always open to the general public.

LAVTA also operates Dial-A-Ride service in compliance with the Americans with Disabilities Act (ADA). This demand-responsive service provides accessible door-to-door paratransit service to eligible people with disabilities in Livermore, Pleasanton, Dublin, and the surrounding unincorporated areas of Alameda County. Dial-A-Ride is public, shared ride transportation and available during the days and times Wheels fixed route bus service is operating. Service in Dublin and Livermore is seven days a week from approximately 4:30 a.m. to 1:30 a.m. Service in Pleasanton is provided by the City of Pleasanton and supplemented by Wheels Dial-A-Ride when Pleasanton paratransit is unable to fulfill trips or is not operating (weekdays from 4:30 a.m. to 8:00 a.m., and 5:00 p.m. to 1:30 a.m., and Sundays and holidays from 4:30 a.m. to 1:30 a.m.).

## **Fixed-Route Services**

The non-school routes vary widely in terms of service frequency and span. Routes operate with headways ranging from 15 to 120 minutes depending on the day and time period. Eight routes provide all day service. Some routes operate only during peak times, while others operate nearly all day from 5 a.m. to midnight or later. Service frequencies and spans for each route are shown in Figure 15. Six routes operate on Saturdays, and five on Sundays.

Figure 16 below shows LAVTA's system-wide routes, and Figure 17 shows the service network with connecting agency routes. Service is strongly oriented towards connections to BART service, with focal points at the East and West Dublin/Pleasanton stations. Several routes also serve stations of the Altamont Corridor Express (ACE), providing rail connections between San Jose to the south and Stockton to the northeast. Several County Connection bus routes also service the LAVTA service area in Dublin and Pleasanton, while LAVTA routes 70X and 70XV serve Walnut Creek BART and Pleasant Hill BART in Contra Costa County.

All fixed-route vehicles are equipped with bike racks. Each bike rack holds at least two bikes, with space available on a first-come, first-served basis. LAVTA's policy also allows riders to bring bikes onboard buses if the rack is full, at the driver's discretion.

LAVTA is funded by a combination of passenger fares and funding from federal, state, and local sources, including the following agencies:

- Alameda County Transportation Commission
- Caltrans
- Metropolitan Transportation Commission
- Bay Area Air Quality Management District
- CalOES
- Federal Transit Administration

Figure 18 illustrates the average February 2015 weekday boarding activity at every fixed-route stop in the LAVTA bus system.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

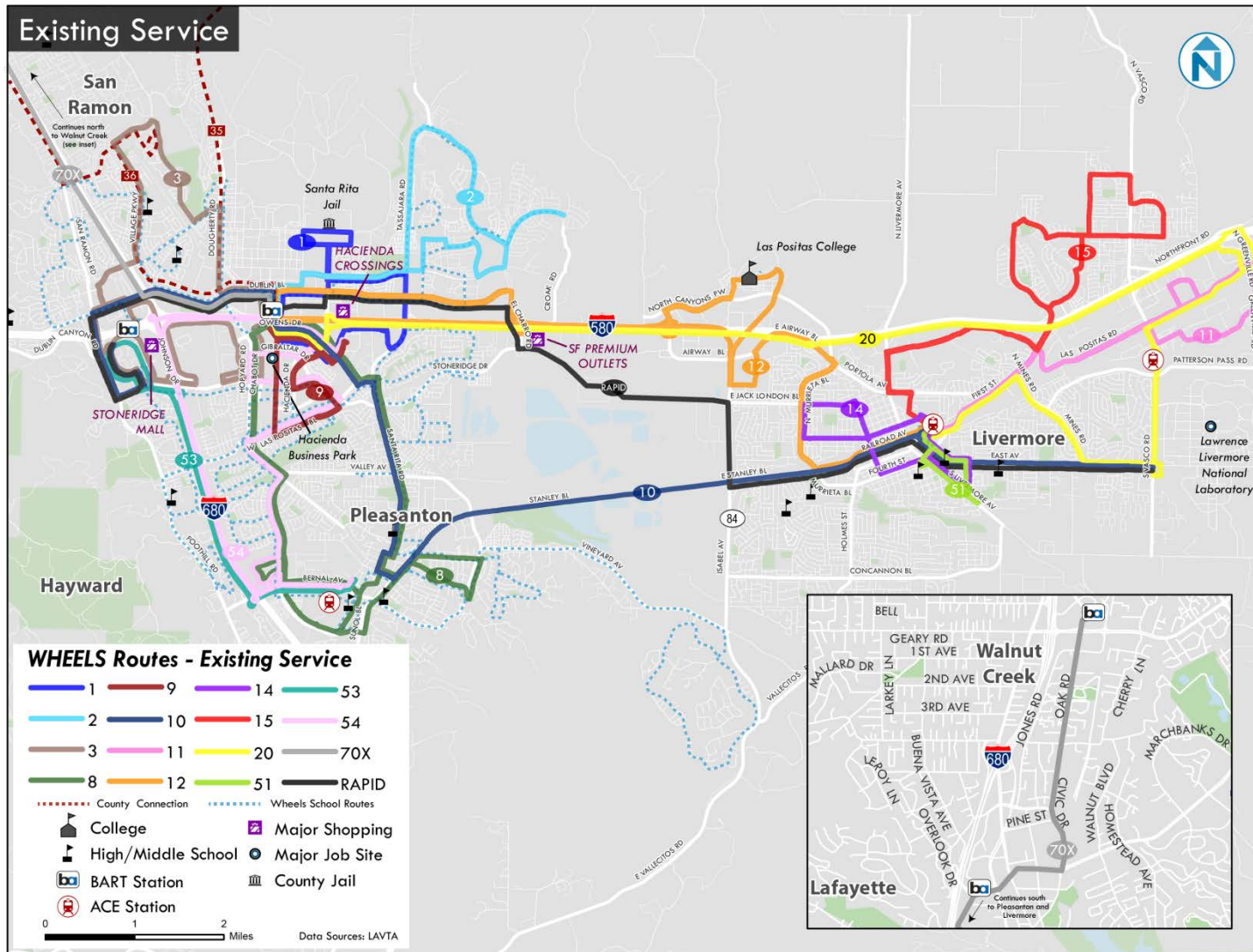
**Figure 15 Frequency and Span of Service by Route**

Route	Frequency of Service					Span of Service		
	AM	Midday	PM	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1	30	30	30	30	30	6:00 a.m. – 8:55 p.m.	8:01 a.m. – 9:25 p.m.	8:01 a.m. – 9:25 p.m.
Route 2	60	-	60	-	-	6:30 a.m. – 9:20 a.m. 3:20 p.m. – 6:48 p.m.	-	-
Route 3	30	-	30	60	-	5:55 a.m. – 9:20 a.m., 3:30 p.m. – 8:50 p.m.	9:01 a.m. – 5:51 p.m.	-
Route 8A	60	60	60	-	-	6:15 a.m. – 7:02 p.m.	-	-
Route 8B	60	60	60	-	-	6:45 a.m. – 8:32 p.m.	-	-
Route 8	-	-	-	50-60	40	-	8:01 a.m. – 11:11 p.m.	9:01 a.m. – 2:18 p.m.
Route 9	15-30	-	15	-	-	6:30 a.m. – 9:19 a.m. 3:30 p.m. – 6:19 p.m.	-	-
Route 10	30	30	40	16-48	40	4:12 a.m. – 1:44 a.m.	4:57 a.m. – 1:14 a.m.	5:17 a.m. – 1:14 a.m.
Route 11	45	-	45	-	-	6:42 a.m. – 8:48 a.m. 4:12 p.m. – 6:18 p.m.	-	-
Route 12	15-30	60	15-60	60	120	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 14	30	30	30	-	-	6:42 a.m. – 8:06 p.m.	-	-
Route 15	30-60	30-60	30-60	60	60	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	45	-	45	-	-	6:15 a.m. – 9:54 a.m. 3:52 p.m. – 6:36 p.m.	-	-
Route 51	-	-	30	-	-	3:12 p.m. – 6:57 p.m.	-	-
Route 53	65-75	-	60	-	-	6:51 a.m. – 8:41 a.m. 3:55 p.m. – 7:31 p.m.	-	-
Route 54	65 – 75	-	60	-	-	5:33 a.m. – 8:23 a.m. 3:47 p.m. – 6:28 p.m.	-	-
Route 70X/70XV	30	-	30			5:43 a.m. – 8:53 a.m. 4:00 p.m. – 6:41 p.m.	-	-
Rapid	15	15	15	-	-	5:16 a.m. – 8:04 p.m.	-	-



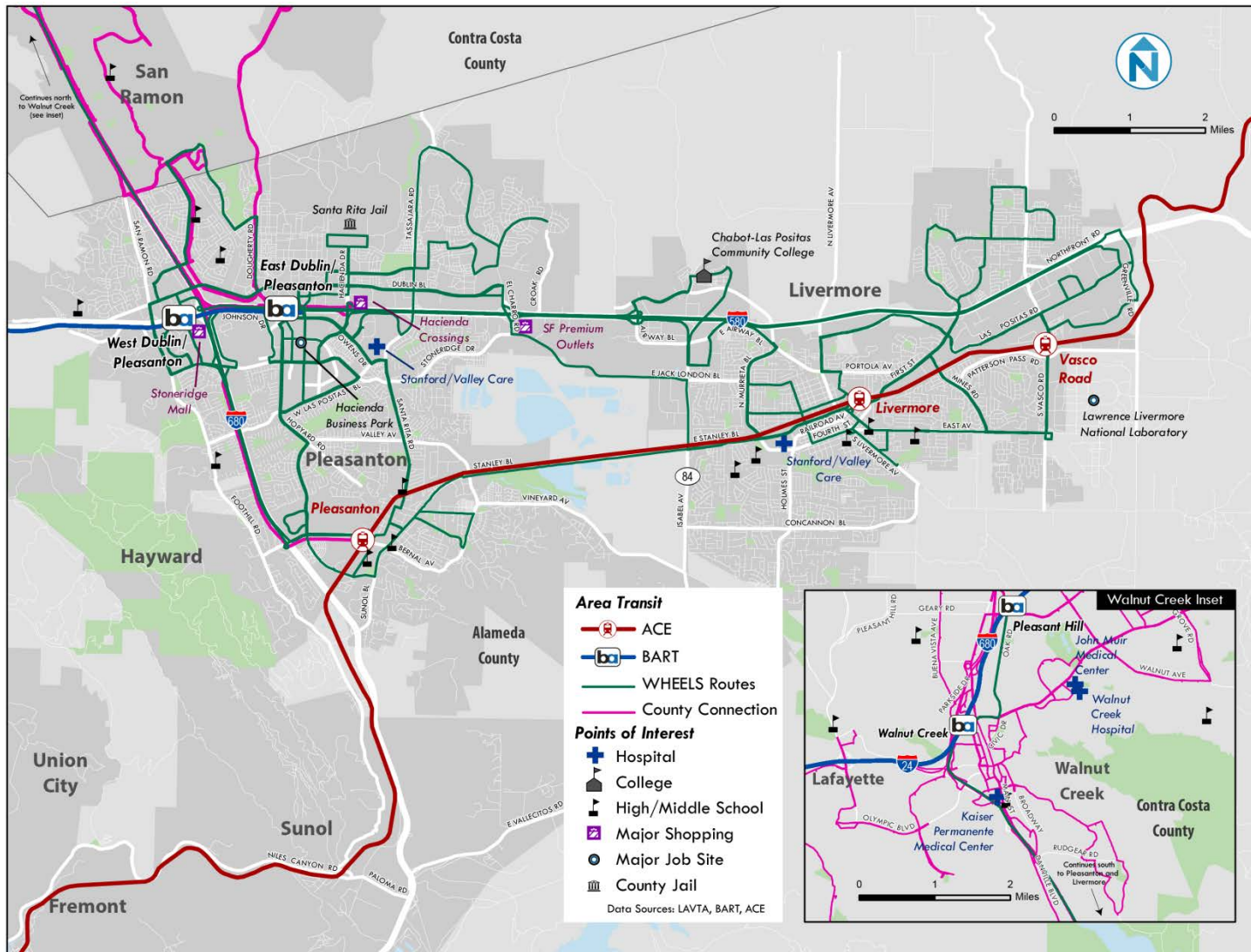
**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 16 Systemwide Routes



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

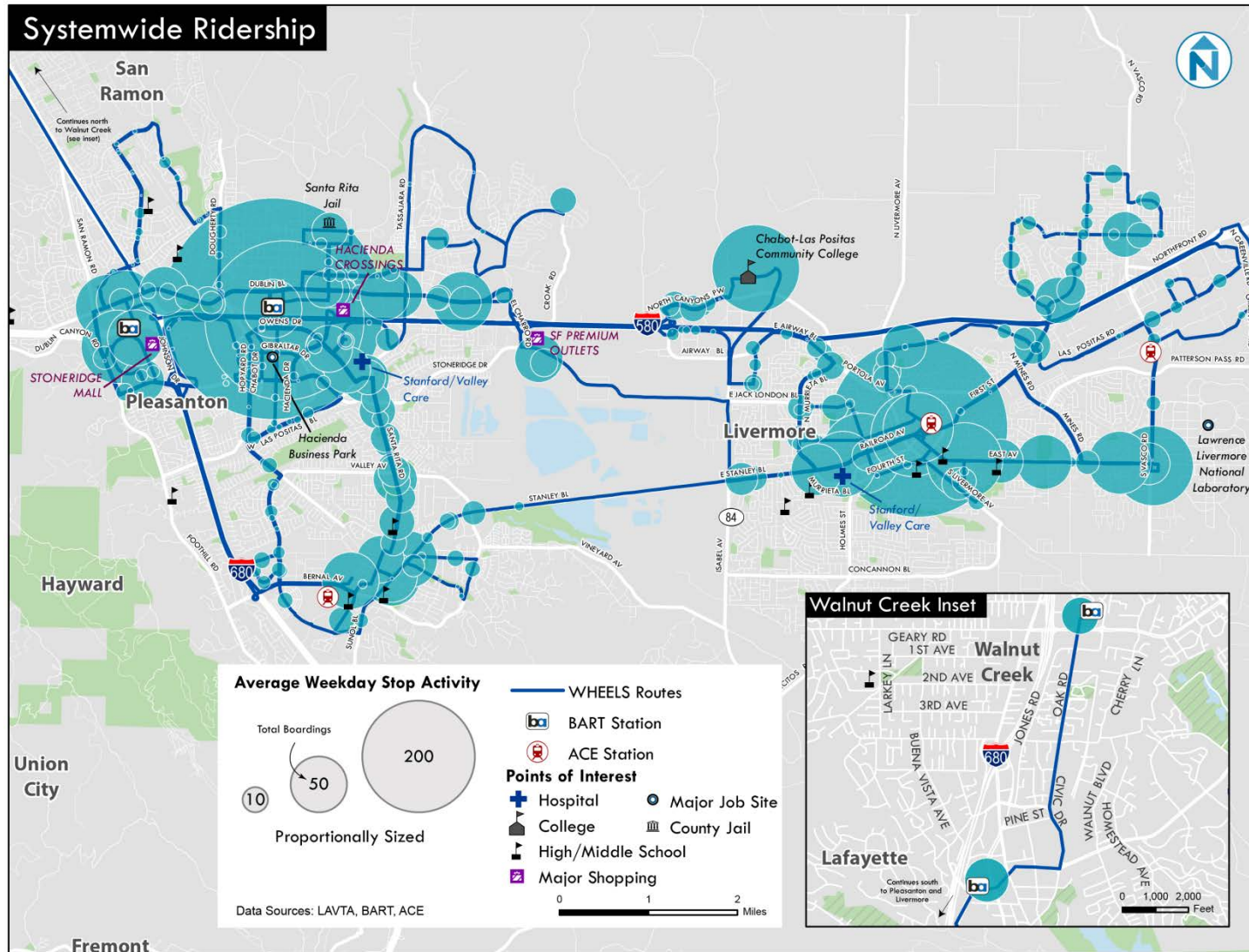
Figure 17 Transit Service in the LAVTA Service Area





**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 18 LAVTA Systemwide Boardings



## **School Routes**

In addition to its base fixed-route service, LAVTA also operates supplemental services as part of its fixed-route system. The supplemental services are mainly geared toward providing additional coverage and capacity for middle and high school students, as well as to cover special events. Services geared toward schools are often operated as “trippers,” meaning that a bus pulls from the yard, operates one trip, and then returns to the yard. School trippers are operated during school days only, providing one or two trips in the morning and afternoon, respectively. Figure 19 below shows the regular school routes and the schools they serve. It is important to note that all services operated by LAVTA, except paratransit, are open to the general public, and school routes are no exception.

## **Demand-Responsive Services**

Wheels operates ADA paratransit service for people who cannot use the fixed-route bus system in Livermore, Dublin, Pleasanton, and surrounding unincorporated areas of Alameda County. The service is available wherever and whenever fixed-route service is operating. As an exception, service is also provided to and from the San Ramon Medical Center and to the V.A. hospital in Livermore if one end of the trip is in Livermore, Dublin, or Pleasanton.

A person must be eligible for paratransit under the ADA to be eligible for Wheels Dial-A-Ride. A person can be ADA paratransit eligible for some or all of their transit trips depending on the individual's specific condition(s). The guiding principle for paratransit eligibility is the inability to independently use the fixed-route transit due to a disability or health-related condition. Individuals must fill out an application with Wheels, and processing of eligibility occurs within 21 days. Once the individual is ADA-certified, the person may then reserve a paratransit trip one to seven days before the ride is needed.

Reservations are taken seven days a week from 8:30 a.m. to 5 p.m. Passengers are given an approximate 30-minute pick-up window time. For repeated trips, passengers may set a standing order, which is an ongoing reservation for a trip that has the same starting and ending location and the same pick-up day and time.

Wheels Dial-A-Ride coordinates trips with East Bay Paratransit and County Connection LINK. The designated transfer point between Dial-A-Ride and neighboring paratransit services is the East Dublin/Pleasanton BART station. When Wheels Dial-A-Ride receives a passenger from East Bay Paratransit or County Connection LINK, a fare is not collected for the second part of the trip.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 19 School Tripper Route Descriptions**

City	Route Number	Route description	Schools Served
Livermore	401	Big Trees Park to Transit Center	Livermore High School, East Ave Middle School
	402	Airway Park N Ride to Junction Avenue Middle School	Junction Ave Middle School
	403	Transit Center to Granada to Transit Center	Del Valle High School, Granada High School, Vineyard High School, Mendenhall Middle School, Joe Mitchell Elementary School
Dublin	501	East Dublin to Dublin High School	Fallon Middle School, Dougherty Elementary School, Wells Middle School, Dublin High School
	502	Dublin Ranch Village to Dublin High School	Dublin High School, Wells Middle School
	503	W. BART to Dublin High School to E. BART	Dublin High School, Wells Middle School
Pleasanton	601	Ruby Hill to Pleasanton Middle School	Pleasanton Middle School
	602	Del Prado Park to Foothill High School	Village High School, Pleasanton Middle School, Foothill High School
	603	Muirwood Park to Hart Middle School to Muirwood Park	Hart Middle School
	604	Fairlands to Foothill High School	Hart Middle School, Foothill High School
	605	Fairlands to Amador Valley High School	Amador Valley High School
	606	Vintage Hills to Pleasanton Middle School to Vintage Hills	Pleasanton Middle School
	607	Laguna Oaks to Hart Middle School	Foothill High School, Hart Middle School
	608	Kamp Drive to Harvest Park Middle School	Harvest Park Middle School
	609	Del Prado Park to Hart Middle School	Hart Middle School
	610	Fairlands to Hart Middle School	Hart Middle School
	611	Ruby Hill to Vintage Hills to Amador Valley High School	Amador Valley High School

## **FARE STRUCTURE**

### **Fare Categories**

There are five main categories for Wheels fare products: adult, youth, children, senior citizens or disabled persons, and Americans with Disabilities Act (ADA) certified persons for paratransit. Each is described below.

#### **Adult**

Adult fares are a full-fare category and do not require any additional identification beyond valid fare payment.

#### **Youth**

While LAVTA lists a youth fare for youth between the ages of 6 and 18 as part of the overall fare structure, the fare is the same as the fare for adults and does not require additional identification beyond valid payment.

#### **Children**

Children under the age of 6 ride free with a paying adult.

#### **Senior Citizens/Disabled Persons**

Discounted fares are available to seniors (ages 65 and older), disabled persons, and Medicare recipients. To qualify for the Senior/Disabled fare, passengers must present one of the following:

- Valid Medicare card. Photo identification must be shown.
- DMV disabled license plate registration
- DMV disabled parking placard printout
- Regional Transit Connection (RTC) discount card, which allows reduced fare rides across all Bay Area transport systems. Individuals must apply to a central office for review. If eligible and application is approved, participants receive a RTC photo ID card within 21 days. The Bay Area Partnership Transit Coordination Committee (PTCC) administers the program.

#### **ADA-Certified Persons for Paratransit**

Wheels Dial-A-Ride service provides door-to-door, shared ride transportation service for ADA paratransit eligible passengers. Dial-A-Ride fares cost 1.5 times the amount of a regular adult fare, and service eligibility is determined on a case-by-case basis.

## Fare Products

### Single Rides

Single-ride cash fares are \$2 for adults or youth, and \$1 for senior citizens or disabled persons. Children under age 6 and eligible employees and family members can ride for free. Figure 20 summarizes single ride fares for fixed-route service, and Figure 21 shows examples of special one-way ride tickets.

Figure 20 Single Ride Fares

Single Ride Products	Fare
Adults	\$2.00
Youths between ages 6 and 18	\$2.00
Senior Citizens age 65 and over	\$1.00
Disabled Persons or Americans with Disabilities Act (ADA) Certified persons (with RTC Card)	\$1.00
Children under age 6 when accompanied by a fare paying passenger	FREE
Eligible employees and family members/dependents with applicable ID	FREE

Source: Resolution No. 27-2015, "A Resolution for the Board of Directors of the Livermore Amador Valley Transit Authority Updating the Consolidated Fare Schedules and Transfer Agreements for Passengers"

Figure 21 One-Way Ride Tickets

Senior/Disabled Ticket	Promotional Ticket	FareBuster Ticket
		
<ul style="list-style-type: none"> <li>▪ \$1 ticket used by seniors or disabled persons, used with proof of age or disability</li> <li>▪ Not valid on Dial-A-Ride</li> </ul>	<ul style="list-style-type: none"> <li>▪ "Free Ride" Tickets are given as a courtesy for complaints and marketing campaigns</li> <li>▪ Rides must be used prior to expiration date stamped in the middle</li> </ul>	<ul style="list-style-type: none"> <li>▪ Example of individual FareBuster ticket bought in a ride book/script</li> </ul>

Source: LAVTA (2015)

## **Transfers**

There are more than two dozen transit agencies that serve the San Francisco Bay Area. As such, several trips that begin or end with Wheels may require transfers. The following agencies have reciprocal agreements with LAVTA:

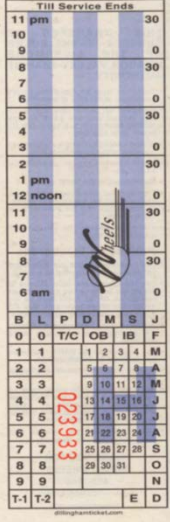
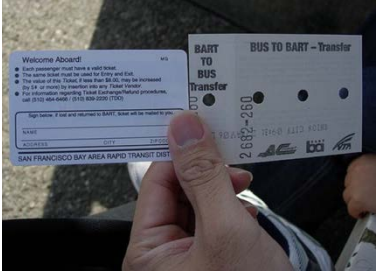


- **City of Pleasanton, Downtown Pleasanton Route (DTR).** Transfer to and from Wheels is free.
- **County Connection (CCCTA).** Transfer to and from Wheels is free within a two hour period of boarding.
- **San Joaquin Regional Rail Commission (SJRRRC) aka Altamont Corridor Express (ACE).** Transfer to Wheels is free. No discount is available from Wheels service.
- **Bay Area Rapid Transit (BART).** \$1 transfer from BART to Wheels. No discount is available from Wheels service.
- **East Bay Paratransit.** Free interagency paratransit transfers to Wheels service. Free interagency paratransit transfers are not available from Wheels service.
- **County Connection Links.** Free interagency paratransit transfers to and from Wheels.

Transfers among different Wheels routes are also free within two hours from the time of fare payment. In late 2015, Wheels integrated its fare payment system with Clipper—the Bay Area’s transit smart card – making riding Wheels and transferring to other East Bay providers easier and more seamless for the rider. With a Clipper card, only one transfer will be allowed within a two-hour window. Figure 22 provides more detail about local transfers.



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 22      Wheels Transfers**

County Connection	BART	ACE
 <p>THIS TRANSFER IS SUBJECT TO THE RULES OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY</p> <ul style="list-style-type: none"> <li>Transfers must be requested by the passenger at the time of boarding.</li> <li>Transfers will be honored only on the day issued and are valid on any Wheels fixed route bus within two (2) hours after boarding.</li> <li>Wheels accepts County Connection transfers with no additional fare.</li> <li>BART transfers require an additional \$1.00 fare.</li> <li>No transfers to the BART system.</li> <li>Transfers are void if improperly used, and will not be accepted if rolled, mutilated, torn or if the information is not readable.</li> <li>Transfers may not be shared with another passenger.</li> </ul> <p><b>Política de Traslados</b></p> <ul style="list-style-type: none"> <li>Los trasbordos deben ser solicitados por el pasajero al abordar el autobús.</li> <li>Los trasbordos son sólo válidos el día en que fueron y son aceptados en cualquiera de las rutas fijas de los autobuses Wheels durante dos (2) horas después de abordar el autobús.</li> <li>Wheels acepta trasbordos de County Connection y no cobra una tarifa adicional.</li> <li>Los trasbordos de BART requieren una tarifa de \$1.00 adicionales.</li> <li>No hay trasbordos hacia el sistema de BART.</li> <li>Los trasbordos serán anulados si se usan incorrectamente. Los trasbordos no serán aceptados si están empujados, mutilados o rotos o si no se puede leer la información.</li> <li>Los trasbordos no pueden ser compartidos con otro pasajero.</li> </ul> <p>THANK YOU FOR RIDING WHEELS 455-7500 www.wheelabus.com dloughanticket.com</p>	 <p><b>BART Plus Ticket Change</b> Effective January 1, 2014 BART Plus Ticket color is Fluorescent Yellow</p> 	
<ul style="list-style-type: none"> <li>Free transfer to and from County Connection</li> <li>Transfers are given only when paid fare has been received.</li> <li>Transfers may be retained for a two hour window. When two hours has expired, another fare must be paid to ride.</li> <li>Transfers are not given to yearly or monthly pass holders.</li> </ul>	<ul style="list-style-type: none"> <li>\$1 transfer from BART to Wheels</li> <li>May be obtained at vending machines at foot of escalators at BART stations</li> </ul>	<ul style="list-style-type: none"> <li>Free transfer from ACE to Wheels</li> <li>ACE tickets come in variety of colors and corridor pricings.</li> <li>ACE tickets must be validated in order to transfer to Wheels. Ticket validating machines are located at all ACE stations.</li> <li>Tickets are only valid for current day and are accepted as general fare.</li> </ul>

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Source: LAVTA (2015)

## Passes



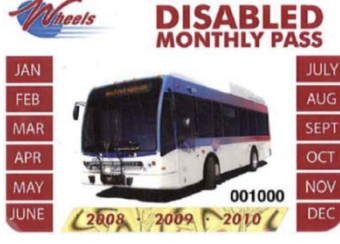
LAVTA offers numerous transit pass options including multiple-ride and unlimited-ride products. Figure 23 summarizes current paper pass products as well as pass products available with the integration of Clipper. Figure 24 provides additional details on current paper pass offerings.

Figure 23 Pass Products Summary

	Pass Products	Fare
Paper Passes	FareBuster 10-ride tickets (Adults and Youths aged 6 through 18 Monthly 10 Ride Book/Script)	\$16.00
	Regular Monthly Pass (or East Bay Value Pass) (Regular Monthly (Calendar) Unlimited Rides Pass)	\$60.00
	Senior Monthly Pass (Senior Citizens Monthly (Calendar) Unlimited Rides Pass)	\$18.00
	Disabled Monthly Pass (Disabled Persons Monthly (Calendar) Unlimited Rides Pass)	\$18.00
Clipper Card passes	Regular Monthly (Rolling 31 Day) Unlimited Rides Pass (or East Bay Value Pass)	\$60.00
	Senior Citizens Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00
	Disabled Persons Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00
	Day Pass Accumulator Regular	\$3.75
	Day Pass Accumulator Senior/Disabled	\$1.75

Source: Resolution No. 27-2015, "A Resolution for the Board of Directors of the Livermore Amador Valley Transit Authority Updating the Consolidated Fare Schedules and Transfer Agreements for Passengers"

Figure 24 Paper Passes – Monthly Unlimited Ride Passes

East Bay Monthly Pass	Senior Monthly Pass	Disabled Monthly Pass
		
<ul style="list-style-type: none"> <li>▪ \$60</li> <li>▪ Pass is used for general fare.</li> <li>▪ Pass can be used on all East Bay group agencies – Wheels, County Connection, Tri Delta Transit, and WestCat.</li> <li>▪ Pass must have the correct month and year punched, and is invalid if punched more than twice.</li> <li>▪ Pass is valid from 1<sup>st</sup> of the current month until end of month</li> </ul>	<ul style="list-style-type: none"> <li>▪ \$18</li> <li>▪ Must be 65 years or older</li> <li>▪ Pass must have the correct month and year punched, and is invalid if punched more than twice.</li> <li>▪ Pass is valid from 1<sup>st</sup> of the current month until end of month</li> <li>▪ 3-day grace period is given to purchase a new pass</li> </ul>	<ul style="list-style-type: none"> <li>▪ \$18</li> <li>▪ Must show proof of disability to use (Dial-A-Ride ID card, RTC card, physician's letter, DMV placard, etc.)</li> <li>▪ Pass must have the correct month and year punched, and is invalid if punched more than twice.</li> <li>▪ Pass is valid from 1<sup>st</sup> of the current month until end of month</li> <li>▪ 3-day grace period is given to purchase a new pass</li> </ul>

Source: LAVTA (2015)

In addition to the pass products offered to the public, LAVTA offers annual unlimited ride passes to eligible employees and family members. Employees of LAVTA and MV Transportation, which operates the fixed-route services, as well as eligible family members and dependents, are granted free rides on Wheels through a picture identification card and annual sticker showing eligibility. Picture IDs are issued upon date of hire for a period not to exceed one year. Annual stickers are issued to each employee and eligible dependents on July 1<sup>st</sup> at the beginning of each fiscal year. In addition to LAVTA staff, dependents, and contractor staff, Board Members and their dependents are eligible for an ID. Contractor dependents are not eligible for an ID until 90 days after the employee's hire date. Retirees of the agency are not eligible for the ID.<sup>1</sup>

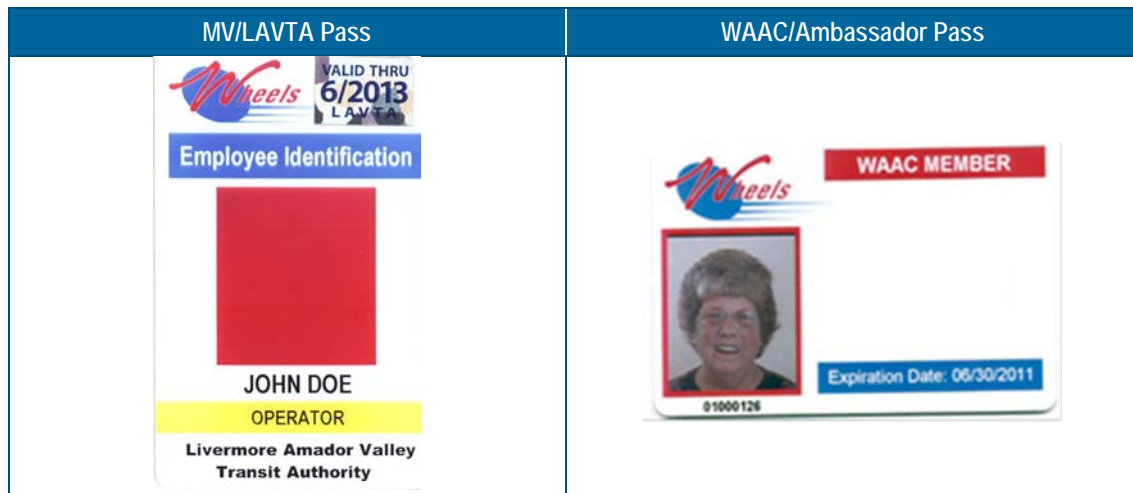
An eligible family member or dependent is defined as a person who is claimed by the employee on their tax return, or a person who is covered on the employee's health benefits. If no tax return is filed and the employee does not elect health benefits, then a notarized statement documenting a dependent would be required.

Dial-A-Ride trips are free for LAVTA and contracted employees who are also eligible for participation in the ADA Paratransit program. These trips must be work related, and dependents are not eligible for complementary Dial-A-Ride trips.

<sup>1</sup> Resolution No. 27-2015, "A Resolution for the Board of Directors of the Livermore Amador Valley Transit Authority Updating the Consolidated Fare Schedules and Transfer Agreements for Passengers."

Additionally, members of the Wheels Accessible Advisory Committee (WAAC) and the Ambassador Program receive a pass. Figure 25 shows the annual unlimited ride passes issued to eligible employees and members.

Figure 25 Annual Unlimited Ride Passes



Source: LAVTA (2015)

### Dial-a-Ride Paratransit Service

LAVTA offers Wheels Dial-A-Ride, a door-to-door shared ride transportation service for ADA paratransit eligible passengers. Figure 26 details fares for paratransit rides.

Figure 26 Dial-A-Ride Paratransit Fares

Dial-A-Ride Paratransit	Fare
Cash fare	\$3.50
Companions accompanying passenger	\$3.50
Dial-A-Ride 10 tickets	\$35.00
Inbound (Wheels receiving) interagency transfers from County Connection Links or East Bay Paratransit	FREE
Personal Care Attendants (PCA) traveling with fare paying passenger	FREE

Source: LAVTA (2015)

### Clipper Card Implementation

Public transit in the San Francisco Bay Area is arguably the most complex in the United States, with more than two dozen unique transit agencies serving the area. Clipper is the all-in-one transit smart card that allows ease of payment and supports transfers across multiple Bay Area agencies. Clipper is overseen and sponsored by Metropolitan Transportation Commission (MTC), the Bay Area's metropolitan planning organization. First introduced as Translink in 2002, Clipper was rebranded to its current form in 2010. Implementation rolled out beginning with the largest Bay Area transit agencies—BART, Muni, AC Transit, SamTrans, Caltrain, Golden Gate Transit, and VTA.

The implementation of Clipper on Wheels and the East Bay group in 2015 accounts for the most significant fare change in recent history. Most notably, LAVTA is introducing the day pass accumulator, a new fare media that is only available through the use of the Clipper card. LAVTA currently does not have a day pass, unlike its peers WestCat and Tri Delta. Current fareboxes on Wheels do not have the ability to print day passes, but staff are looking for funding opportunities to upgrade the fareboxes in the next few years.

The Clipper Day Pass Accumulator acts as an unlimited day pass, where Wheels riders pay a maximum of \$3.75 per day. For example, riders who ride on Wheels and use Clipper would get \$2 deducted on their first trip. On their return trip, they would get \$1.75 deducted instead of \$2 regular fare due to the maximum of \$3.75 being reached. In other words, adult and youth passengers may make unlimited local bus trips for \$3.75 per day; seniors and disabled passengers pay a maximum of \$1.75 per day.

Figure 27      Clipper Card



## **Fare Programs and Promotions**

### **ECO Pass<sup>2</sup>**

An ECO Pass is offered to employees within the Hacienda Business Park, or residents who live in one of the Hacienda residential communities (Anton Hacienda, Avila, Park Hacienda, Siena, or Verona). The ECO Pass is issued as an annual flash pass sticker and valid for unlimited rides on Wheels service. Photo identification for verification may be required.

Established in 1989 and funded by Hacienda, the ECO Pass represents an excellent longstanding public-private partnership. In 2015, Wheels Bus and Hacienda recognized more than 5 million passenger trips utilizing the free ECO Pass program since its inception. Hacienda subsidizes the service based on the number of revenue hours serving the Hacienda Business Park.

---

<sup>2</sup> Details about the Hacienda Business Park and ECO Pass program eligibility available online: <http://www.hacienda.org/form/details/wheels%20eco%20pass>; accessed October 12, 2015.

### Ambassador Program<sup>3</sup>

Since 2007, LAVTA has offered an “Ambassador Program” to train helpers to assist others in learning how to travel and understand the routes, maps, and all fixed-route service on Wheels. Trainers help promote public transit and support other passengers, giving them the best travel options to suit their needs. The Ambassador Program historically was for senior and ADA riders; however, due to a lack of interest the program has shifted to focus on high school students. Currently, LAVTA staff recruits two high school students each from Dublin, Pleasanton, and Livermore high school, who then help their peers navigate the Wheels system.

Participants attend a minimum two hour classroom training, two hours of onboard training, and one hour of staff observation at the transit center. Ambassadors work with at least eight new riders each year, and spend at least one hour a month on board buses talking to passengers and offering assistance. In return for the service, ambassadors are granted a yearly pass valued at \$720.

### Class Pass Program<sup>4</sup>

LAVTA offers a Wheels class pass program, which offers a free bus ride for up to 25 passengers, including children, teachers, and adult supervisors from a school to any Tri-Valley destination that Wheels currently serves. Teachers may request up to two (2) class passes per school year.

### Try Transit to School Promotion<sup>5</sup>

Since 2000, Wheels has offered a special two-week promotion during the beginning of the school year to encourage middle and high school students to ride transit. The “Try Transit to School” promotion ran September 7-18 in 2015 and allowed students to ride Wheels to and from school and other destinations for free.

## FLEET INFORMATION

The LAVTA fleet currently consists of a mixed fleet of 40’ and 29’ diesel and hybrid fixed-route buses. There are currently 66 fixed-route standard buses. Forty of LAVTA’s 40’ diesel buses will be retired by 2017 and replaced with a mix of 35’ and 40’ hybrid electric and/or electric coaches. LAVTA is pursuing all-electric vehicles for much of the 2017 fleet replacement.

Figure 28 Description of LAVTA's Revenue Vehicle Fleet

Year	Manufacturer	Fuel	Type of Vehicle	Number in Fleet	Capacity	Use
1996	New Flyer	Diesel	40-ft bus	2	33	Fixed route service
2000	Gillig	Diesel	40-ft bus	2	43	Fixed route service

<sup>3</sup> Ambassador program overview and application available online: <http://wheelsbus.com/index.aspx?page=267>; accessed October 12, 2015.

<sup>4</sup> Resolution No. 27-2015, “A Resolution for the Board of Directors of the Livermore Amador Valley Transit Authority Updating the Consolidated Fare Schedules and Transfer Agreements for Passengers.”

<sup>5</sup> Try Transit to School Promotion information available online: <http://wheelsbus.com/index.aspx?recordid=243&page=33>; accessed October 12, 2015.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

2002	Gillig	Diesel	40-ft bus	8	Four with 40 seats; four with 39 seats	Fixed route service
2003	Gillig	Diesel	29-ft bus	10	23	Fixed route service
	Gillig	Diesel	40-ft bus	24	39	Fixed route service
2007	Gillig	Hybrid (diesel/ electric)	29-ft bus	2	22	Fixed route service
2009	Gillig	Hybrid (diesel/ electric)	40-ft bus	12	39	Fixed route service
			29-ft bus	2	22	
2011	Gillig	Hybrid (diesel/ electric)	29-ft bus	4	22	Fixed route service

## EXISTING FACILITIES

The LAVTA maintenance, operations, and administration (MOA) facility on Rutan Court was built in 1991 and is located in a light industrial/office park area near the Livermore general aviation airfield. The facility is well situated within the overall Wheels service area and is near the I-580/Isabel Avenue interchange and Stanley Boulevard. A second property on Atlantis Court, also near the airfield, provides overflow vehicle parking but has limited on-site facilities until construction is completed. A bus probing station, including fueling and washing capabilities as well as a drivers' lounge, has been completed to date. LAVTA is pursuing the option of potential sources that could help fund the completion of additional infrastructure at the Atlantis site. LAVTA owns all fixed facilities and makes them available to MV Transportation for use in the operation and maintenance of Wheels service.

## Administration

All administrative services of the agency are housed within the Rutan MOA facility, including those for executive, planning, finance, and administrative functions. This location also provides office space for the contractor's management and operation functions, such as those for site manager offices, dispatch work stations, and driver break room facilities. Board meetings and other public meetings are held in the Administration building. The Front Desk sells tickets and assists customers with applying for regional transit passes or Clipper cards.

## Maintenance and Fueling

The Rutan MOA facility contains a maintenance facility with a total of six indoor vehicle bays as follows:

- 1 steam bay
- 2 rack lift bays
- 3 general bays

A canopied outdoor area provides two lanes for fueling incoming buses that have returned to the yard from their runs. At that location, the vehicle fareboxes are emptied and the bus interiors are cleaned. Adjacent to the fuel island is an automated bus washer for daily bus washes.



## Vehicle Storage and Staging

With a theoretical maximum capacity of 70 vehicles, the Rutan MOA facility is insufficient for the current daily staging and operation of the entire LAVTA revenue and support fleet. Therefore, some vehicles are stored at the Atlantis location. At the time of the current fall 2015 signup, no vehicles are dispatched directly to or from the Atlantis facility, but given the capacity constraints of the Rutan facility, any notable increase in peak vehicle pull may require that some vehicles be staged from Atlantis.

## Park-and-Ride Lots

There are five park-and-ride locations within the Wheels service area that provide all day parking for the purposes of carpooling or taking transit. The downtown Livermore parking structure is the largest facility and is located adjacent to the Transit Center. The downtown Livermore parking structure offers top deck parking for Wheels and ACE Train passengers. It is a dual-purpose facility in the sense that it also serves as parking for downtown Livermore shoppers or other general trips that terminate in the vicinity of the garage. The California Department of Transportation (CalTrans) operates two surface lots, one on Portola Avenue in Livermore, which is lightly used, and one on Johnson Drive in Pleasanton, which is heavily used by private shuttles. In addition, the BART District owns and maintains a park-and-ride on Airway Boulevard that is minimally used. Finally, there is a park-and-ride-designated portion of the parking lot at the Dublin Center office complex off Tassajara Road which is utilized by private shuttles. All these facilities have lighting and passenger shelter areas. Figure 29 summarizes these locations and their respective car parking capacities.

Figure 29 Description of Park-and-Ride Lots in the LAVTA Service Area

Location	Number of Spaces	Year Built
Transit Center/Livermore Downtown	500 (133 for transit use)	2005
Dublin Center/Tassajara Rd and Dublin Blvd	200	2001
BART Park-and-Ride/Airway Dr and Rutan Ct	150	1990
CalTrans/Portola Ave and P St	100	2003
CalTrans/Johnson Dr and Stoneridge Dr	100	2003

Although LAVTA service is not focused on serving park-and-rides, most of these park-and-ride facilities are served directly or are in the vicinity of Wheels routes. However, many of the park-and-rides are currently used by carpoolers or private shuttle buses and not Wheels passengers.

In 2015, the Alameda County Transportation Commission, in partnership with the Tri-Valley cities and LAVTA, launched a comprehensive Tri-Valley Integrated Park and Ride Study. The Study will examine utilization of park and rides in the Tri-Valley and will make recommendations for improvements to park and ride lots to improve ridership, including amenities, real-time information, and bus service changes. The recommendations, which are expected to be finalized in 2016, will be in addition to the services recommended as a part of the Wheels COA.



## **Transit Stops and Stations**

### **Transit Stops**

There are approximately 900 active bus stops in the LAVTA service area. Of these, approximately half are located on mainline routes while the other half are located in areas only served by school tripper routes. The signage and amenities at each individual stop vary widely depending on service levels, patronage, and right-of-way constraints. At the lowest end of the scale, school tripper-only stops are simply a red-and-white stencil marking on the curb. This is not ideal, as it can be difficult for riders to locate these stops. At a minimum, all stops should have a pole and sign. Highly-patronized stops in backbone service corridors typically feature seating, shelters, and full signage including route numbers, schedules, and vicinity maps. Approximately 50 bus stops feature digital displays showing real-time arrival information generated by the agency's automatic vehicle locator (AVL) system. Stops with real-time arrival information are located along the Rapid bus line, at select locations in the Hacienda Business Park area, and also at the Livermore Transit Center and E. Dublin/Pleasanton BART station.

En-route bus stops located within public right-of-way are subject to the features and improvements completed by the municipality that these are located in. Not all bus stops have the same level of improvement. For example, bus stops are not equally well-lit at night or wheelchair accessible, and may have other site-specific or contextual deficiencies. Similarly, a stop may be safe in its immediate spot, but may not have a crosswalk available nearby. The agency works to identify stops with needed safety or ADA improvements and makes the necessary upgrades as funding allows.

The agency provides cleaning and maintenance of its owned bus stop facilities. The remaining locations are the responsibility of their respective owner, typically an apartment complex or a business park. Maintenance for shelters, benches, and signs at the agency-owned locations is performed by LAVTA's operations contractor. Periodic cleaning, such as emptying trash receptacles and power washing, is performed by a separate contractor.

LAVTA has been conducting an inventory of its bus stops approximately every five years. The last such effort was completed in 2010 and included updating an amenities and attributes database as well as digital imagery of each stop. An assessment was also done for each location with regard to accessibility and condition of all stops. School tripper-only stop locations were included for the first time in the 2010 inventory. An informal inventory of sheltered stops was conducted in summer 2015 and a list of shelters in need of updates was generated. LAVTA will be making improvements to these shelters in FY2016.

GPS-satellite based surveys to geocode the bus stop locations are entered into the AVL system. This information is used for passenger counts and to track on time performance.

### **Transit Center**

The only facility owned by LAVTA classified as a "station" is the Livermore Transit Center, which was built in 1999 in downtown Livermore. The Transit Center features eleven bus bays, restroom facilities, bike racks, and the agency's customer services which sells tickets on site. It is located adjacent to the Livermore ACE Train Station and also is served by one Amtrak bus.

In partnership with the City of Livermore, the Livermore Historic Train Depot, currently located on the southeast corner of Railroad Ave and S. L Street, will be relocated to the Livermore Transit

Center. The existing Transit Center building will be demolished and a temporary ticket office will be utilized until the Depot can be relocated, which is expected to occur in 2017. As part of the Depot project, the electrical utilities will be upgraded for readiness to accommodate potential electrical charging station(s) for all-electric buses potentially operating on select commuter routes.

## **BART Stations**

The Dublin/Pleasanton BART station was opened in 1997 and is owned and operated by the BART District. The facility features a total of 17 bus bays and enables bus-exclusive through operation via a tunnel under the freeway. One elevator and three escalators link the fare gate area on the ground level with the train platform above. Prior to the beginning of recent housing construction activity, a mix of structured and open parking spaces provided close to 3,000 parking spaces at this station exclusively for use by train patrons. However, this number will be eventually be reduced by 800 parking spaces and confined to the structured parking area as the immediate vicinity continues to develop. BART officials have signaled their willingness to partner with LAVTA on the addition of electric quick-charge station(s) at LAVTA's bus bays if funding is secured to convert the fleet to all-electric vehicles. Such addition will require utilities upgrades and modification of the existing bays.

The new West Dublin/Pleasanton BART station, opened in February 2011, provides a total of six bus dwelling locations and approximately 1,150 parking spaces. Bus operations at this station are constrained by the lack of vehicle through access between the Dublin and Pleasanton sides of the station. One elevator and two escalators link the fare gate area on the mezzanine level with the train platform below. A pedestrian bridge across I-580 provides access to the station, which is located in the median.

## **Bicycle Facilities**

Bicycles are accommodated on Wheels buses when available capacity and space permit. For this purpose, all vehicles in the fleet are equipped with a 2- or 3-slot bicycle rack that is mounted on the front outside of the bus.

Stationary bicycle storage is limited; LAVTA does provide bike racks at a few of its Rapid branded bus stops and at the Transit Center. Wheels passengers may also use the bike lockers provided at BART and ACE stations, including the ACE bike lockers located at the Livermore Transit Center.

## 4 SERVICE STANDARDS

### MISSION, VISION, VALUES, GOALS, AND STRATEGIES

In 2012, the Board of Directors for the Livermore Amador Valley Transit Authority (Wheels) adopted a new LAVTA Strategic Plan. The Strategic Plan—developed from interviews and workshops with policy makers and management staff—provides a set of guiding principles, beginning with the overall mission of the agency and ending with a set of goals and strategies.

#### Mission

The Mission of the Livermore Amador Valley Transit Authority (Wheels) is to provide equal access to a variety of safe, affordable, and reliable public transportation choices, increasing the mobility and improving the quality of life of those who live or work in and visit the Tri-Valley area.

#### Vision

An essential link in the regional transportation system, Wheels strives to be a well-recognized highly respected, integrated public agency utilizing appropriate tools and technologies to provide cost-effective, exceptional transit service in response to the needs and priorities of those who live or work in or visit the Tri-Valley area.

#### Values

We value...

- **Integrity** *We act ethically and with integrity in all we do.*
- **Accountability** *We are accountable and responsible for our actions.*
- **Service Quality** *We do high quality work and maintain high standards in order to exceed customer expectations by providing friendly, personable and equal opportunity service.*
- **Community** *We are a viable part of the community we serve and seek community involvement in developing and fostering transit service as an essential aspect of community quality of life.*
- **Cooperation** *We partner with other regional and local agencies to ensure full access to a comprehensive range of community mobility options.*
- **Environment** *We view public transit as a means of improving air quality and conserving our natural resources.*

- **Respect** *We treat all persons with dignity, respecting life, property, and the environment; capitalizing on the wealth of viewpoints that reside in our multi-faceted community; all contributions are valued.*
- **Stewardship** *We are prudent and resourceful stewards of the public dollars with which we have been entrusted.*

## Goals and Strategies

The following are goals identified by the LAVTA Board of Directors:

- A. **Service Development:** Provide effective transit services that increase accessibility to community, services, and jobs.
- B. **Marketing and Public Awareness:** Improve visibility, image and awareness of Wheels.
- C. **Community and Economic Development:** Utilize transit as an essential community and economic development tool for local communities.
- D. **Regional Leadership:** Strengthen Wheels' leadership position within the region to enhance opportunities for development and maintenance of quality transit service.
- E. **Organizational Effectiveness:** Strengthen organization wide capabilities and resources to improve overall performance and customer satisfaction.
- F. **Financial Management:** Maintain fiscal responsibility to ensure the financial sustainability of existing and new transit services.

The following are strategies designed to help meet the goals outlined above. Strategies highlighted in bold indicate the LAVTA Board of Directors' highest priorities.

Figure 30 Goals and Strategies

Goals	Strategies	
<i>A. Service Development</i>	A1	Provide routes and services to meet current and future demand for timely and reliable transit service subject to fiscal restraints
	A2	Increase accessibility to community, services, senior centers, medical facilities, and jobs
	A3	<b>Optimize existing routes and services to increase productivity and respond to MTC's Transit Sustainability Project and MTC's TriCity/Tri Valley Transit Study</b>
	A4	<b>Improve connectivity with regional transit systems and participate in the activities of projects like BART to Livermore and Altamont Commuter Express to ensure future connectivity</b>
	A5	Explore innovative fare policies and pricing options
	A6	Provide routes and services to promote mode shift from personal car to public transit
<i>B. Marketing and Public Awareness</i>	B1	<b>Continue to build the Wheels brand image, identity and value for customers</b>
	B2	Improve the public image and awareness of Wheels

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Goals	Strategies	
	B3	Increase two-way communication between Wheels and its customers
	B4	<b>Increase ridership, particularly on the Rapid, to fully attain community benefits achieved through optimum utilization of our transit system</b>
	B5	Promote Wheels to new businesses and residents
<i>C. Community and Economic Development</i>	C1	Integrate transit into local economic development plans
	C2	Advocate for increased transit friendly and transit oriented developments in the Cities' planning departments and in the site development processes, MTC's Regional Transportation Plan and Sustainable Communities Strategy, and ACTC's Countywide Transportation Plan, all of which respond to the climate change issue of SB375
	C3	<b>Partner with employers in the use of transit to meet transportation demand management goals or requirements</b>
<i>D. Regional Leadership</i>	D1	<b>Advocate for local, regional, state, and federal policies that support Wheels' goals</b>
	D2	Support Staff involvement in leadership roles representing the agency at regional, state, and federal forums
	D3	Promote transit priority and improvements initiatives with city and county governments
	D4	Develop regional initiatives, for example the Clipper Card, that support riders mobility through more seamless passenger use, in coordination with MTC and nearby CATS operators, in response to what has emerged as regional policy in the Transit Sustainability Project
<i>E. Organizational Effectiveness</i>	E1	Promote system wide continuous quality improvement initiatives
	E2	Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
	E3	<b>Establish performance based metrics with action plans for improvement; monitor, improve, and periodically report on on-time performance and productivity</b>
	E4	Strengthen human resources through staff development and a focus on employee quality of life and strengthen technical resources throughout the organization
	E5	Enhance and improve organizational structures, processes and procedures to increase system effectiveness
	E6	Develop policies that hold Board and Staff accountable, providing clear direction through sound policy making decisions
<i>F. Financial Management</i>	F1	<b>Develop budget in accordance with the Strategic Plan, integrating fiscal review processes into all decisions</b>
	F2	Explore and develop revenue generating opportunities

Goals	Strategies	
	F3	Maintain fiscally responsible long range capital and operating plans

## PERFORMANCE STANDARDS

### Goals of Standards

Service standards provide a consistent framework for the effective management, evaluation, and planning of public transit services. At the system level, an agency can see big picture operational and financial trends. At the route level, performance can be compared to the system averages, and can give transit planners information to justify service decisions. Service standards should:

- Reflect and support community goals and strategies for transit, program objectives and service policies. Goals and strategies serve as guidance for the transit agency to best serve riders in the community, whereas standards provide a formal, quantifiable structure for how the service should perform and be implemented.
- Provide a clear rationale for service increases, expansion, and reductions. Service standards help management justify critical decisions affecting service delivery.
- Provide benchmark measures that should strike a balance between setting realistic goals and aspiring for a level of service that will ensure a quality of service for riders.
- Ensure compliance with all applicable federal, California, and local regulatory requirements.
- Provide criteria for the design and operation of safe and effective transit service.

### Existing Standards

LAVTA's existing objectives and standards were outlined in the 2009 Strategic Plan and include numerous objectives and standards related to service development, marketing and public awareness, community and economic development, and financial management. The standards are a mix of quantitative and qualitative standards, some of which are straightforward to track and others that are not. In this SRTP, it is proposed to modify and simplify the performance standards while reducing the overall number to make tracking them more feasible for LAVTA staff, while still ensuring that they are still useful in monitoring performance.

### Proposed Fixed-Route Standards

The following categories of fixed-route standards are proposed:

- System-Level Productivity Standards
- Route-Level Productivity Standards
- Route-Level On-Board Load Standards
- System-Level Service Quality Standards

### System-Level Productivity Standards

LAVTA's ongoing performance trends and anticipated service improvements were taken into account in formulating attainable short-term goals. It is an industry wide practice that targets

should generally reflect current performance. Service standards should be thought of as benchmarks that are adjusted as needed to continue to improve the system. Evaluating performance measures such as passengers per hour, passengers per mile, and farebox recovery ratio will help LAVTA evaluate whether the system as a whole is meeting expectations.

Efficiency standards were developed based on LAVTA's current performance and standards of comparably sized systems. Farebox recovery ratio is set at 20% to meet the requirements of the local Transportation Development Act (TDA) funding statute. Standards should be attainable in the next year to five years and should be reevaluated annually in order to keep improving the system. The proposed service standards that LAVTA can use to work towards improving system efficiency are described below and summarized in Figure 31. For comparison, 2015 performance data is included.

Figure 31 Proposed System-Level Productivity Standards

Category/Measure	2015	Systemwide Service Standards	Explanation
Ridership	1,650,388	Increase from prior year	Ridership should be expected to increase every year.
Passengers per Revenue Hour	13.2	At least 15.0	Passengers per revenue hour on LAVTA routes has been below 15 since 2011. A standard of 15 passengers per hour is attainable in the next 1-5 years, and the standard should be increased in the long term if ridership increases.
Passengers per Revenue Mile	0.90	At least 1.0	Passengers per revenue mile on LAVTA routes has been below 1.0 since 2011. A standard of 1 passenger per mile is attainable in the next 1-5 years, and the standard should be increased in the long term if ridership increases.
Farebox Recovery Ratio	18%	At least 20%	Farebox recovery ratio is set at 20% to meet the requirements of the local Transportation Development Act (TDA) funding statute.
Change in Operating Cost per Hour	-2.5%	Growth less than five percentage points above change in Bay Area CPI (2.3% in FY 2015)	Operating costs generally rise due to inflation, but they are significantly influenced by wages and the cost of fuel and parts. This performance standard provides a reasonable goal to maintain efficiency and reduce growth in operating costs.

## Route-Level Standards

### Route Classification System

A route classification system has been developed to reflect the array of travel markets and customer needs. Route types are designed to permit a consistent means of evaluating service. This approach avoids the difficulty of comparing routes with fundamentally different designs, purposes, and operating characteristics.

For example, a route that runs all day on a primary arterial that connects passengers to a major commercial destinations and a BART station would be expected to carry far more passengers per unit of service than a route that only serves a specific neighborhood for a few hours a day.

Recommended fixed-route types are described below. Complementary paratransit services must be designed in accordance with specific Federal Transit Administration (FTA) regulations and are not addressed in this document.

1. **Primary (Trunk) Routes:** Trunk routes are typically direct and operate along main arterials, constituting a primary form of local fixed-route bus service. Typically, trunk routes operate every 15 to 30 minutes on weekdays, with a relatively long service span.
2. **Regional Express Routes:** Regional Express routes provide direct service during peak commute hours, focusing on linking cities or neighborhoods with high concentrations of passengers traveling to a specific employment area or a major transit hub.
3. **Neighborhood Feeders:** Feeder buses are designed to “feed” trunk routes and intercity express bus services. They often cover shorter distances and typically have longer headways.
4. **School Trippers:** School trippers look like neighborhood feeders, but are designed to serve a specific market – students – and are often provided as a way to address what would be overcrowding on primary and neighborhood feeder routes. These routes are open to the general public, but run very limited schedules on school days only.

A list of routes by classification is provided in Figure 32. These classifications represent existing routes, and new classifications may be added in the future.

Figure 32 LAVTA Route Classification

Route Classification	Routes
Primary	Rapid, 10, 12/12X
Regional Express	20X, 70X, 70XV
Neighborhood Feeder	1, 2, 3, 8, 9, 11, 14, 15, 51, 53, 54
School Tripper	All 400, 500, 600 series routes

### Route-Level Productivity Standards

LAVTA tracks ridership, vehicle hours, and vehicle miles on a route-level basis. Primary and neighborhood feeder routes are evaluated based on passengers per revenue hour, which is calculated by dividing the total number of boardings by the total number of vehicle revenue hours. Regional express routes and school trippers are unique in that passengers typically ride for a longer period of time or a high percentage of the one-way route length. Ridership productivity for these services is based on passengers per revenue trip, as described in Figure 33.



The following standards should be used for evaluating existing, modified, and proposed services. Any newly proposed services should be evaluated against the standards to ensure they will meet them.

Figure 33 Proposed Route-Level Service Standards

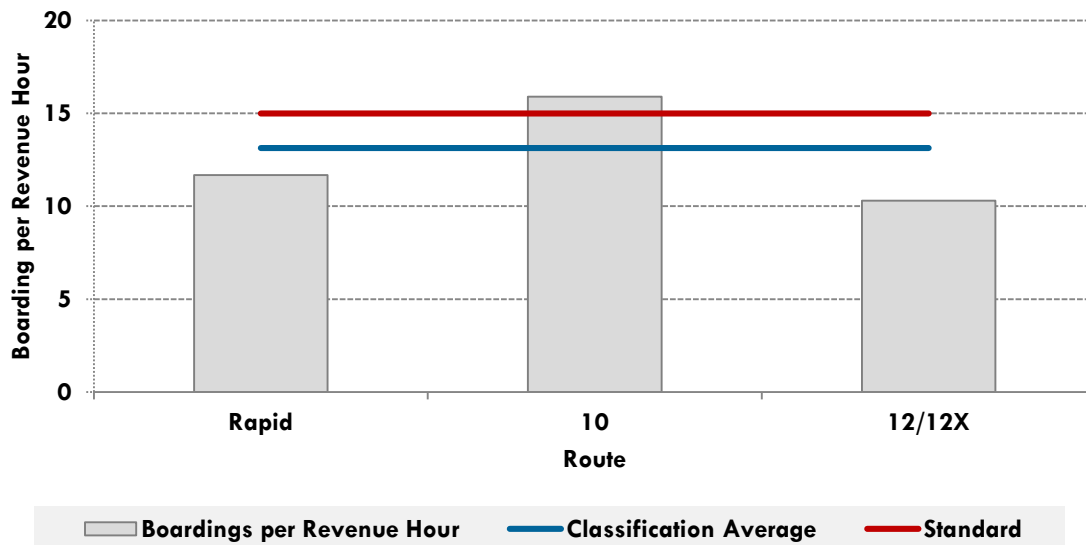
Category	Measure	Service Standard
Primary	Passengers per Revenue Hour	Greater than 15 boardings per revenue hour
Regional Express	Passengers per Trip	Greater than 15 boardings per trip
Neighborhood Feeder	Passengers per Revenue Hour	Greater than 10 boardings per revenue hour
School Tripper	Passengers per Trip	Greater than 15 boardings per trip

### Primary Routes

Primary routes serve as the backbone of the LAVTA system and are expected to perform higher than neighborhood feeder routes. The average productivity of primary routes was 13.1 passengers per hour in FY15. This is relatively low, as similar routes at peer agencies are typically closer to 20 boardings per hour. LAVTA's primary routes have lower productivity than those at peer agencies in part because of the land use patterns in the Tri-Valley. Significant portions of LAVTA primary routes serve low-density areas, including areas with little development between Livermore and Pleasanton, and inward-oriented subdivisions surrounded by walls which make it difficult for residents to access transit. There is little ridership in these areas, which contributes to low route productivity.

Primary routes averaging fewer than 15 boardings per revenue hour should be evaluated for schedule modifications or alignment modifications to improve productivity. Routes averaging fewer than 10 boardings per hour should be considered for route elimination or consolidation. Figure 34 depicts the 2015 ridership productivity of primary routes.

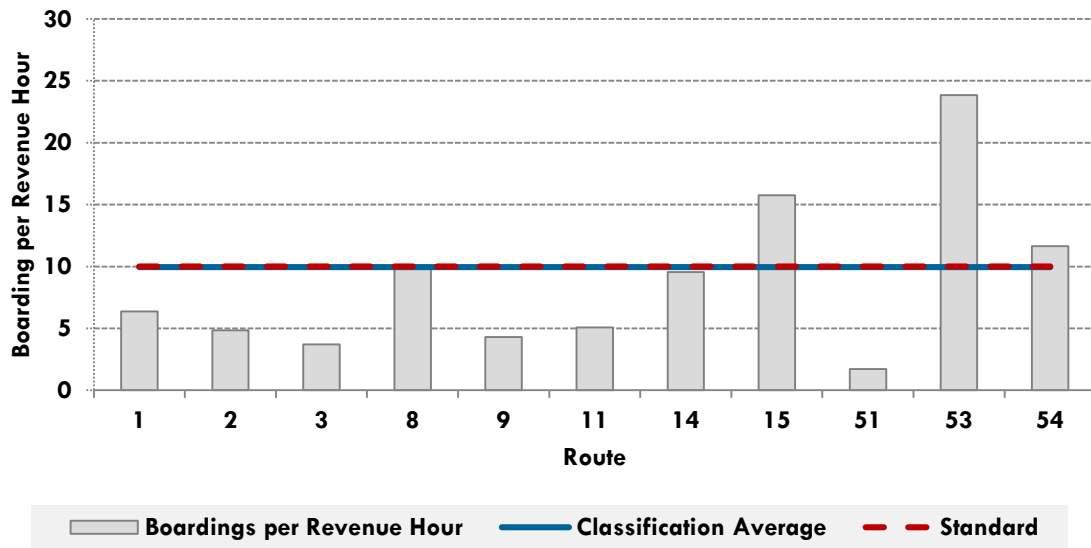
Figure 34 Ridership Productivity Comparison: Primary Route Classification



### Neighborhood Feeder Routes

Figure 35 depicts the 2015 ridership productivity of routes classified as neighborhood feeders. The average boardings per revenue hour for these routes is 10.0, equal to the standard of 10. Neighborhood feeder routes averaging fewer than 10 boardings per revenue hour should be evaluated for schedule modifications or alignment modifications to improve productivity. Routes averaging fewer than 5 boardings per hour should be considered for route elimination or consolidation.

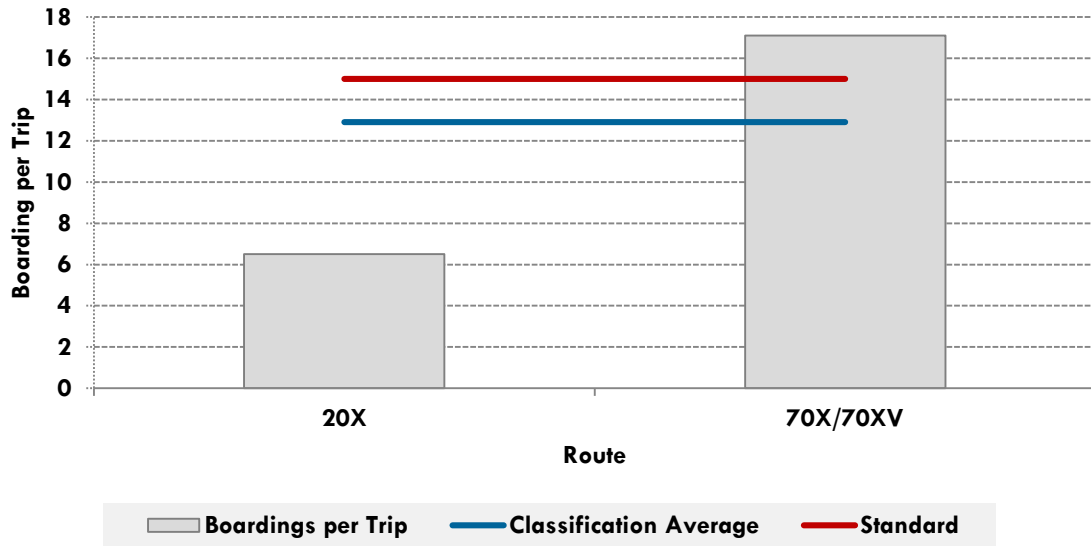
Figure 35 Ridership Productivity Comparison: Neighborhood Feeder Route Classification



### Regional Express Routes

Figure 36 depicts the 2015 ridership productivity of Regional Express routes, which include Route 20X and Route 70X/70XV. Regional express routes averaging fewer than 15 boardings per trip should be evaluated for schedule modifications or alignment modifications to improve productivity. Routes averaging fewer than 10 boardings per trip should be considered for route elimination or consolidation.

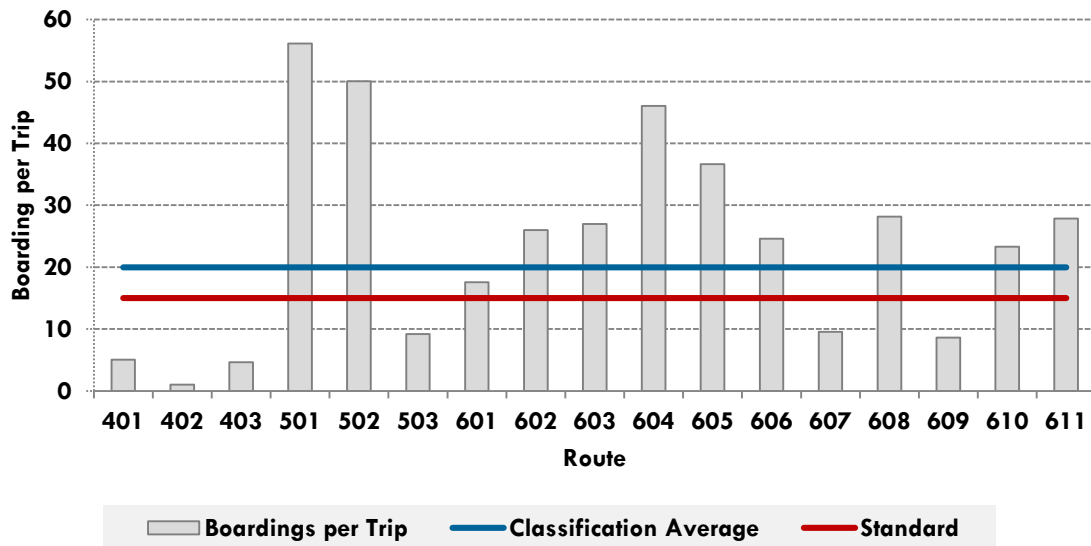
Figure 36 Ridership Productivity Comparison: Regional Express Route Classification



### School Routes

Figure 37 depicts the 2015 ridership productivity of School routes. School routes averaging fewer than 15 boardings per trip should be evaluated for schedule modifications or alignment modifications to improve productivity. Routes averaging fewer than 10 boardings per trip should be considered for route elimination or consolidation.

Figure 37 Ridership Productivity Comparison: School Route Classification



### On-Board Load Standards

The route-level productivity standards discussed above are designed to ensure that routes have a minimum level of ridership to warrant operating the service. In addition to these ridership minimums, it is important to have ridership maximums that identify when a route is experiencing

overcrowding. The LAVTA Board has adopted the on-board load standards shown in the table below to identify routes where additional service is needed to relieve overcrowding. Local and school routes have load standards of 60 riders. The seating capacity of 40-foot buses is approximately 40 passengers, so a load of 60 would mean there are approximately 20 passengers standing, or 1.5 times the seated load. Regional express routes operate for long distances on the freeway, making standing uncomfortable, so the load standards for those routes are at 40 passengers so that each passenger has a seat.

Figure 38 Route-Level Overcrowding Standards

Category	Measure	Service Standard
Primary	On-Board Load	Load greater than 60 riders (1.5x seated capacity)
Regional Express	On-Board Load	Load greater than 40 riders (1x seated capacity)
Neighborhood Feeder	On-Board Load	Load greater than 60 riders (1.5x seated capacity)
School Tripper	On-Board Load	Load greater than 60 riders (1.5x seated capacity)

## System-Level Service Quality Standards

Service quality standards encompass measures that influence riders' and potential riders' perception of the transit service. High service quality standards communicate to riders that they can depend on transit service, and improving service quality increases the likelihood of attracting choice riders.

### Proposed Service Quality Measures

LAVTA currently tracks a number of measures of service quality to monitor performance by the operations contractor, including measures of complaints, accidents, fleet readiness, on-time performance, miles between roadcalls and missed trips, and overall customer satisfaction. Of these measures, the following are proposed to measure system performance. LAVTA does not have a single existing standard for these measures, but the contractor is awarded a bonus or penalty based on a sliding scale of performance. Figure 39 below illustrates past performance on these metrics and includes a proposed standard for each.

- **Overall Customer Service Satisfaction – Fixed Route:** A simple survey of Wheels riders is conducted annually of fixed-route passengers. The measure is determined by the percentage of "5" and "4" ratings on fixed-route divided by total respondents.
- **Total Complaints/Passenger – All Modes:** The number of valid complaints per ridership.
- **Miles between Preventable Accidents:** Total Number of preventable accidents divided by total number of systemwide miles (revenue and non-revenue).
- **Fleet Readiness – Percent Bus Days Out of Service:** Tracked per vehicle, the total number of days out of service is divided by the total number of vehicles in the LAVTA fleet. The measure is based upon the sum total of downed vehicle days/ total vehicle days.

- **On-Time Performance:** The percentage of time a route leaves timepoints between one minute early and five minutes late of the time listed on the published timetable.
- **Miles between Preventable Roadcalls and Missed Trips:** Total number of preventable roadcalls divided by total f systemwide miles (revenue and non-revenue).

Figure 39 LAVTA Service Quality Measures

Measure	Proposed Standard	2011	2012	2013	2014	2015
Overall Customer Service Satisfaction – Fixed Route	>85%	89%	94%	90%	81%	80%
Total Complaints/Passenger – All Modes	<1/10,000	1/12,824	1/12,436	1/11,514	1/17,032	1/18,543
Miles Between Preventable Accidents	>100,000	139,923	109,143	62,857	113,557	83,156
Fleet Readiness – Percent Bus Days Out of Service	<8%	6.18%	9.99%	5.18%	5.54%	5.26%
On-Time Performance	>85%	81%	81%	79%	81%	80%
Miles between Preventable Roadcalls and Missed Trips	>25,000	5,323	37,866	56,965	43,260	44,620

On-time performance can be measured a number of ways. LAVTA considers a trip on time if it departs a timepoint between zero minute early to five minutes late of the time listed on the published timetable, and it is recommended that this measure continue to be used.

Having reliable vehicles and a strong maintenance program means fewer breakdowns while passengers are on board. Road calls per revenue miles operated is a way to measure this. A high number of road calls reflects poor bus reliability, and may indicate the need for changes to maintenance procedures and practices. In 2012, LAVTA averaged over 15,000 miles between revenue vehicle failures, compared to fewer than 6,500 miles in the three previous years.

### Fixed-Route Service Quality Standards Index

LAVTA holds its fixed-route contractor to specific standards, which make up the Service Quality Standard Index (SQSI). There are ten total metrics, as illustrated in Figure 41. The contractor is awarded a bonus or given a penalty based on its performance for the metric on an annual or quarterly basis.

### Paratransit Service Standards

LAVTA also holds its paratransit contractor to specific standards outlined in a Service Quality Standard Index (SQSI), which contains four metrics. The contractor is awarded a bonus or given a penalty based on whether they've met the SQSI per quarter. In FY 2013 and FY 2014, the contractor was ALC (American Logistics Company), and the quarterly bonus and penalty for SQSI was only based on a single metric: valid complaints per 1,000 passengers. Currently, quarterly bonus and penalty for SQSI necessitates the contractor to meet four out of four metrics. The following table shows these standards:

## SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 40 Paratransit Service Standards

Measure	Service Standard
Valid Complaints per 1,000 Passengers	Less than 1.0
On Time Performance	Greater than 95%
Phone Calls Answered within 60 seconds	Greater than 95% of the time
Preventable Accidents per 100,000 Miles	Less than 1.0

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 41 Fixed-Route Service Quality Standards Index

COURTESY BASED PROGRAM (Awarded Annually)							
Category		Source	A	B	C	D	F
			\$2,000	\$1,000	\$0.00	(\$1,000)	(\$2,000)
Overall Customer Service Satisfaction – Fixed Route only	A simple survey of Wheels riders shall be conducted annually of fixed-route passengers. The measure will be determined by the % of "5" and "4" ratings on fixed-route divided by total respondents is the measure	Annual Survey	95% and Above	94.9% to 90.0%	89.9% to 85.0%	84.9% to 80.0%	79.9% and Below
Driver Courtesy	A simple survey of Wheels riders shall be conducted annually of fixed-route passengers. The measure will be determined by the % of "5" and "4" ratings on fixed-route divided by total respondents is the measure	Annual Survey	95% and Above	94.9% to 90.0%	89.9% to 85.0%	84.9% to 80.0%	79.9% and Below
COURTESY BASED PROGRAM (Awarded Quarterly)							
Category		Source	A	B	C	D	F
			\$2,000	\$1,000	\$0.00	(\$1,000)	(\$2,000)
Total Complaints - All modes	The number of valid complaints per ridership	Customer service database and Fixed-Route Task Force	< 1/10,000	Between 1/10,000 and 1/5,000	Between 1/5,000 and 1/1,000	Between 1/1,000 and 1/750	> 1/750
PREVENTABLE ACCIDENT BASED PROGRAM (Awarded Annually)							
Category		Source	A	B	C	D	F
			\$4,000	\$2,000	\$0	(\$2,000)	(\$4,000)

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Severity of Claims	Total monetary payments per year	Claims Reports (York Insurance Adjusters)	20%+ below average	11-20% below average	-/+10% of the three-year average	11-20% above average	20%+ above average
<b>PREVENTABLE ACCIDENT BASED PROGRAM (Awarded Quarterly)</b>							
<b>Category</b>		<b>Source</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>F</b>
			<b>\$1,000</b>	<b>\$500</b>	<b>\$0</b>	<b>(\$500)</b>	<b>(\$1,000)</b>
Miles Between Preventable accidents (Systemwide)	Total Number of Preventable Accidents divided by total number of Systemwide Miles (Revenue and Non-Revenue)	Contractor Monthly Reporting and Safety Task Force/Committee	200,000 and Above	199,999 to 100,000	99,999 to 85,000	84,999 to 65,000	64,999 and below
Claims Submittals	Total number of claims submitted within 24 hours of an incident	Monthly Incident Log and Claims Reports (York Insurance Adjusters)	Greater than 90%	82.1-90%	82-78%	77.9-65%	Less than 65%
<b>PRODUCTIVITY BASED PROGRAM (Awarded Monthly)</b>							
<b>Category</b>		<b>Source</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>F</b>
			<b>\$1,000</b>	<b>\$500</b>	<b>\$0.00</b>	<b>(\$500)</b>	<b>(\$1,000)</b>
On Time Performance – Fixed Route, Express Bus, Subscription	AVL Siemens On-Time Performance Reports (excluding missing trips)	Siemens AVL Transitmaster OTP Reports	Above 96.1%	96-92.1%	92-88%	87.9-84%	Below 84%
<b>CORRECTIVE ACTION BASED PROGRAM (Awarded Quarterly)</b>							
<b>Category</b>		<b>Source</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>F</b>
			<b>\$1,000</b>	<b>\$500</b>	<b>\$0.00</b>	<b>(\$500)</b>	<b>(\$1,000)</b>
Miles between Preventable Roadcalls and Missed Trips (Systemwide)	Total number of Systemwide Miles (Revenue and Non-Revenue) divided by the sum of Loss of Service Roadcalls and Missed Trips	Contractor Monthly Reporting	25,000 and Above	24,999 to 20,000	19,999 to 17,000	16,999 to 13,500	13,499 and below



**SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS**

Livermore Amador Valley Transportation Authority

Preventive Maintenance Program	Percentage of PMs completed within 10% of the scheduled mileage	Contractor Monthly Reporting	100-96.1%	96-92.1%	92-88.1%	88-84.1%	Below 84%
Fleet Readiness - Percent Bus Days Out of Service (Based on Down Vehicles - Average Number of Days)	Tracked Per Vehicle, the total number of days out of service is divided by the total number of vehicles in the LAVTA fleet. The measure is based upon the sum total of downed vehicle days/ total vehicle days	Contractor Monthly Reporting	8% (.08) or fewer	8.1% (.081) to 9% (.09)	9.1% (.091) to 10% (.10)	10.1% (.101) to 11% (.11)	11.1% (.111) and higher

## 5 SERVICE EVALUATION

### ROUTE LEVEL EVALUATION

#### System-Level Comparison

In order to analyze the productivity of routes, LAVTA's 2012 - 2021 Short Range Transit Plan (SRTP) proposed route categories so that routes with a similar purpose were compared against each other. The categories of routes as they exist today are as follows:

- Primary: Routes 10, 12/12x, and Rapid
- Regional Express: Routes 20X and 70X/70XV
- Neighborhood Feeder: Routes 1, 2, 3, 8A/8B, 9, 11, 14, 15, 51, 53, and 54
- School: 401, 402, 403, 501, 502, 503, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611

Primary routes operate between municipalities in the service area and generally operate all day with regular frequencies, usually at least half hourly or hourly service. Regional Express service operates at 30 minute headways during peak periods. This is specifically a peak hours-only service to connect people to multiple BART stations. Neighborhood Feeder routes serve smaller geographic areas and may operate with limited spans of service, with the exception of Route 15, which operates regularly throughout the day. School routes operate Mondays through Fridays, and are intended to help area students get to and from school, although the service is always open to the general public.

Due to the special nature of school-based services, these routes will not be evaluated at the same level of detail as the other routes in this document. School-based services are an important part of any transit system because they provide coverage to a transit-dependent cohort. They can be very expensive due to the fact that they usually only have one or two trips but require a vehicle and driver at peak times.

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 42 Annual Revenue Hours by Route

Route	FY 2013	FY 2014	% Change	FY 2015	% Change
1	5,214.4	5,242.7	0.5%	5,244.9	0.0%
2	1,531.5	1,556.3	1.6%	1,547.1	-0.6%
3	3,328.5	3,921.3	17.8%	3,888.7	-0.8%
8A/B	6,827.9	7,938.3	16.3%	7,706.2	-2.9%
9 <sup>A</sup>	2,329.9	1,248.3	-46.4%	1,590.4	27.4%
10	31,946.0	30,938.3	-3.2%	31,003.9	0.2%
11	1,212.5	1,075.4	-11.3%	1,054.2	-2.0%
12/X	13,997.4	14,697.8	5.0%	14,721.9	0.2%
14	3,344.5	3,324.7	-0.6%	3,359.0	1.0%
15	8,479.8	8,752.8	3.2%	8,761.2	0.1%
18	1,832.8	NA	NA	NA	NA
20X	1,564.8	1,717.6	9.8%	1,648.0	-4.1%
30 (Rapid)	32,418.9	31,121.8	-4.0%	31,348.6	0.7%
51	NA	NA	NA	937.5	NA
53	1,452.0	1,608.3	10.8%	1,622.9	0.9%
54	1,528.7	1,403.9	-8.2%	1,339.5	-4.6%
70X/70XV <sup>A</sup>	3,834.8	5,173.6	34.9%	4,994.4	--3.5%
401	405.0	405.0	0.0%	409.0	1.0%
403	NA	789.5	NA	566.7	-28.2%
501	210.0	276.0	31.4%	374.4	35.6%
502	168.0	168.0	0.0%	193.1	14.9%
601	309.0	316.6	2.4%	334.6	5.7%
602	312.5	306.6	-1.9%	324.2	5.8%
603	90.0	90.5	0.6%	90.0	-0.6%
604	282.0	288.7	2.4%	337.2	16.8%
605	174.0	175.0	0.6%	199.7	14.2%
606	198.0	199.1	0.6%	186.0	-6.6%
607	129.0	129.7	0.6%	129.0	-0.6%
608	159.0	159.9	0.6%	159.0	-0.6%
609	150.0	150.8	0.6%	150.0	-0.6%
610	114.0	114.6	0.6%	111.0	-3.2%
611	270.0	271.5	0.6%	267.0	-1.7%
701	51.3	18.6	-63.6%	NA	NA
702	58.7	122.8	109.1%	18.7	-84.8%
703	55.0	115.0	109.1%	17.5	-84.8%
704	NA	761.3	NA	Renamed Route 51	NA

Note: <sup>A</sup> In 2015, some Route 70X service was converted to Route 9 service, leading to an increase in Route 9 service and a decrease in Route 70X service.

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 43 Annual Boardings per Revenue Hour by Route

Route	FY 2013		FY 2014			FY 2015		
	Boardings	Boardings/Hr	Boardings	Boardings/Hr	Change	Boardings	Boardings/Hr	% Change
1	37,287	7.2	35,628	6.8	-4.4%	33,385	6.2	-6.3%
2	7,870	5.1	7,491	4.8	-4.8%	7,508	4.9	0.2%
3	10,017	3.0	14,177	3.6	41.5%	14,448	3.9	1.9%
8A/B	60,536	8.9	64,124	8.1	5.9%	75,609	10.2	17.9%
9	34,639	14.9	10,446	8.4	-69.8%	6,837	4.3	-34.5%
10	560,478	17.5	522,622	16.9	-6.8%	493,421	16.8	-5.6%
11	7,611	6.3	4,240	3.9	-44.3%	5,339	5.1	25.9%
12/X	158,463	11.3	146,247	10.0	-7.7%	151,491	10.1	3.6%
14	46,204	13.8	28,552	8.6	-38.2%	32,045	9.5	12.2%
15	141,627	16.7	136,965	15.6	-3.3%	138,108	15.9	0.8%
18	5,782	3.2	NA	NA	NA	NA	NA	NA
20X	16,849	10.8	16,040	9.3	-4.8%	14,743	8.9	-8.1%
30 (Rapid)	358,447	11.1	363,420	11.7	1.4%	367,082	11.7	1.0%
51	NA	NA	NA	NA	NA	2,168	2.3	NA
53	33,924	23.4	35,738	22.2	5.3%	37,755	23.3	5.6%
54	23,678	15.5	24,748	17.6	4.5%	23,733	17.7	-4.1%
70X/70XV	48,847	12.7	64,530	12.5	32.1%	60,449	12.1	-6.3%
401	4,484	11.1	3,731	9.2	-16.8%	3,601	8.8	-3.5%
403	NA	NA	3,736	4.7	NA	3,814	6.7	2.1%
501	23,621	112.5	27,371	99.2	15.9%	30,150	80.5	10.2%
502	13,360	79.5	14,416	85.8	7.9%	17,916	92.8	24.3%
503	4,519	12.1	4,287	11.2	-5.1%	4,921	12.2	14.8%
601	9,880	32.0	10,051	31.7	1.7%	10,246	30.6	1.9%
602	15,822	50.6	15,461	50.4	-2.3%	15,414	47.5	-0.3%
603	10,245	113.8	7,603	84.0	-25.8%	9,823	109.1	29.2%
604	22,962	81.4	26,392	91.4	14.9%	27,440	81.4	4.0%
605	9,650	55.5	9,951	56.9	3.1%	13,262	66.4	33.3%
606	8,481	42.8	7,035	35.3	-17.0%	8,907	47.9	26.6%
607	7,727	59.9	5,681	43.8	-26.5%	3,515	27.2	-38.1%
608	15,666	NA	14,892	93.1	-4.9%	15,451	97.2	3.7%
609	2,572	17.1	2,378	15.8	-7.5%	3,115	20.8	31.0%
610	11,509	101.0	10,786	94.1	-6.3%	8,434	76.0	-21.8%
611	12,469	46.2	10,546	38.8	-15.4%	10,089	37.8	-4.3%
701	3	0.1	4	0.2	33.3%	NA	NA	NA
702	280	4.8	181	1.5	-35.5%	60	3.2	-67.0%
703	242	4.4	223	1.9	-7.9%	52	2.9	-76.9%
704	NA	NA	1,542	2.0	NA	356	2.3	-76.9%

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 44 On-Time Performance by Route

Route	FY 2013	FY 2014	FY 2015
1	91.3%	92.1%	91.2%
2	90.1%	88.9%	89.2%
3	76.1%	67.8%	67.1%
8A/B	80.0%	76.3%	80.3%
9	67.7%	80.4%	72.9%
10	83.3%	81.7%	81.8%
11	89.8%	86.8%	81.7%
12/V/X	82.5%	77.9%	77.0%
14	87.1%	82.8%	83.2%
15	84.4%	80.3%	76.3%
18	90.5%	85.0%	NA
20X	84.4%	83.8%	76.3%
30 (Rapid)	NA	82.6%	78.4%
51	NA	NA	93.5%
53	91.0%	85.6%	89.7%
54	82.2%	79.0%	66.9%
70X/70XV	62.7%	60.7%	58.5%
401	95.0%	83.2%	83.8%
403	86.4%	85.4%	82.8%
501	90.1%	55.4%	70.6%
502	81.1%	72.4%	55.4%
601	79.5%	69.9%	88.2%
602	93.8%	71.7%	82.7%
603	84.3%	85.1%	90.6%
604	78.4%	68.6%	76.7%
605	87.6%	79.1%	77.9%
606	87.6%	81.2%	81.6%
607	87.8%	59.7%	75.4%
608	88.3%	87.5%	89.1%
609	96.4%	70.4%	82.6%
610	94.2%	74.9%	75.4%
611	76.5%	59.3%	81.5%
701	72.7%	44.4%	NA
702	70.9%	40.5%	NA
703	73.1%	57.5%	NA
704	NA	93.7%	NA
<b>Total</b>	<b>84.0%</b>	<b>80.3%</b>	<b>79.5%</b>

## Local Routes

The following charts illustrate levels of service, ridership, and productivity by route and route category. Figure 45 shows the annual revenue hours by route, and Figure 46 illustrates the annual ridership by route.

Boardings per revenue hour is one of the most commonly used measures to identify the efficiency of a route. This metric helps account for differences in levels of service provided, and Figure 47 illustrates this measure by category.

Figure 45 Annual Revenue Hours by Route

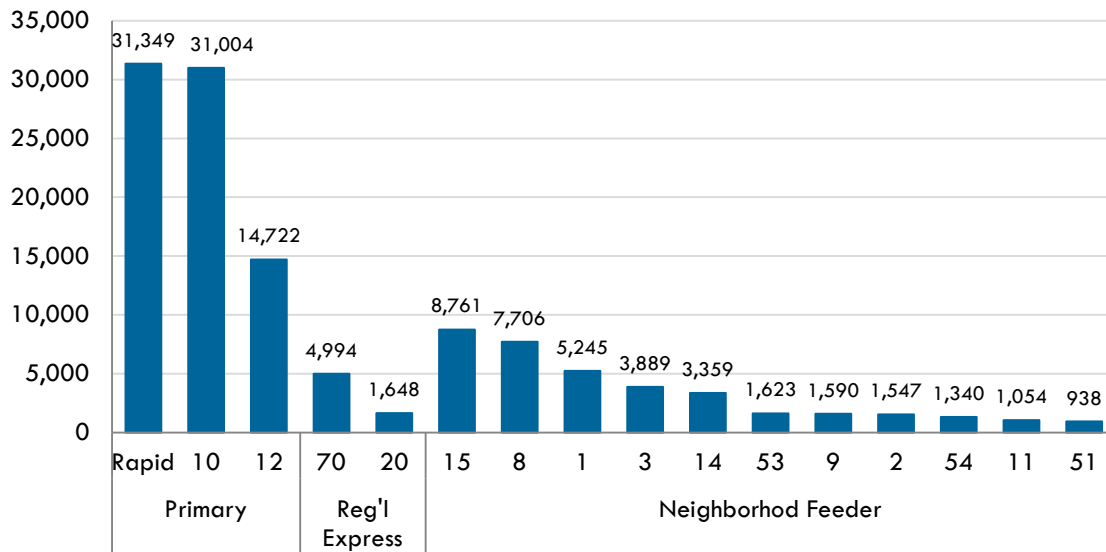


Figure 46 Annual Boardings by Route

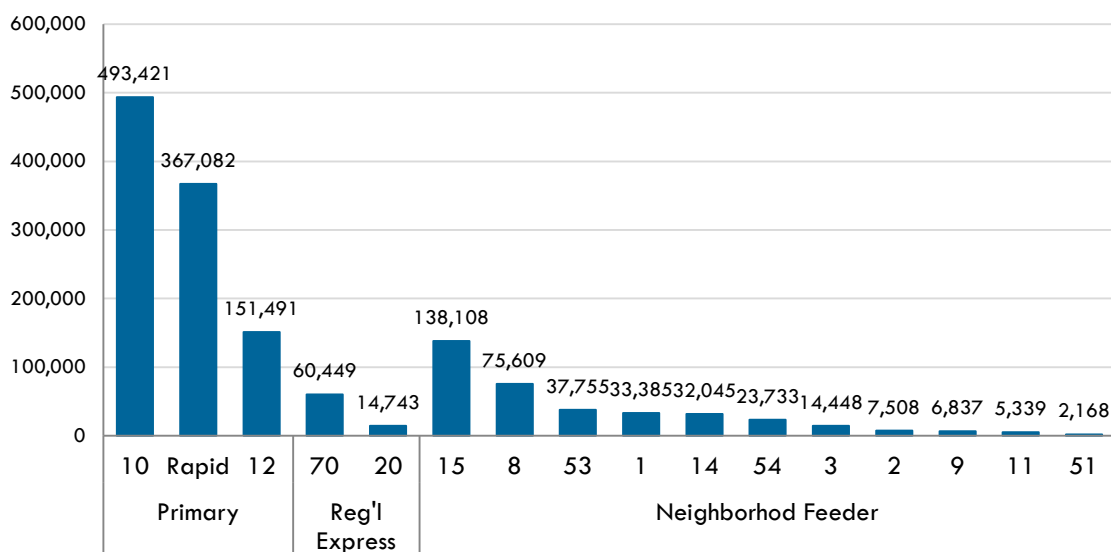
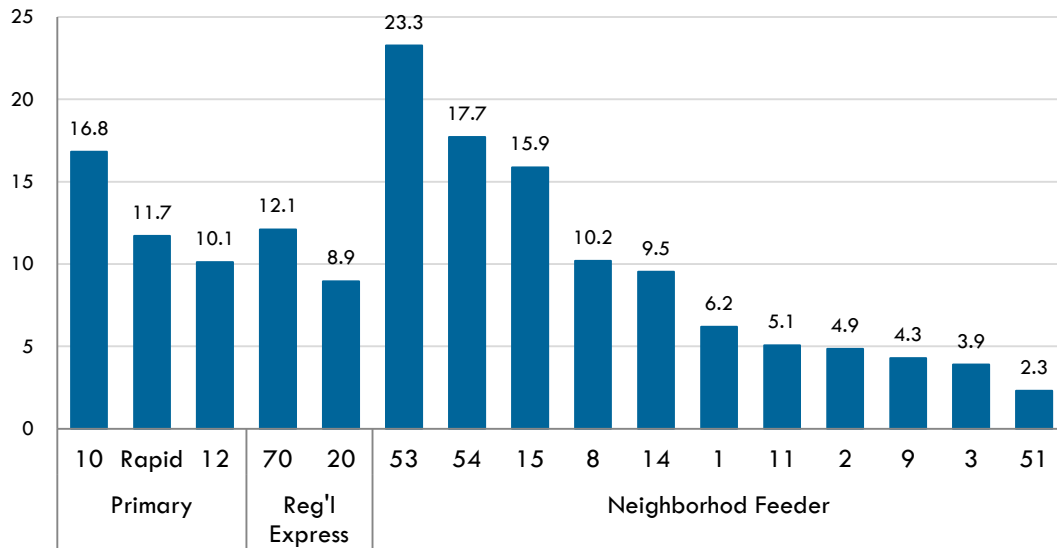


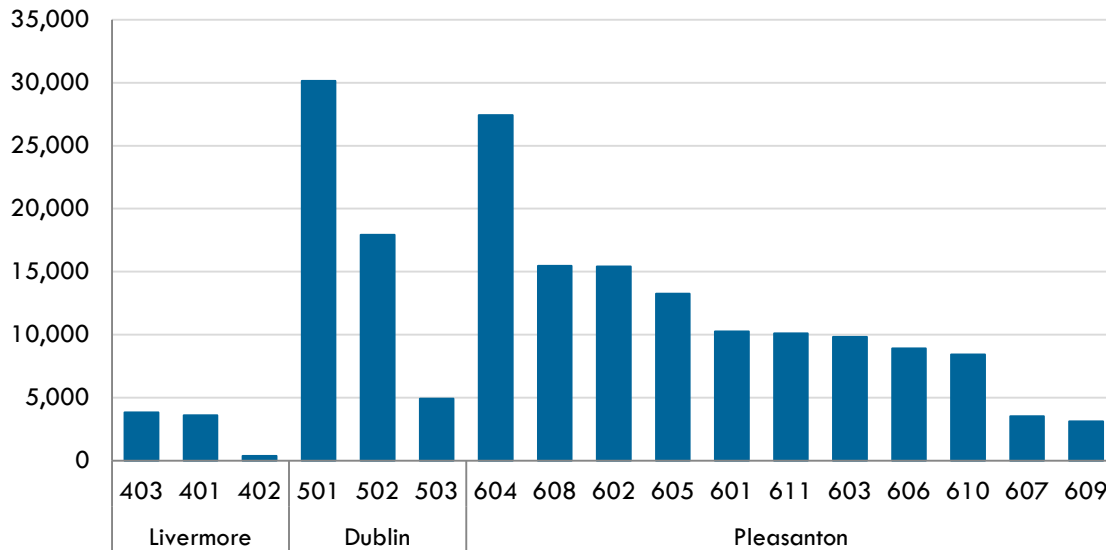
Figure 47 Average Boardings per Revenue Hour by Route



## School Routes

The following charts illustrate levels of ridership and productivity by school route and city. Figure 48 illustrates the annual ridership by route.

Figure 48 School Route Annual Boardings



Boardings per trip is the most appropriate measure of service productivity for school routes, as the number of trips is limited and a trip should have a sufficient amount of riders to justify operating it. Figure 49 illustrates this measure by city.

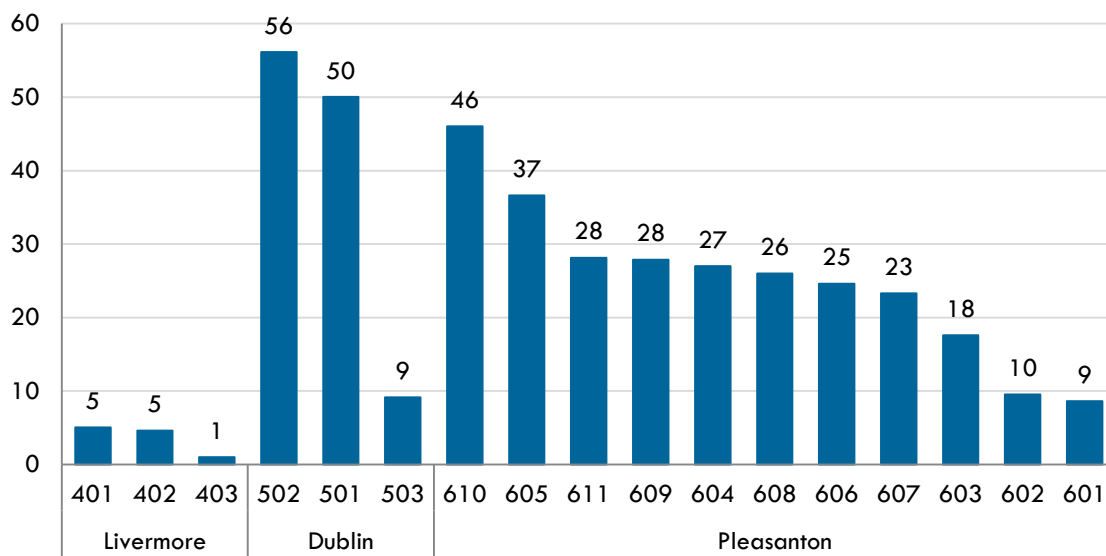
Livermore school trippers are underperforming. Route 402 averages only one passenger per trip. Most of Route 402's alignment duplicates Route 12 and Route 14. Route 401 averages 5 passengers per trip, and Route 403 averages 6 passengers per trip. These routes do not meet the

performance standard of 15 boardings per trip for school routes. It should be noted that many Livermore students utilize the fixed route buses for their transportation, including routes 10, 15 and the Rapid.

In Dublin, school trippers are significantly more utilized. Both Routes 501 and 502 carry students from East Dublin to Dublin High School and Wells Middle School. Due to high demand on these routes, additional vehicles have been added to provide sufficient capacity. Route 503 has lower performance at 9 boardings per trip, which is under the performance standard.

All Pleasanton school trippers average approximately 10 boardings per trip or higher. Several trips, including afternoons on 604 and 608 require more than one vehicle to accommodate passenger loads. Two routes, 601 and 602, do not meet the performance standard.

Figure 49 School Route Boardings per Trip



## Local Route by Route Evaluation

This section describes performance on a route-by-route basis for local non-school services. Ridership data comes from multiple sources. Overall daily ridership and productivity comes from farebox data, while ridership at the stop level and by time period (e.g. AM peak, midday) comes from weekday automatic passenger counter (APC) data.

### Route 1 – E. BART to East Dublin to E. BART

Route 1 is a neighborhood feeder route operating between the East Dublin/Pleasanton BART station and East Emerald Glen Park, operating primarily in a one-way loop along Dublin Boulevard, Central Parkway, and Santa Rita Road.

Productivity on Route 1 is 6.2 boardings per revenue hour, which is well below the performance standard of 10 boardings per revenue hour. The biggest generators on Route 1 East are Dublin/Pleasanton BART and Santa Rita Jail. Productivity does not vary much by time – there are no real peak trips or peak times, as almost every trip carries fewer than 5 passengers. The recent relocation of the Ross Stores headquarters on XXX drive, and the opening of the Alameda



County Hall of Justice (across from the Santa Rita Jail) provide an opportunity to improve ridership. Productivity

Route 1 has above average on-time performance, with 91% of trips arriving on time to scheduled time points.

### **Route 2 – E. BART to Dublin Ranch to E. BART**

Route 2 operates between the East Dublin/Pleasanton BART station and the Positano master-planned community in Dublin. From the BART station, Route 2 operates along Central Parkway before completing a one-way clockwise loop consisting primarily of Tassajara Road and Fallon Road. Route 2 was extended to Positano Parkway in August 2014.

Productivity on Route 2 is very low with 4.9 boardings per revenue hour, which is well below the performance standard of 10 boardings per revenue hour. Only one daily trip carries more than 6 passengers.

Route 2 has 12 minutes of layover mid-route at Positano/Valentano, which reduces route productivity. APC data show 19 riders a day at this stop, but they are likely to be operators boarding and alighting the bus, and not passengers.

Route 2 has the second-best on-time performance systemwide, with 95% of trips arriving on time to scheduled time points.

### **Route 3 – E. BART to Stoneridge Mall to West Dublin to E. BART**

Route 3 operates as a large loop, providing service between East Dublin/Pleasanton BART, Stoneridge Mall, and west Dublin. Route 3 operates primarily along Johnson Drive before serving Stoneridge Mall and continuing north primarily along Village Parkway. It returns south along Stagecoach Road and Dougherty Road. The route operates clockwise in the morning and counter-clockwise in the afternoon.

Route 3 has the lowest productivity of any neighborhood feeder route at 3.9 boardings per revenue hour. Ridership is highest at the two BART stations, with the overall pattern being oriented to serving stops north of the BART stations. Overall, ridership is low throughout the route, with only two trips carrying more than 6 people. The segments south of the BART stations attract only 6 passengers on a circuitous alignment, resulting in productivity less than half that of the northern segments. Overall, there are no times when Route 3 carries more than 7 passengers per hour.

Route 3 has below average on-time performance, with 64% of trips arriving on time to scheduled time points, 35% late, and 1% of trips arriving early.

### **Route 8A – E. BART to Downtown Pleasanton to E. BART**

Route 8A operates counterclockwise between the East Dublin/Pleasanton BART station and downtown Pleasanton. Routes 8A and 8B are combined for the purposes of ridership tracking, and together they have 9.8 boardings per revenue hour, just below the productivity standard of 10 for neighborhood feeder service.

Ridership productivity is highest on the route segment from the East Pleasanton BART station to Hopyard Road & Las Positas Boulevard, with an average of 38.7 weekday boardings per service hour. Ridership productivity is lowest on the route segment from Koll Center Parkway & Koll

Center Drive to Neal Street & First Street, with 1.2 weekday boardings per service hour. The biggest generators on Route 8A are the East Pleasanton BART station and Pleasanton Middle School.

Morning and afternoon peak periods are the most productive, and midday service is also more productive than the route average. Evening service is the least productive (5.9 weekday boardings per hour). Load factors on Route 8A are relatively constant throughout the day with no trips exceeding 10 passengers.

Routes 8A and 8B have above average on-time performance, with 81% of trips arriving on time to scheduled time points. Early running occurs at a rate of 17%.

### **Route 8B – E. BART to Downtown Pleasanton to E. BART**

Route 8B operates clockwise between the East Dublin/Pleasanton BART station and downtown Pleasanton. Routes 8A and 8B are combined for the purposes of ridership tracking, and together they have 10.2 boardings per revenue hour, just above the productivity standard of 10 for neighborhood feeder service.

Ridership productivity is highest on the route segment from the East Pleasanton BART station to Santa Rita Road & Valley Avenue, with an average of 32.1 weekday boardings per service hour. This segment duplicates Route 10. The only other segment with productivity greater than 10 passengers per service hour is the segment from Neal Street & First Street to Bernal Avenue & Palomino Drive, with an average of 14.5 weekday boardings per service hour. Ridership productivity is lowest on the route segment from Bernal Avenue & Palomino Drive to Valley Avenue & Wild Rose Place, with 5.9 weekday boardings per service hour. The biggest generators on Route 8B are the East Pleasanton BART station, Amador Center, and downtown Pleasanton.

The afternoon peak period is the most productive (16.1 weekday boardings per service hour), while morning and midday services are also more productive than the route average. Evening service is the least productive (10.0 weekday boardings per service hour). Load factors on Route 8B are consistent throughout the day, and no trips experience a maximum load greater than 10 passengers.

Routes 8A and 8B have above average on-time performance, with 81% of trips arriving on time to scheduled time points. Early running occurs at a rate of 17%.

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

Route 9 operates between the East Dublin/Pleasanton BART station and Las Positas Boulevard, providing service to the Hacienda Business Park. In the morning, Route 9 operates a clockwise loop consisting primarily of Owens Drive, Hacienda Drive, Stoneridge Drive, Las Positas Boulevard, and Willow Road. The route is reversed in the afternoon, operating in the counterclockwise direction.

Route 9 has 4.3 boardings per revenue hour, which is well below the neighborhood feeder productivity standard of 10. Ridership productivity is highest on the route segment from the East Pleasanton BART station to California Center, with an average of 18.5 weekday boardings per service hour. No other segment has ridership productivity greater than 10 weekday boardings per service hour. Ridership productivity is lowest on the route segment from California Center to Stoneridge Drive & Gibraltar Drive, with 2.1 weekday boardings per service hour. The biggest

ridership generators on Route 9 are the East Dublin/Pleasanton BART station and California Center. No Route 9 trips having a maximum load exceeding 5 passengers.

Route 9 has below average on-time performance, with 72% of trips arriving on time to scheduled time points. Most trips that are not on time are caused by trips arriving late (27% of all trips).

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

Route 10 operates between the Lawrence Livermore National Laboratory (LLNL) and downtown Livermore, Pleasanton, and Dublin. From LLNL, Route 10 operates primarily along East Avenue, Stanley Boulevard, Santa Rita Road, and Dublin Boulevard.

The route serves LLNL, Livermore Transit Center, Valley Care Livermore Campus, Village High School, Amador Valley High School, Walmart, and East Dublin/Pleasanton BART station. On evenings and weekends when Rapid is not operating, Route 10 is extended to serve Dublin Plaza, West Dublin/Pleasanton BART station, and Stoneridge Mall.

Route 10 is very productive, with 16.8 boardings per revenue hour, which meets the standard of 15 boardings per revenue hour for primary routes.

Ridership productivity is highest on the route segment from the East Pleasanton BART station to Santa Rita Road & Valley Ave, with an average of 37.4 weekday boardings per service hour. The only other segment that has more than 20 weekday boardings per service hour is the segment from Stanley Boulevard & Valley Memorial Hospital to Livermore Transit Center (22.4 weekday boardings per service hour). Ridership productivity is lowest on the route segment from Dublin Boulevard & Golden Gate Drive to East Pleasanton BART station, with 6.2 weekday boardings per service hour. The biggest generators on Route 10 are the East Dublin/Pleasanton BART station and Livermore Transit Center.

Morning and afternoon peak periods are the most productive, and midday service is also more productive than the route average. Early morning service is the least productive (9.0 weekday boardings per service hour). Load factors on Route 10 are consistent throughout the day with no trips having a maximum load of greater than 25 passengers.

Route 10 has above average on-time performance, with 81% of trips arriving on time to scheduled time points. Trips that are not on time are caused by late running in 17% of those instances.

### **Route 11 – Transit Center to Greenville Road to Transit Center**

Route 11 operates between the transit center in downtown Livermore and Greenville Road. Three morning and three afternoon trips are offered. From the transit center, Route 11 operates via 1<sup>st</sup> Street and Las Positas Road before operating in a clockwise loop consisting of Greenville Road and National Drive.

The route serves the downtown Livermore Transit Center and Target, as well as industrial and commercial districts northeast of Livermore.

Route 11 has low productivity at 5.1 boardings per revenue hour, which does not meet the neighborhood feeder standard of 10 boardings per revenue hour.

Ridership is heavily centered on the Livermore Transit Center, with more than half of the daily 31 boardings coming from that location. No other stop had more than 2 boardings or 3 alightings. This ridership pattern (along with survey data) suggests that most Route 11 riders transfer to other routes.

Route 11 only operates during the morning and afternoon peak periods, with the morning period (9.1 boardings per service hour) having a slightly better productivity than the afternoon (8.1 boardings per service hour). Load factors on Route 11 are highest on the first trip of each peak period. No trips have maximum loads exceeding 10 passengers.

Route 11 has below average on-time performance, with 74% of trips arriving on time to scheduled time points. Trips that are not on time are more often early (21 %) than late (3%).

### **Route 12/12X – Transit Center to E. BART**

Route 12 and Route 12x operate between the East Dublin/Pleasanton BART station and the downtown Livermore Transit Center. Route 12 operates primarily along Dublin Boulevard, Canyons Parkway, Isabel Avenue, Airway Boulevard, Murrieta Boulevard, and Stanley Boulevard. Route 12x is an express variant that operates along I-580 before following the same alignment as Route 12 along Isabel Avenue towards Livermore.

Route 12 has 10.1 boardings per revenue hour, which is below the performance standard of 15 boardings per revenue hour for primary routes. Ridership productivity for Route 12 is highest on the route segment from the East Dublin BART station to Dublin Boulevard & Fallon Gateway, with an average of 32.2 weekday boardings per service hour. Ridership productivity is lowest on the route segment from Las Positas College to Airway Boulevard Park-and-Ride, with 10.6 weekday boardings per hour. Only 2 boardings and 2 alightings occur at the Airway Boulevard Park-and-Ride, and there are only 21 boardings in the 3.5 mile long segment between the Airway Boulevard Park-and-Ride and Los Positas College.

For Route 12x, the segment with the highest productivity is from Stanley Boulevard & Valley Memorial Hospital to the Livermore Transit Center, with an average of 9.2 weekday boardings per service hour. It is worth noting that this is lower than the worst performing segment on Route 12. Ridership productivity is lowest on the route segment from Kittyhawk Road & Armstrong Street to Airway Boulevard Park-and-Ride, with 4.6 boardings per service hour.

The biggest trip generators on Route 12 are the East Dublin BART station, the Livermore Transit Center, and Las Positas College. Route 12x's highest ridership stops are the East Dublin BART station and the Livermore Transit Center.

Midday service is the most productive on Route 12, with an average of 22.6 boardings per service hour on weekdays. Ridership productivity is also above average in the morning and afternoon peak periods. Night service is the least productive at 9.2 boardings per hour on weekdays. Load factors on Route 12 are relatively consistent throughout the day, with a peak in the eastbound direction in the morning (towards Livermore Transit Center) and in the westbound direction in the afternoon (towards East Dublin BART station). This suggests that the route may primarily be used for directional commuting.

Route 12x only operates during peak times. The 7:30 a.m. eastbound trip carries 8 passengers, with none of the remaining trips carrying more than 4 passengers.

Route 12 has average on-time performance with 78% of trips arriving on time to scheduled time points. Trips that are not on time are mostly caused by late running (21%). For Route 12x, 63% of trips arrive on time to scheduled time points, and 36% are late.

### **Route 14 – Transit Center to Downtown Livermore to Transit Center**

Route 14 is a neighborhood circulator that operates between the Livermore Civic Center and downtown Livermore, serving the Livermore Transit Center. Route 14 operates in a one way loop primarily along Chestnut Street, Pine Street, P Street and 4<sup>th</sup> Street.

The route serves the Livermore Transit Center, Junction Avenue Middle School, Livermore High School, and the Livermore Public Library and Civic Center.

Route 14 has 9.5 boardings per revenue hour, which is just below the neighborhood feeder standard of 10 boardings per revenue hour. Ridership productivity is highest on the route segment from the Livermore Transit Center to Murrieta Boulevard & Olivina Avenue, with an average of 32.8 boardings per service hour. Productivity is also high on the segment from Pacific Avenue & South Livermore Avenue to Livermore High School with an average of 22.6 boardings per service hour. The 4<sup>th</sup> Street & P Street to Pacific Avenue & South Livermore Avenue segment has the lowest productivity, carrying only 1.7 passengers per service hour. The biggest generators on Route 14 are the Livermore Transit Center and the Livermore Public Library and Civic Center.

The morning peak period is the most productive with boardings per service hour declining throughout the service day. Night service is the least productive (9.5 boardings per service hour). Load factors on Route 14 are relatively low throughout the day, peaking at 8 passengers in the morning.

Route 14 has slightly below average on-time performance with 76% of trips arriving on time to scheduled time points, 21% late, and 3% arriving early.

### **Route 15 – Transit Center to Springtown to Transit Center**

Route 15 operates between the transit center in downtown Livermore and Springtown. From downtown Livermore, Route 15 operates via Las Positas Road before operating in a figure eight pattern consisting primarily of Springtown Boulevard and Scenic Avenue.

The route serves the downtown Livermore Transit Center, Walmart, Kaiser, Target, and the Christensen School

Route 15 has strong productivity at 15.9 boardings per revenue hour, which is significantly higher than the neighborhood feeder standard of 10 boardings per revenue hour. Ridership productivity is highest between the Livermore Transit Center and Las Positas Road & Hilliker Place (Walmart), with an average of 74.9 weekday boardings per service hour along this segment. The only other segment with productivity greater than 20 weekday boardings per service hour is Bluebell Drive & Las Flores Road to Las Positas Road & Hilliker Place (Walmart), with 23.5 weekday boardings per service hour. Ridership productivity is lowest on the segment from Bluebell Drive & Galloway Street to Dalton Avenue & Pasatiempo Street, with 3.8 weekday boardings per service hour. The highest ridership stop on Route 15 is the downtown Livermore Transit Center, followed by Walmart.

Service is most productive during midday and afternoon peak periods with 29.4 and 29.3 weekday boardings per service hour, respectively. The morning peak period also performs above the route average with 24.1 weekday boardings per service hour. Early morning service is the least productive (9.1 weekday boardings per service hour). Load factors on Route 15 range from 5 to 20 passengers most of the day.

Route 15 has slightly below average on-time performance, with 75% of trips arriving on time to scheduled time points. Late running occurs at a rate of 22%.

### **Route 20X – BART to Vasco Road to Transit Center**

Route 20X operates between the East Dublin/Pleasanton BART station and the downtown Livermore Transit Center. From the BART station, Route 20x operates for almost 10 miles on I-580 and then circulates on Las Positas Road, Vasco Road, and 1<sup>st</sup> Street.

The route provides peak directional service between the East Dublin/Pleasanton BART station, Lawrence Livermore National Laboratory (LLNL), the Vasco ACE station, and the downtown Livermore Transit Center. Trips originate in the morning at BART and terminate in the afternoon at BART, so the route serves the reverse commute market.

Route 20X averages 8.9 boardings per trip, which is well below the regional express standard of 15 boardings per trip. The East Dublin/Pleasanton BART station is the highest ridership stop. No other stop attracts more than 10 boardings. The LLNL is the primary single destination for passengers boarding at the BART station. The segment of the route between East Ave & Vasco Rd and Livermore Transit Center has very little boarding activity, with just two daily boardings at Livermore Transit Center and very little activity at other stops.

Six of the nine Route 20x trips carry 6 or fewer passengers, which is low for a peak oriented commuter route that operates for 10 miles on the freeway. The highest observed load was 11 passengers.

Route 20X has above average on-time performance, with 82% of trips arriving on time to scheduled time points. Late running occurs at a rate of 16%.

### **Route 51 – Transit Center to Civic Library**

Route 51 operates on a loop between the Livermore Transit Center in downtown Livermore and the Livermore Civic Library. From the transit center, Route 51 travels via Maple Street, Livermore Avenue, and Dolores Street. The route also serves Livermore High School. It only operates in the afternoons and evenings on weekdays.

Route 51 averages just 2.3 boardings per revenue hour, which does not meet the neighborhood feeder productivity standard of 10 boardings per revenue hour. Ridership productivity is highest on the route segment from the downtown Livermore Transit Center to the Livermore Library and Civic Center, with an average of 19.1 boardings per service hour. Ridership productivity is lowest on the route segment from Livermore Library to Livermore High School, with 12.4 boardings per service hour. The biggest generators on Route 51 are the Livermore Transit Center and Livermore Library.

Average boardings per service hour is slightly higher in the afternoon peak, with an average of 13.2, compared to the evening productivity of 12.7 boardings per service hour. Load factors fluctuate throughout the day, peaking at four passengers on the 5:12 p.m. trip.

Route 51 has the best on-time performance systemwide at 98%.

### **Route 53 – Pleasanton ACE Station to W. BART**

Route 53 operates between the Pleasanton ACE station and West Pleasanton BART Station. From the ACE station, Route 53 travels via Bernal Avenue, I-680, and Stoneridge Mall Road. The route serves the Pleasanton ACE Station, Corporate Commons, Safeway Corporate Headquarters, and



Stoneridge Mall. Schedules on Route 53 are coordinated with ACE trains, with ACE subsidizing the route through a grant from the Bay Area Air Quality Management District (BAAQMD).

Route 53 has high productivity at 23.3 boardings per revenue hour which is well above the performance standard of neighborhood feeders of 10 boardings per revenue hour. Morning ridership is heavily oriented to connections between ACE and BART, as it is a quick, freeway-based trip between the two. Likewise, the predominant pattern in the afternoon is connecting BART to ACE. The biggest generators on Route 53 are the Pleasanton ACE station, the West Dublin/Pleasanton BART station, and Stoneridge Mall.

Morning and afternoon peak periods are the most productive, with an average productivity of 35.8 and 36.4 boardings per service hour, respectively. Evening service is the least productive time period with 13.3 boardings per service hour. Load factors are highest in the morning and decline throughout the service day. On average, no trips exceed 25 passengers on board at one time.

Route 53 has the third-highest on-time performance systemwide, with 92% of trips arriving on time to scheduled time points.

#### **Route 54 – Pleasanton ACE Station to Hacienda Business Park to BART**

Route 54 operates between the Pleasanton ACE Station, Hacienda Business Park, and the Dublin/Pleasanton BART Station. From the ACE Station, it travels northbound primarily along Valley Avenue and Las Positas Boulevard before returning southbound along I-680. The direction of travel is reversed during the afternoon peak. Major destinations on the route include the Pleasanton ACE Station, Bernal Business Park, Hart Middle School, Alameda County Court, Rosewood Commons, and the East Dublin/Pleasanton BART Station. Schedules on Route 54 are coordinated with ACE trains, with ACE subsidizing the route through a grant from the Bay Area Air Quality Management District (BAAQMD).

Route 54 has 17.7 boardings per revenue hour, which exceeds the neighborhood feeder standard of 10 boardings per revenue hour. Ridership productivity is highest between the East Dublin BART Station and California Center, with an average of 37.4 boardings per service hour. The Pleasanton ACE Station and the East Dublin/Pleasanton BART Station are the biggest trip generators.

The first morning trip was eliminated in August 2015 due to low ridership. In the afternoon, load factors are highest on the first trip and decline throughout the rest of the peak. The highest load recorded was 20 passengers.

Route 54 has below average on-time performance, with 70% of trips arriving on time to scheduled time points. Running early occurred on 11% of trips, and 18% run late.

#### **Route 70X/70XV – Pleasant Hill BART to E. Dublin/Pleasanton BART/Pleasant Hill BART to E. BART**

Route 70X operates every 30 minutes during peak periods between the East Dublin/Pleasanton BART station and the Pleasant Hill BART station during weekdays and on holidays. From the East Dublin/Pleasanton station, it travels via Dublin Boulevard, I-680, and Oak Road. The route serves the East Dublin/Pleasanton BART station, the Walnut Creek BART station, and the Pleasant Hill BART station.

Route 70XV operates one morning trip from Pleasant Hill BART station to the East Dublin/Pleasanton BART station, and one evening trip between the East Dublin/Pleasanton BART station and Pleasant Hill BART station. Unlike the 70X, both travel deviate to Stoneridge Mall. Route 70XV travels along Johnson Drive to Stoneridge Mall and then along I-680.

Route 70X was modified in August 2015 to bypass Walnut Creek in the general non-commute direction in order to improve on-time performance.

Route 70X/70XV averages 12.1 boardings per trip, which is short of the regional express performance standard of 15 boardings per trip. Farebox data do not distinguish between Routes 70X and 70XV, but APC data indicate that productivity on Route 70XV is much lower, with just 5 passengers per trip, which is below the performance standard.

For Route 70X, productivity is relatively consistent across route segments; ridership is highest between the Walnut Creek BART station and the Pleasant Hill BART station. In contrast, Route 70XV has significant variation in productivity along the route. Ridership productivity is highest on the route segment from Stoneridge Mall Road & McWilliams to Stoneridge Mall with 13.8 boardings per service hour. Productivity is the lowest on the route segment between Stoneridge Drive & Hopyard Road to Johnson Drive & Commerce Drive at 1.8 boardings per hour, which is not surprising given the low density in this area. The biggest trip generators on Route 70X and 70XV are the East Dublin and Walnut Creek BART stations.

Load factors on Route 70X are relatively consistent throughout the day, and no trips experience maximum loads greater than 15 passengers.

Route 70X and Route 70XV have the lowest average on-time performance system wide, with only 57% and 35% of trips arriving on time to scheduled time points, respectively. For both routes, the remaining trips run late.

### **Rapid – Livermore to E. BART to Stoneridge Mall**

The Rapid operates between Stoneridge Mall in Pleasanton, downtown Livermore, and Lawrence Livermore National Laboratories (LLNL). From LLNL, the Rapid travels via East Avenue, Stanley Boulevard, Isabel Avenue, Fallon Road, Dublin Boulevard and Foothill Boulevard.

The route serves Stoneridge Mall, the West Dublin/Pleasanton BART station, the East Dublin/Pleasanton BART station, the downtown Livermore Transit Center, Livermore High School, Valley Memorial Medical Center, and Lawrence Livermore National Laboratories. The Rapid does not operate on weekends.

The Rapid has 11.7 boardings per revenue hour, which does not meet the performance standard of 15 for primary routes. Ridership productivity is highest on the route segment from Stanley Boulevard & Murdell Lane to Railroad Avenue & Bankhead Theater, averaging 30.5 boardings per service hour. The only other segment with ridership productivity above 20 boardings per service hour is between the East Dublin BART station and Dublin Boulevard & Keegan Street. Ridership productivity is lowest on the segment from Dublin Boulevard & Keegan Street to Stanley Boulevard & Murdell Lane, with 3.4 boardings per service hour, where density is low. The biggest generators along the Rapid are the East Dublin BART station, Livermore Transit Center, and Dublin Blvd @ Golden Gate Drive (by the West Dublin/Pleasanton BART station).

Boardings per service hour are highest in the afternoon peak, with 18.1 boardings per service hour, followed by the early morning (16 boardings per hour). Evening service is the least productive, with 12.8 boardings per service hour. Load factors on the Rapid increase throughout



the day in the eastbound direction and decline throughout the day in the westbound direction, indicating that the route is likely being used for directional commuting. The Rapid does not have any trips that experience a maximum load greater than 20 passengers.

The Rapid has above average on-time performance, with 81% of trips arriving on time to scheduled time points. On average, trips run late 18% of the time.

## THREE-YEAR RETROSPECTIVE OF PERFORMANCE MEASURES

### Fixed-Route Operation

The following tables summarize fixed- route operations in the past three years.

- Operating costs increased by a total of 3.2% from 2013 to 2015. In 2014, revenue hours increased by 1,191; however, the agency reduced revenue hours by 625 in 2015 to ensure costs were reduced and more sustainable into the future (see Figure 50). Ridership declined by 4.4% over the three year period.
- Productivity declined from 2013 to 2014 but increased very slightly in 2015 due to a decrease in revenue hours (see Figure 50).
- Service quality measures have varied over the past three years. Overall Customer Service Satisfaction has declined from 90% in 2013 to 80% in 2015, but total complaints per passenger have gone down. On-time performance has been relatively steady (see Figure 52).

Figure 50 Fixed Route Statistics

Measure	2013	2014	2015	3-Year Total
Operating Cost	\$12,333,360	\$13,062,559	\$12,733,073	\$38,128,992
% Change	-	5.9%	-2.5%	3.2%
Passenger Fares	\$1,787,567	\$1,723,635	\$1,781,547	\$5,292,749
% Change	-	-3.6%	3.4%	-0.3%
Net Subsidy	\$10,545,793	\$11,338,924	\$10,951,526	\$32,836,243
% Change	-	7.5%	-3.4%	3.8%
Revenue Vehicle Miles	1,826,997	1,818,649	1,831,125	5,476,771
% Change	-	-0.5%	0.7%	0.2%
Revenue Vehicle Hours	124,635	125,826	125,201	375,662
% Change	-	1.0%	-0.5%	0.5%
Annual Ridership	1,727,085	1,652,151	1,650,388	5,029,624
% Change	-	-4.3%	-0.1%	-4.4%

# SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS

Livermore Amador Valley Transportation Authority

Figure 51 Fixed Route Performance Metrics

Measure	2013	2014	2015	3-Year Average
Passengers per Revenue Hour	13.9	13.1	13.2	13.4
% Change	-	-5.2%	0.4%	-4.9%
Passengers per Revenue Mile	0.9	0.9	0.9	0.9
% Change	-	-3.9%	-0.8%	-4.7%
Operating Cost per Passenger	\$7.14	\$7.91	\$7.72	\$7.59
% Change	-	10.7%	-2.4%	8.0%
Operating Cost per Revenue Mile	\$6.75	\$7.18	\$6.95	\$6.96
% Change	-	6.4%	-3.2%	3.0%
Operating Cost per Revenue Hour	\$98.96	\$103.81	\$101.70	\$101.49
% Change	-	4.9%	-2.0%	2.8%
Net Subsidy per Passenger	\$6.11	\$6.86	\$6.64	\$6.53
% Change	-	12.4%	-3.3%	8.7%
Farebox Recovery Ratio	14%	13%	14%	13.9%
% Change	-	-9.0%	6.0%	-3.5%

Figure 52 Fixed Route Service Quality Metrics

Measure	2013	2014	2015
Overall Customer Service Satisfaction – Fixed Route	90%	81%	80%
Total Complaints/Passenger – All Modes	1/11,514	1/17,032	1/18,543
Miles Between Preventable Accidents	62,857	113,557	83,156
Fleet Readiness – Percent Bus Days Out of Service	5.18%	5.54%	5.26%
On-Time Performance	79%	81%	80%
Miles between Preventable Roadcalls and Missed Trips	56,965	43,260	44,620

**Figure 53 Fixed-Route System Level Service Standards**

Measure	Service Standard	2013	2014	2015
Ridership	Increase from prior year	-1.4%	-4.3%	-0.1%
	Standard Met?	No	No	No
Passengers per Revenue Hour	At least 15.0	13.9	13.1	13.2
	Standard Met?	No	No	No
Passengers per Revenue Mile	Greater than 1.0	0.9	0.9	0.9
	Standard Met?	No	No	No
Farebox Recovery Ratio	At least 20%	14%	12%	14%
	Standard Met?	No	No	No
Change in Operating Cost Per Hour	Growth less than five percentage points above change in Bay Area CPI (2.3% in FY 2015)	-1.8%	15.9%	-11.3%
	Standard Met?	Yes	No	Yes

Standards that were not achieved in FY 15 include:

- **Ridership:** this has decreased for the past three years; however the rate of ridership loss is slowing; route changes made as part of the COA will seek to increase ridership.
- **Passengers per Revenue Hour:** this has consistently stayed around 13-14 passengers for the past three years, but attaining 15 passengers per revenue hour in the next several years is possible.
- **Passengers per Revenue Mile:** this has consistently stayed at 0.9 passengers for the past three years, which is very close to the standard; as with passengers per revenue hour, it will be possible to reach the standard over the next several years.
- **Farebox Recovery Ratio:** with the loss in ridership and addition of service over the past several years, it has been difficult reaching the standard of 20%.

## Paratransit Operations

Paratransit performance metrics are shown below in Figure 54. Significant increases in the number of paratransit trips have occurred over the years, which have been largely due to group trips provided to social service agencies as well as individual trips provided to dialysis centers and adult day programs. It can be seen that total costs have significantly increased due to the increase in total trips and the increased cost per trip from LAVTA's new contractor, MTM. Over the three-year period, total cost jumped almost 36%. While farebox revenue also increased, it was not enough to cover the increased costs. To ensure the increased costs were balanced in the budget, LAVTA utilized a greater amount of TDA revenue each year, resulting in the need to utilize 73% more TDA revenue in FY 2015 than FY 2013.

Figure 54 Paratransit Performance Metrics

Measure	2013	2014	2015	3-Year Average
Total Fare Revenue	\$173,817	\$196,974	\$203,821	\$574,612
% Change	-	13.3%	3.5%	17.3%
Total TDA Revenue	\$410,101	\$519,139	\$709,263	\$1,638,502
% Change	-	26.6%	36.6%	72.9%
TDA Revenue per Trip	\$9.80	\$11.87	\$15.27	\$12.31
% Change	-	21.2%	28.7%	55.9%
Total Trips	41,855	43,731	46,441	44,009
% Change	-	4.5%	6.2%	11.0%
Operating Cost per Trip	\$28.80	\$31.23	\$35.21	\$31.74
% Change	-	8.4%	12.8%	22.3%
Total Cost	\$1,205,257	\$1,365,572	\$1,635,154	\$1,401,994
% Change	-	13.3%	19.7%	35.7%
Farebox Recovery Ratio	14%	14%	12%	13.44%
% Change	-	0.0%	-2.0%	-13.6%

It is expected that the number of trips will only increase into the near future, which is not sustainable to LAVTA's operations as funding sources diminish and change. Staff is currently considering a comprehensive assessment of paratransit services in the Tri-Valley to evaluate the paratransit service delivery model which will provide a plan of action in creating a more sustainable paratransit service. The assessment will include a market analysis, peer review, community outreach, utilization analysis, ridership forecasts, and recommendations for modification.

The following is an excerpt from a staff report presented on October 5, 2015 regarding the areas that may be examined in the paratransit comprehensive assessment.

- **Service Area:** *The Americans with Disabilities Act (ADA) requires that complementary paratransit services be provided no less than 3/4 miles from a fixed-route bus line. LAVTA's paratransit service area is extended to all the cities in the Tri-Valley, and as far north as San Ramon medical center, beyond the 3/4 mile boundary of the fixed route system.*
- **Functional Assessments:** *ADA allows agencies to assess the passenger's ability to utilize (or not utilize) the fixed-route bus system based on trip purpose. Currently, LAVTA certifies a passenger as ADA eligible with an application signed by their doctor. However, many other agencies who provide paratransit service require in-person functional assessments to determine whether a passenger may be eligible to ride fixed-route buses for particular trips.*

- **Subscription Trips:** ADA does not require that an agency offer subscription trips, which are trips that are scheduled to occur at regular intervals (i.e. once per week) that do not require the customer to call and make a reservation. The majority of the current subscription trips are for adult daycare programs and dialysis.
- **Group Trips:** Providing group trips to and from the social service centers and activity sites could be examined.
- **Negotiating Pickup Time:** Currently, a paratransit trip can be scheduled at any time requested by the passenger and pickups occur within a 30-minute window. ADA allows for an agency to negotiate a pick-up time up to one hour before and after the requested time.
- **Fare:** The current fare to ride Paratransit is \$3.50. ADA allows agencies to charge up to double the base fixed route fare for paratransit trips. LAVTA may want to explore a fare increase for paratransit trips.

Figure 55 presents qualitative service standards that LAVTA holds to its paratransit contractors, which is called the Service Quality Standard Index (SQSI); it contains four metrics. The contractor is awarded a bonus or given a penalty each quarter based on whether they meet the SQSI per quarter. In FY 2013 and FY 2014, the contractor was ALC (American Logistics Company) and the quarterly bonus and penalty for SQSI was only based on a single metric: Valid Complaints per 1,000 passengers. Currently, quarterly bonus and penalty for SQSI necessitates the contractor to meet four out of four metrics. As of FY 2015, the paratransit contractor is MTM (Medical Transportation Management). They were able to meet three out of four metrics; MTM did not answer phone calls within 60 seconds 95% of the time, which resulted in some quarterly penalties. LAVTA will continue to hold its paratransit contractors to these standards throughout the SRTTP period.

Figure 55 Paratransit Service Standards

Measure	Service Standard	2013	2014	2015
Valid Complaints per 1,000 Passengers	Less than 1.0	2.1	2.15	0.24
	Standard Met?	No	No	Yes
On Time Performance	Greater than 95%	94%	95%	97%
	Standard Met?	No	Yes	Yes
Phone Calls Answered within 60 seconds	Greater than 95% of the time	97%	92%	80%
	Standard Met?	Yes	No	No
Preventable Accidents per 100,000 Miles	Less than 1.0	0.00	0.00	0.02
	Standard Met?	Yes	Yes	Yes

## OTHER MTC PERFORMANCE RELATED CATEGORIES

### Equipment and Facility Deficiencies/Remedies

LAVTA's capital assets include its bus fleet, its Rutan Maintenance/ Operations/ Administration Facility (MOA), Atlantis Court bus staging facility, 90 bus stops, and one transit center (in

Downtown Livermore). The MOA facility includes a bus probing area that fuels and washes the bus fleet, allowing for clean and well maintained vehicles.

LAVTA does not foresee significant deficiencies with its equipment or facilities during the SRTP period. The agency expects its fleet to remain at the same size during this period; the existing facilities would be able to accommodate more vehicles should there be a need.

## **Community-Based Transportation Planning Program (CBTP)**

LAVTA does not have any CBTP or welfare-to-work programs. Low-income projects and services that have received lifeline funding include bus stop improvements and Route 14 service.

## **Title VI and Equity Policies**

LAVTA operates its services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. LAVTA's latest Title VI Program was submitted on April 1, 2013 and includes the following sections to comply with FTA Circular 4702.1B:

- Notify beneficiaries of protection under Title VI
- Title VI discrimination complaint procedures
- Title VI investigations, complaints, and lawsuits records
- Public participation plan
- Language assistance to persons with limited English proficiency
- Racial breakdown of LAVTA's appointed committees
- Reporting subrecipient compliance (not applicable)
- Equity analysis for the location of new construction (not applicable)
- Fixed-route transit provider requirements
  - System wide service standards
  - Systemwide policies

## **FTA Triennial Review**

LAVTA completed the FTA Triennial Review in March 2015. The review focused on 17 areas; 10 deficiencies within the following 7 areas were found:

- Technical Capacity
- Maintenance
- ADA
- Procurement
- DBE
- Planning/Program of Projects
- Charter Bus

These deficiencies were not found in previous FTA Triennial Reviews. In response to the review, LAVTA has taken the following corrective actions:

- LAVTA submitted to FTA regional office procedures for spending older funds first, tracking projects, identifying project balances, reprogramming the unused project funds to other projects, or closing out the projects.
- LAVTA submitted to FTA regional office a revised facility/equipment maintenance program.
- LAVTA submitted to the Regional Civil Rights Officer procedures for monitoring its operations for compliance with required ADA service provisions. In addition, fixed-route contractor training and inspection forms have been updated to include appropriate ADA compliance and were also submitted for review.
- LAVTA submitted to the Regional Civil Rights Officer procedures for its ADA eligibility appeals process to meet the regulatory requirements.
- LAVTA provided the FTA regional office documentation that it has updated its procurement process to include development of independent cost estimates prior to receipt of bids or proposals. For the next procurement, LAVTA will submit to the FTA regional office documentation that the required process was implemented.
- LAVTA submitted to the FTA regional office procedures to search the System of Award Management (SAM) website before entering into applicable transactions. For the next procurement, the grantee must submit to that same office documentation that the required process was implemented.
- LAVTA submitted a missing Uniform Report of DBE Awards or Commitments and Payments in TEAM-Web. It also submitted to the Regional Civil Rights Officer an implemented procedure to ensure that future reports are submitted on time.
- LAVTA submitted documentation to the Regional Civil Rights Officer to demonstrate that it has implemented a corrective action plan establishing specific steps and milestones to correct problems related to DBE goal achievement analysis.
- LAVTA submitted to FTA regional office language relating to the program of projects public participation procedures and a listing of designated recipient transit operators.
- LAVTA submitted a missing quarterly report in TEAM-Web related to charter buses. It also submitted to the FTA regional office procedures for completing the required reports for all applicable exceptions on time.

## **Environmental Justice**

To ensure that service and fare changes are not disproportionately impacting any populations within the LAVTA service area, extensive public outreach and involvement is performed prior to any major service change or fare increase.

The most recent public outreach and involvement process occurred in October 2015 was to present proposed alternative service scenarios for the LAVTA route network as part of the Wheels Forward planning effort (or Comprehensive Operational Analysis). Three workshops were held at various locations in the Tri-Valley area including one meeting each in Dublin, Livermore, and Pleasanton. All venues were ADA accessible, and interpreters were available with advance notification.

To advertise these events, flyers were posted in the communities, on buses, at bus stops, and at transit facilities the weeks before the meetings. Meeting advertisements were provided in English, Spanish, and Mandarin. Information about the proposed service scenarios was available in

English and Spanish on the LAVTA website. Radio advertisements and newspaper notices were also incorporated into the public outreach. Based on input from the community, LAVTA created a recommended service change plan. This plan will be presented to the LAVTA Board of Directors in February 2016, and a public hearing will be conducted in March 2016. As a public hearing, public comment on the service changes will be taken prior to the Board of Directors voting on adopting the plan. The plan is expected to be in front of the Board for approval in April 2016.



## 6 OPERATIONS PLAN & BUDGET

### OPERATIONS PLAN

#### Introduction

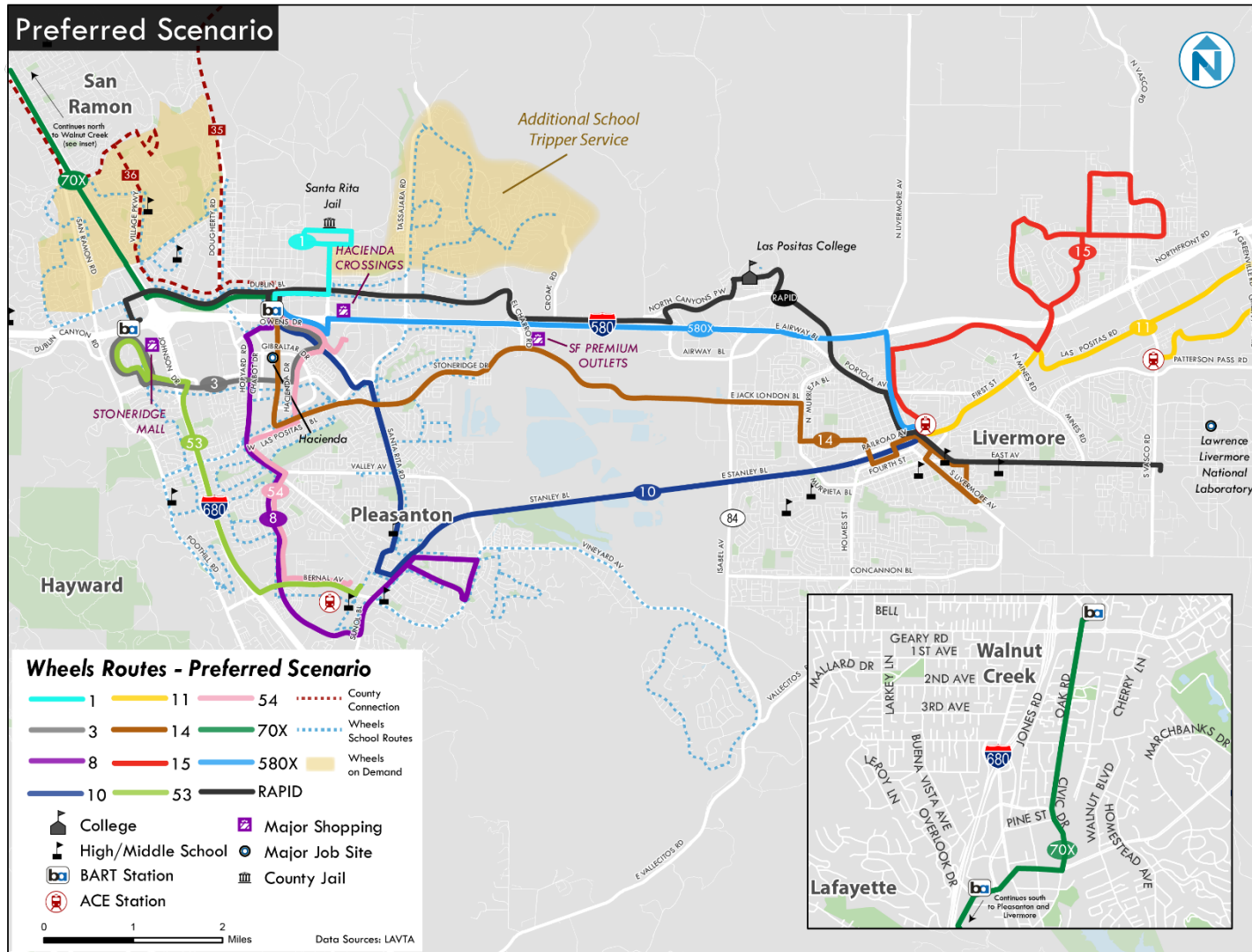
As a result of the Comprehensive Operational Analysis (COA), to be completed in 2016, LAVTA is planning a series of service changes to improve ridership and utilization. Four common themes guided the development of the service changes:

- Improve ridership and farebox recovery ratio of the Rapid
- Improve access to BART
- Reduce duplication of service
- Simplify the service

A map of the future service network is shown on the following page, and route-by-route changes are described in the following section.

**SHORT RANGE TRANSIT PLAN FY 2016 – 2025 | SERVICE STANDARDS**  
 Livermore Amador Valley Transportation Authority

Figure 56 Future LAVTA Network Map



## Local Routes

### 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 - Midnight	5:15 - Midnight	5:15 - Midnight

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 8**

#### Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 a.m. - 9:00 p.m.	8:00 a.m. - 9:00 p.m.	8:00 a.m. - 9:00 p.m.

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:

- **Delete Route 2 due to low ridership**
- **Replace Route 2 with a demonstration project named *Wheels-On-Demand***, which will utilize real-time, dynamic ridesharing in the East Dublin area instead of a large, fixed-route bus.
- **Add school tripper trips in the area currently served by Route 2** to replace service to Fallon Middle School.

### 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. Additional replacement service would be provided by the “*Wheels on Demand*” demonstration project.
- **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**
- **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 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.

Headways (min)	Weekday	Saturday	Sunday
AM peak	45	40	40
Midday	45	40	40
PM peak	45	40	40
Evening	45	40	40
Night (after 9 pm)	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**
- **Expand span of service until 9 p.m. on Sundays**

### Span and Headway

	Weekday	Saturday	Sunday
Span of Service	6:00 a.m. - 9:00 p.m.	8:00 a.m. - 9:00 p.m.	8:00 a.m. - 9:00 p.m.

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.**

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Span and Headway**

	Weekday	Saturday	Sunday
Span of Service	4:30 a.m. - 1:00 a.m.	5:30 a.m. - 1:00 a.m.	6:00 a.m. - 1:00 a.m.

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

**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	6:00 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 p.m.	-	-

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 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 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.

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:

- **Operate every 30 minutes during midday weekday periods** – This will improve frequency for Route 15 riders and improve transfers between Route 15 and other routes, such as Route 10, at Livermore Transit Center.
- **Modify alignment to improve route directness** - Route 15 should have a minor realignment to operate on Junction Ave to N. Livermore Ave.

#### **Span and Headway**

	Weekday	Saturday	Sunday
Span of Service	5:00 a.m. – Midnight	6:00 a.m. – 10:00 p.m.	7:00 a.m. – 9:00 p.m.

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	-

### **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.
- **Two alternatives are proposed for Route 20X riders:**
  - **A new Route 580X would provide non-stop service between BART and the Livermore Transit Center.** At the Livermore Transit Center, connections to the Lawrence Livermore National Laboratory would be available via the Rapid and connections to the industrial area along Los Positas would be available via Route 11.
  - **BART-Based Vanpool Service**– Alternatively, Route 20X service can be provided with a BART-Based vanpool service. A vanpool(s) would be better able to match times with BART and be able to distribute riders within the Lab itself. Vans would have reserved parking at BART.

### 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.** The restructured Route 14 would serve the Civic Center/Library stop every 30 minutes during the afternoon peak times, which would remove the need to operate Route 51.

### Route 53 Pleasanton ACE Station to W. BART

Route 53 provides a peak-hour connection 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	5:30 a.m. – 8:45 a.m. 4:00 p.m. – 7:15 p.m.	-	-

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 between the BART and ACE stations would stop at Rosewood Commons to provide a direct connection between the employment site and BART.
- **Route 54 would continue to meet the ACE trains it currently meets.**

**Span and Headway**

	Weekday	Saturday	Sunday
Span of Service	6:50 a.m. – 8:30 a.m. 3:45 p.m. – 6:30 p.m.	-	-

Headways (min)	Weekday	Saturday	Sunday
AM peak	2 trips	-	-
Midday	-	-	-
PM peak	3 trips	-	-
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 Route 70XV** – Route 70XV does not show the ridership to support a separate targeted trip. Existing Route 70XV riders can utilize Route 70X and transfer to the Rapid or Route 3 to access their destinations.

**Span and Headway**

	Weekday	Saturday	Sunday
Span of Service	5:45 a.m. – 9:00 p.m. 4:00 p.m. – 7:00 p.m.	-	-

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

**Route 580X Livermore to BART Express**

In order to better connect Livermore residents to BART, and address concerns regarding parking availability at BART, a new Route 580X should be operated, connecting the Livermore Transit Center and BART.

Route 580X would operate on weekdays only, providing non-stop service between these two transit centers. Route 580X would utilize the HOT lanes on I-580 to improve speed and reliability between these two destinations.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

During weekday midday and evening periods, patrons who have either walked to or parked their vehicle at the Livermore Transit Center would have the option of returning to the Livermore Transit Center with the Rapid route.

**Span and Headway**

	Weekday	Saturday	Sunday
Span of Service	5:30 a.m. – 8:30 a.m. 4:00 p.m. – 7:00 p.m.	-	-

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

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

## Local-Route Summary

Figure 57 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
Rapid	15	15	15	15	15	-	-	-	15	15	15	15	30	60	60	60
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	60	60	60	60
Route 20X	-	45	-	45	-	-	-	-	-	-	-	-	-	-	-	-
Route 51	-	-	-	30	30	-	-	-	-	-	-	-	-	-	-	-
Route 53	-	25-75	-	60	-	-	-	-	-	25 - 75	-	60	-	-	-	-
Route 54	-	65 – 75	-	60	-	-	-	-	-	2 trips	-	3 trips	-	-	-	-
Route 70X/70XV	-	30	-	30	-	-	-	-	-	30	-	30	-	-	-	-
Route 580X	-	-	-	-	-	-	-	-	-	30	-	30	-	-	-	-

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 58 Existing and Proposed Service Spans**

Route	Existing			Proposed		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
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 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.	-	-	6:00 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 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.	5:00 a.m. – Midnight	6:00 a.m. – 10:00 p.m.	7:00 a.m. – 9:00 p.m.
Route 20X	6:15 a.m. – 9:54 a.m. 3:52 p.m. – 6:36 p.m.	-	-	-	-	-
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.	-	-	5:30 a.m. – 8:45 a.m. 4:00 p.m. – 7:15 p.m.	-	-
Route 54	5:36 a.m. – 8:23 a.m. 3:47 p.m. – 6:19 p.m.	-	-	6:50 a.m. – 8:30 a.m. 3:45 p.m. – 6:30 p.m.	-	-
Route 70X/70XV	5:43 a.m. – 8:53 a.m. 4:00 p.m. – 7:10 p.m.	-	-	5:45 a.m. – 9:00 p.m. 4:00 p.m. – 7:00 p.m.	-	-
Route 580X	-	-	-	5:30 a.m. – 8:30 a.m. 4:00 p.m. – 7:00 p.m.	-	-

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 59 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
Rapid	125	-	-	10	-	-	123	38	38	9	2	2
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	-	-	-	-	-	-	-	-
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	-	-
<b>Total</b>	<b>410</b>	<b>188</b>	<b>114</b>	<b>40</b>	<b>13</b>	<b>8</b>	<b>395</b>	<b>170</b>	<b>167</b>	<b>35</b>	<b>11</b>	<b>11</b>

## School Routes

Several changes to school routes are proposed. In Livermore, all three school routes (401, 402, and 403) are proposed for elimination, as students prefer to utilize the Rapid, Route 10, Route 15 and others that provide quality transportation to Livermore middle and high schools.

In Dublin, an additional route that will provide service to high school students traveling from east Dublin to Dublin High School is proposed. The exact routing is being developed with input from the Dublin School District.

No changes to school routes are planned for the Pleasanton area.

## **Wheels on Demand**

A demonstration project is proposed to provide subsidized trips on taxi and Transportation Network Company (TNC) services to and from designated areas in Dublin. 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. Under this program, users traveling to or from designated areas in Dublin, which are shown in Figure 56, would receive a subsidy towards their taxi or TNC trips.

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 program.

## **Paratransit**

Wheels operates ADA paratransit service for people who cannot use the fixed route bus system in Livermore, Dublin, Pleasanton, and surrounding unincorporated areas of Alameda County. The service is available wherever and whenever fixed-route service is operating. As an exception, service is also provided to and from the San Ramon Medical Center and to the V.A. hospital in Livermore if one end of the trip is in Livermore, Dublin, or Pleasanton.

No significant changes to paratransit service are planned at this time. However, LAVTA staff is examining a variety of potential changes to the paratransit program to manage costs, which have increased significantly in recent years due to increased ridership. In the future, changes may be made to eligibility, trip negotiation, trip subscription allowances, and other components of the paratransit service.

## **OPERATIONS BUDGET**

This section summarizes the operating budget for the SRTP period. Fixed-route and paratransit budgets are presented separately.

### **Fixed-Route Budget**

Figure 60, Figure 61, and Figure 62 display the budgeted fixed-route expenses, operating characteristics, and revenues from FY 2016 through 2025. TDA 4.0 funds are assumed to balance the budget over the course of the SRTP period. Three-year retrospectives are shown in Tables 5-6 on the pages following the budget.



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 60 Fixed-Route Expense Budget for SRTP Period (FY 2016-2025)

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Labor (b)</b>	\$1,208,506	\$1,229,051	\$1,249,944	\$1,268,694	\$1,286,455	\$1,303,179	\$1,322,727	\$1,342,568	\$1,364,049	\$1,387,238
<b>Fringe Benefits (c)</b>	\$648,575	\$749,721	\$762,466	\$773,903	\$784,738	\$794,939	\$806,863	\$818,966	\$832,070	\$846,215
<b>Services (e)</b>	\$1,033,335	\$1,050,902	\$1,068,767	\$1,086,936	\$1,105,414	\$1,124,206	\$1,143,318	\$1,162,754	\$1,182,521	\$1,202,624
<b>Fuel and Lube (d)</b>	\$1,541,300	\$1,564,754	\$1,603,996	\$1,662,412	\$1,715,543	\$1,774,493	\$1,837,654	\$1,892,894	\$1,949,194	\$2,010,260
<b>Utilities (f)</b>	\$260,880	\$262,856	\$265,850	\$268,337	\$270,167	\$271,666	\$274,714	\$275,898	\$278,974	\$279,431
<b>Insurance (e)</b>	\$527,048	\$536,008	\$545,120	\$554,387	\$563,812	\$573,396	\$583,144	\$593,058	\$603,140	\$613,393
<b>Purchased Transportation (a)</b>	\$8,855,346	\$8,868,596	\$9,316,030	\$9,370,367	\$9,631,801	\$9,900,528	\$10,176,753	\$10,460,684	\$10,752,537	\$11,052,533
<b>LAVTA Administration and Legal (b)</b>	\$492,349	\$500,719	\$509,231	\$516,870	\$524,106	\$530,919	\$538,883	\$546,966	\$555,718	\$565,165
<b>Total</b>	<b>\$14,567,339</b>	<b>\$14,762,606</b>	<b>\$15,321,406</b>	<b>\$15,501,906</b>	<b>\$15,882,035</b>	<b>\$16,273,327</b>	<b>\$16,684,056</b>	<b>\$17,093,788</b>	<b>\$17,518,202</b>	<b>\$17,956,858</b>

Notes:

- (a) Current contract escalators through end of option years- remaining years are calculated using the last year's escalator. FY17-18 includes \$200,000 to account for potential startup costs associated with a new contractor
- (b) Increase based on CPI projections from California DOT
- (c) Assume 61% of labor costs based on analysis of prior benefit trends
- (d) Based on projected increases in prices from Energy Information Administration
- (e) Assumed to increase by 1.7% a year
- (f) Based on projected increases for commercial electricity from Energy Information Administration

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 61 Fixed-Route Operating Characteristics

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Revenue Hours</b>	125,706	125,706	125,706	125,706	125,706	125,706	125,706	125,706	125,706	125,706
<b>Deadhead hours</b>	12,660	12,660	12,660	12,660	12,660	12,660	12,660	12,660	12,660	12,660
<b>Ridership(a)</b>	1,652,151	1,652,151	1,734,759	1,769,454	1,804,843	1,840,940	1,877,758	1,915,314	1,953,620	1,992,692
<b>% Ridership Increase</b>	0%	0%	5%	2%	2%	2%	2%	2%	2%	2%
<b>Average Fare Per Passenger</b>	\$1.17	\$1.18	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.17	\$1.16
<b>Passenger per Revenue Hour</b>	13.1	13.1	13.8	14.1	14.4	14.6	14.9	15.2	15.5	15.9
<b>Farebox Recovery Ratio</b>	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
<b>Cost per Hour</b>	\$115.88	\$117.44	\$121.88	\$123.32	\$126.34	\$129.46	\$132.72	\$135.98	\$139.36	\$142.85

Notes:

(a) Ridership forecast to increase by 5% in FY17-18 due to Comprehensive Operational Analysis service changes, and then 2% per year thereafter

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 62 Fixed-Route Revenue Budget for SRTP Period (FY 2016-2025)

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Passenger Fares (a)</b>	\$1,603,894	\$1,603,894	\$1,684,089	\$1,717,770	\$1,752,126	\$1,787,168	\$1,822,912	\$1,859,370	\$1,896,557	\$1,934,489
<b>Business Parks (b)</b>	\$141,504	\$143,910	\$146,356	\$148,551	\$150,631	\$152,589	\$154,878	\$157,201	\$159,717	\$162,432
<b>Special Contract Fares (b)</b>	\$195,001	\$198,316	\$201,687	\$204,713	\$207,579	\$210,277	\$213,431	\$216,633	\$220,099	\$223,841
<b>Interest (c)</b>	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Concessions (b)</b>	\$38,500	\$39,155	\$39,820	\$40,417	\$40,983	\$41,516	\$42,139	\$42,771	\$43,455	\$44,194
<b>Advertising (d)</b>	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<b>STA (e)</b>	\$1,083,797	\$1,280,646	\$1,390,651	\$1,510,086	\$1,639,788	\$1,780,630	\$1,843,989	\$1,909,602	\$1,977,548	\$2,047,914
<b>STA Lifeline</b>	\$194,324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>BART Subsidy (f)</b>	\$622,455	\$638,819	\$655,614	\$672,850	\$690,540	\$706,065	\$721,939	\$738,171	\$754,767	\$771,736
<b>Measure B Express Bus (g)</b>	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Measure B and BB (h)</b>	\$1,515,343	\$1,555,172	\$1,596,066	\$1,638,023	\$1,681,088	\$1,718,884	\$1,757,535	\$744,163	\$760,896	\$778,006
<b>JARC and New Freedom/5310 (i)</b>	\$64,517	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>RM2 (j)</b>	\$0	\$580,836	\$580,836	\$580,836	\$580,836	\$580,836	\$580,836	\$580,836	\$580,836	\$580,836
<b>TFCA (k)</b>	\$126,250	\$138,875	\$152,763	\$168,039	\$184,843	\$203,327	\$223,660	\$246,026	\$270,628	\$297,691
<b>FTA</b>	\$43,683	\$884,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TDA 4.0 Funds needed to balance budget</b>	8,886,071	7,148,783	8,823,524	8,770,620	8,903,621	9,042,034	9,272,737	10,549,015	10,803,698	11,065,720
<b>Total Revenues</b>	<b>\$14,567,339</b>	<b>\$14,762,606</b>	<b>\$15,321,406</b>	<b>\$15,501,906</b>	<b>\$15,882,035</b>	<b>\$16,273,327</b>	<b>\$16,684,056</b>	<b>\$17,093,788</b>	<b>\$17,518,202</b>	<b>\$17,956,858</b>
<b>Total Expenditures</b>	<b>\$14,567,339</b>	<b>\$14,762,606</b>	<b>\$15,321,406</b>	<b>\$15,501,906</b>	<b>\$15,882,035</b>	<b>\$16,273,327</b>	<b>\$16,684,056</b>	<b>\$17,093,788</b>	<b>\$17,518,202</b>	<b>\$17,956,858</b>
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Notes:

- (a) Assumes no fare increase
- (b) Increases based on CPI
- (c) Interest calculation: Assume zero interest as analysis fees offset interest.
- (d) Based on current contract, and assumes that bus wraps are no longer used
- (e) Assumes STA program per MTC projections(plan Bay Area) with a one year budgeting lag
- (f) BART's payments to LAVTA for providing feeder bus service to BART. Assumes contributions increase at the same rate as TDA 4.0
- (g) Forecasts based on ACTC estimates of amounts available and historical receipts.
- (h) Forecasts based on FY15 projections and escalated at the same rate as TDA. Measure B sunsets after FY 21-22.
- (i) JARC, New Freedom, 5310 funds through a competitive grant process
- (j) RM2 funds for BRT service reinstated in FY17
- (k) Increases by 10% a year

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 63 Three-Year Retrospective of Fixed-Route Expenses

Category	ACTUAL FY 12-13	ACTUAL FY 13-14	ACTUAL FY 14-15	3-Year % Growth
Labor	\$949,800	\$1,069,649	\$972,179	2.4%
Fringe Benefits	\$564,112	\$506,587	\$443,442	-21.4%
Services	\$673,883	\$477,244	\$680,447	1.0%
Purchased Transportation	\$8,078,745	\$8,272,858	\$8,416,907	4.2%
Fuel, Parts, Supplies, and Other Operation Costs	\$1,766,792	\$1,981,054	\$1,494,411	-15.4%
Insurance (a)	\$73,613	\$469,474	\$417,526	467.2%
Administration and Legal	\$226,415	\$285,693	\$308,161	36.1%
<b>Total</b>	<b>\$12,333,360</b>	<b>\$13,062,559</b>	<b>\$12,733,073</b>	<b>3.2%</b>

Notes:

(a) Insurance expenses increased in FY 13-14 because LAVTA chose to exercise a large credit against the FY12-13 premium

Over the past three years, LAVTA's expenses increased in FY 2014, but then decreased in FY2015, leading to a modest 3.2% increase over the period. Reductions in the expense categories of fringe benefits, and fuels, parts, supplies, and other operation costs allowed LAVTA to reduce expenses in FY 2015 by \$329,486 (from FY 2014). LAVTA will continue to work toward additional reductions in expenses and/or increasing revenue sources for the SRTP period to ensure the budget remains balanced.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 64 Three-Year Retrospective of Fixed-Route Revenue

Category	ACTUAL FY 12-13	ACTUAL FY 13-14	ACTUAL FY 14-15	3-Year % Growth
Fares	\$1,787,567	\$1,723,635	\$1,781,547	-0.3%
Special Contract Revenue (a)	\$521,441	\$286,085	\$268,485	-48.5%
Advertising	\$222,653	\$245,295	\$307,378	38.1%
Interest and Miscellaneous	\$5,608	\$58,918	\$90,673	1,516.9%
TDA 4.0	\$3,546,783	\$3,504,695	\$5,168,806	45.7%
STA	\$1,944,252	\$1,669,277	\$1,802,747	-7.3%
Local Operating Assistance	\$208,538	\$36,347	\$176,611	-15.3%
FTA	\$1,897,680	\$2,993,915	\$579,080	-69.5%
Local Sales Tax - Measure B - Allocations	\$793,899	\$816,561	\$851,519	7.3%
Local Sales Tax - Measure B - Grants	\$741,551	\$1,000,000	\$1,000,000	34.9%
Local Sales Tax - Measure BB - Allocations	\$0	\$0	\$125,391	100.0%
Bridge Tolls	\$663,388	\$727,831	\$580,836	-12.4%
<b>Total</b>	<b>\$12,333,360</b>	<b>\$13,062,559</b>	<b>\$12,733,073</b>	<b>3.2%</b>

Notes:

- (a) Special Contract Revenue was higher in FY 12-13 than in other years because a developer obtained a one-time grant that was passed through to LAVTA

LAVTA has maintained appropriate revenue levels in the past several years, ensuring that expenses have been balanced. LAVTA will need to find solutions to attain additional revenue as sources diminish or become unavailable. From FY 2013 to FY 2015, certain revenue sources declined, including FTA funds, which were received due to the deferment of vehicle replacements. During those years, LAVTA had additional FTA funds from bus deferments that were used for operating expenses in order to increase TDA reserves. In order to balance the budget in the past three years, expenses were reduced, and LAVTA used revenue from advertising, interest and miscellaneous, TDA, and Measure B categories. LAVTA will continue to pursue revenue sources to maintain a balanced operational budget into the future.

## Paratransit Budget

Figure 65, Figure 66, and Figure 67 display paratransit expenses, operating characteristics, and revenue from FY 2016 through 2025. Three-year retrospectives are shown in Figure 68 and Figure 69. TDA 4.0 funds are assumed to balance the budget through FY 2023, and unsecured funding is assumed for FY 2024 and 2025.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 65 Paratransit Expense Budget for SRTP Period (FY 2016-2015)

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Labor (a)</b>	\$85,374	\$86,825	\$88,301	\$89,626	\$90,881	\$92,062	\$93,443	\$94,845	\$96,362	\$98,000
<b>Fringe Benefits (b)</b>	\$37,981	\$52,963	\$53,864	\$54,672	\$55,437	\$56,158	\$57,000	\$57,855	\$58,781	\$59,780
<b>Services (d)</b>	\$44,250	\$45,002	\$45,767	\$46,545	\$47,337	\$48,141	\$48,960	\$49,792	\$50,639	\$51,499
<b>Utilities (c)</b>	\$3,420	\$3,446	\$3,485	\$3,518	\$3,542	\$3,561	\$3,601	\$3,617	\$3,657	\$3,663
<b>Insurance (d)</b>	\$9,115	\$9,270	\$9,428	\$9,588	\$9,751	\$9,917	\$10,085	\$10,257	\$10,431	\$10,608
<b>Purchased Transportation (e)</b>	\$1,838,033	\$2,156,013	\$2,309,090	\$2,473,036	\$2,648,621	\$2,836,673	\$3,038,077	\$3,253,780	\$3,484,799	\$3,732,220
<b>LAVTA Administration and Legal (a)</b>	\$26,936	\$27,394	\$27,860	\$28,278	\$28,673	\$29,046	\$29,482	\$29,924	\$30,403	\$30,920
<b>Total</b>	<b>\$2,045,109</b>	<b>\$2,380,914</b>	<b>\$2,537,795</b>	<b>\$2,705,262</b>	<b>\$2,884,241</b>	<b>\$3,075,559</b>	<b>\$3,280,648</b>	<b>\$3,500,070</b>	<b>\$3,735,071</b>	<b>\$3,986,691</b>

Notes:

- (a) Increase based on CPI projections from California DOT
- (b) Assume 61% of labor costs based on analysis of prior benefit trends
- (c) Based on projected increases in prices from Energy Information Administration
- (d) Assumed to increase by 1.7% a year
- (e) Costs are on a per-trip basis. FY15-16 trips totals are estimated based on existing trip trends. Trip totals for future years are assumed to increase by 15% in FY17, then 5% each year thereafter. Cost per trip is assumed to increase by 2% each year.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 66 Paratransit Operating Characteristics

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Revenue Hours</b>	31,838	36,613	38,444	40,366	42,385	44,504	46,729	49,066	51,519	54,095
<b>Passenger Trips (a)</b>	56,542	65,023	68,274	71,688	75,273	79,036	82,988	87,137	91,494	96,069
<b>Ridership</b>	57,390	65,999	69,299	72,764	76,402	80,222	84,233	88,445	92,867	97,510
<b>% Ridership Increase</b>	27.6%	15.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
<b>Average Fare Per Passenger (b)</b>	\$3.15	\$3.38	\$3.60	\$3.60	\$3.60	\$3.60	\$3.60	\$3.60	\$3.60	\$3.60
<b>Passenger per Revenue Hour</b>	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
<b>Farebox Recovery Ratio (W/ Special Contract)</b>	10%	11%	11%	11%	11%	10%	10%	10%	10%	10%
<b>Cost per Hour</b>	\$70.28	\$72.38	\$76.00	\$78.28	\$80.63	\$84.66	\$87.20	\$89.82	\$92.52	\$95.29

Notes:

- (a) FY15-16 trips totals are estimated based on existing trip trends. Trip totals for future years are assumed to increase by 15% in FY17, then 5% each year thereafter.
- (b) A mid-year FY16-17 fare increase is assumed from \$3.50 to \$4.00

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 67 Paratransit Revenue Budget for SRTP Period (FY 2016-2015)

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Passenger Fares (a)</b>	\$180,779	\$222,745	\$249,475	\$261,949	\$275,046	\$288,798	\$303,238	\$318,400	\$334,320	\$351,036
<b>Special Contract Fares</b>	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600	\$33,600
<b>TDA 4.5 (b)</b>	\$129,379	\$123,457	\$126,790	\$130,214	\$133,729	\$136,805	\$139,952	\$143,171	\$146,464	\$149,832
<b>STA Regional Paratransit (b)</b>	\$49,123	\$46,875	\$48,140	\$49,440	\$50,775	\$51,943	\$53,137	\$54,359	\$55,610	\$56,889
<b>Measure B and BB Paratransit (c)</b>	\$442,073	\$453,692	\$465,622	\$477,863	\$490,426	\$501,452	\$512,728	\$319,154	\$326,331	\$333,669
<b>FTA</b>	\$350,965	\$340,965	\$362,736	\$373,649	\$384,837	\$396,414	\$408,274	\$420,532	\$433,087	\$446,148
<b>TDA 4.0 Funds</b>	\$859,191	\$1,159,580	\$1,251,431	\$1,378,548	\$1,515,828	\$1,666,546	\$1,829,719	\$2,210,853	\$234,381	\$226,236
<b>Funding Not Secured</b>	-	-	-	-	-	-	-	-	\$2,171,279	\$2,389,281
<b>Total Revenues</b>	<b>\$2,045,109</b>	<b>\$2,380,914</b>	<b>\$2,537,795</b>	<b>\$2,705,262</b>	<b>\$2,884,241</b>	<b>\$3,075,559</b>	<b>\$3,280,648</b>	<b>\$3,500,070</b>	<b>\$3,735,071</b>	<b>\$3,986,691</b>
<b>Total Expenditures</b>	<b>\$2,045,109</b>	<b>\$2,380,914</b>	<b>\$2,537,795</b>	<b>\$2,705,262</b>	<b>\$2,884,241</b>	<b>\$3,075,559</b>	<b>\$3,280,648</b>	<b>\$3,500,070</b>	<b>\$3,735,071</b>	<b>\$3,986,691</b>
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Notes:

- (a) A mid-year FY16-17 fare increase is assumed from \$3.50 to \$4.00
- (b) Assumed continuation of STA program, revenue estimates from Plan Bay Area
- (c) Forecasts based on FY15 projections and escalated at the same rate as TDA. Measure B sunsets after FY 21-22.



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 68 Three-Year Retrospective of Paratransit Expenses

Category	ACTUAL FY 12-13	ACTUAL FY 13-14	EST/ACT FY 14-15	3-Year % Growth
Labor	\$70,676	\$80,730	\$82,332	16.5%
Fringe Benefits	\$35,287	\$30,062	\$31,254	-11.4%
Services	\$15,547	\$32,440	\$12,695	-18.3%
Purchased Transportation	\$1,064,120	\$1,194,535	\$1,480,075	39.1%
Fuel, Parts, Supplies, and Other Operation Costs	\$3,465	\$3,579	\$4,517	30.4%
Insurance	\$0	\$1,953	\$2,152	100.0%
Administration and Legal	\$16,162	\$22,273	\$22,129	36.9%
<b>Total</b>	<b>\$1,205,257</b>	<b>\$1,365,572</b>	<b>\$1,635,154</b>	<b>35.7%</b>

Paratransit expenses have grown significantly over the past three years. Most of the categories of expenses increased significantly, contributing to a total growth of 35.7%. The only categories of expenses that were reduced were fringe benefits and services. At the current expense growth rate, the paratransit budget is not sustainable. This will be especially true with diminishing revenue sources and without any plans to make changes to services, fare structure, and/or ridership. Accordingly, staff is working on a variety of changes to the paratransit program to manage costs, including eligibility, trip negotiation, fares, and trip subscription allowances. Additionally, staff is expected to complete a comprehensive assessment of the Wheels Paratransit service delivery model assessment in FY17.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 69 Three-Year Retrospective of Paratransit Revenue

Category	ACTUAL FY 12-13	ACTUAL FY 13-14	EST/ACT FY 14-15	3-Year % Growth
Fares	\$147,025	\$163,730	\$174,870	18.9%
Special Contract Revenue	\$26,792	\$33,244	\$28,951	8.1%
Advertising	\$0	\$0	\$0	0.0%
Interest and Miscellaneous	\$0	\$0	\$0	0.0%
<b>TDA 4.0</b>	<b>\$410,101</b>	<b>\$519,139</b>	<b>\$709,263</b>	<b>72.9%</b>
<b>TDA 4.5</b>	<b>\$98,270</b>	<b>\$110,519</b>	<b>\$123,138</b>	<b>25.3%</b>
<b>STA</b>	<b>\$66,997</b>	<b>\$72,846</b>	<b>\$74,130</b>	<b>10.6%</b>
<b>FTA</b>	<b>\$304,235</b>	<b>\$312,968</b>	<b>\$315,862</b>	<b>3.8%</b>
Local Sales Tax - Measure B - Allocations	\$149,807	\$153,126	\$158,020	5.5%
Local Sales Tax - Measure B - Grants	\$2,030	\$0	\$0	-100.0%
Local Sales Tax - Measure BB - Allocations	\$0	\$0	\$50,920	100.0%
<b>Total</b>	<b>\$1,205,257</b>	<b>\$1,365,572</b>	<b>\$1,635,154</b>	<b>35.7%</b>

Over the past three years, LAVTA has used increasing levels of TDA 4.0 fixed route funds to balance the budget, with three year growth of 72.9%. LAVTA will continue to pursue paratransit funding sources to ensure the budget is balanced throughout the SRTP period.

## Summary

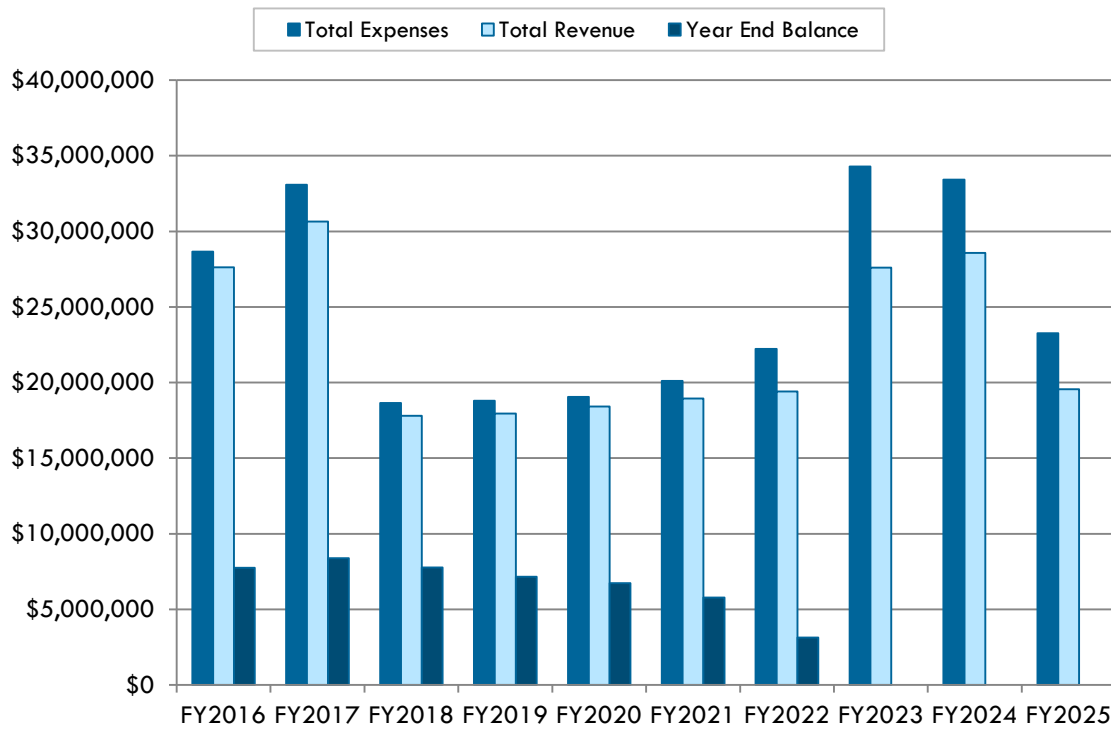
Projected expenses, revenues, and reserves for the SRTP are illustrated in Figure 70 and Figure 71. As shown below, expenses are projected to be greater than revenues from TDA 4.0 and other sources in each of the years, leading to declining reserves. Through FY22, reserves are projected to be sufficient to offset the difference between revenues and expenses, but starting in FY23, reserves would be extinguished, and LAVTA would no longer be able to balance its budget without decreased expenses or increased revenues.

LAVTA will pursue strategies to achieve a balanced budget. These strategies may include:

- Reduce expenses/costs (e.g. paratransit)
- Increase current revenue sources (e.g. fares, advertising, contract services)
- Pursue other revenue sources (e.g. new local taxes, grants, etc.)

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 70 Ten Year Total Revenues versus Expenses with Cumulative Reserve Balances



**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 71 TDA 4.0 Reserve Balance

Category	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25
<b>Prior Year TDA Carryover</b>	\$8,349,000	\$10,490,754	\$8,377,374	\$7,764,143	\$7,157,353	\$6,736,800	\$5,784,126	\$3,133,048	\$0	\$0
<b>TDA 4.0 Interest earned on reserves (Alameda Cty)</b>	\$250,470	\$314,723	\$251,321	\$232,924	\$214,721	\$202,104	\$173,524	\$93,991	\$0	\$0
<b>TDA 4.0 Revenue Forecast</b>	\$8,899,101	\$9,304,213	\$9,555,427	\$9,813,423	\$10,078,386	\$10,310,189	\$10,547,324	\$10,789,911	\$11,038,079	\$11,291,956
<b>TDA 4.0 Usage:</b>										
<b>Operations</b>	\$9,745,262	\$8,308,363	\$10,074,955	\$10,149,168	\$10,419,450	\$10,708,580	\$11,102,455	\$12,759,869	\$11,038,079	\$11,291,956
<b>Capital (excludes prior year allocations)</b>	\$0	\$3,423,953	\$345,024	\$503,971	\$294,209	\$756,388	\$2,269,470	\$1,257,082	\$0	\$0
<b>Reserve Balance</b>	<b>\$7,753,309</b>	<b>\$8,377,374</b>	<b>\$7,764,143</b>	<b>\$7,157,353</b>	<b>\$6,736,800</b>	<b>\$5,784,126</b>	<b>\$3,133,048</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## 7 CAPITAL IMPROVEMENT PROGRAM

This chapter provides a 3-year retrospective overview of LAVTA's capital expenses and revenues, as well as a ten-year budget that is based on historical data, policies, guidelines, and vehicle prices set by MTC. The largest expenses in capital within the next ten years are expected to come from revenue fleet replacement, followed by major components rehab. FTA Section 5307 and TDA Article 4.0 are two of the major revenue sources that LAVTA is dependent on in balancing the ten-year capital improvement program budget.

Expenses within LAVTA's capital improvement program include the replacement, maintenance, and repair of: revenue and non-revenue vehicles (though significantly less often than years before), non-vehicle items (including equipment, furniture, IT, security, etc.), and facilities (MOA, Atlantis, bus stops, etc.). The budget's expenses and revenue do not reflect those associated with the construction of the Atlantis Facility. This facility's construction has been on hold for an extended number of years, and it is unknown how and when significant amounts of revenue will be attained to complete the facility.

Assumptions for the ten-year capital improvement program include:

- Fiscal years where revenue vehicles are expected to be replaced are: 2016, 2017, 2023, and 2024.
- Fiscal years where non-revenue vehicles are expected to be replaced are: 2017, 2020, 2022, 2023, 2024, and 2025.

### THREE-YEAR RETROSPECTIVE

Figure 72 shows a three-year retrospective of capital expenses. The largest total capital expense between FY 13 and FY 15 was from the construction of the Atlantis Facility. Costs for this project dropped significantly in the latter two years due to the lack of available funding and LAVTA's decision to put the construction on hold. Fewer capital expenses were required in the latter two years, and expenses were 93.7% lower in FY 2014-15 compared to FY 2012-13.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 72 Three-Year Retrospective of Capital Expenses**

Project	FY 12-13	FY 13-14	FY 14-15	3-Year Change
Atlantis Facility	\$4,702,258	\$92,798	\$1,025	-100.0%
BRT	\$600,641	\$46,470	\$44,736	-92.6%
Civic Center Driveway	\$9,125	\$0	\$0	-100.0%
<b>TOTAL SPECIALIZED</b>	<b>\$5,312,024</b>	<b>\$139,268</b>	<b>\$45,761</b>	<b>-99.1%</b>
Particulate Matter Retrofitting Program	\$58,312	\$0	\$0	-100.0%
Bus Shelters and Stops	\$19,808	\$223,204	\$119,372	502.6%
Radios	\$577,573	\$157,269	\$0	-100.0%
Office and Facility Equipment	\$50,097	\$143,757	\$165,029	229.4%
Non-Revenue Vehicles	\$6,632	\$35,657	\$0	-100.0%
Shop Repairs and Replacements	\$60,672	\$71,642	\$4,982	-91.8%
Rideo Bus Restoration	\$114,234	\$121,032	\$0	-100.0%
Major Component Rehab	\$1,211,058	\$852,387	\$0	-100.0%
Signage	\$0	\$18,742	\$0	-100.0%
IT upgrades and replacement	\$0	\$0	\$64,609	100.0%
Bus Replacement	\$0	\$0	\$0	100.0%
Security Upgrades	\$0	\$0	\$38,134	100.0%
511 integration	\$0	\$0	\$28,844	100.0%
<b>TOTAL ONGOING AND ROUTINE</b>	<b>\$2,098,386</b>	<b>\$1,623,690</b>	<b>\$420,970</b>	<b>-79.9%</b>
<b>Total Capital Expenses</b>	<b>\$7,410,410</b>	<b>\$1,762,958</b>	<b>\$466,731</b>	<b>-93.7%</b>

Figure 73 below shows a three-year retrospective of capital revenues. Revenues during the past three years include funds from TDA, FTA, AB664, Proposition 1B, STA, STIP, and RM2.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 73      Three-Year Retrospective of Capital Revenues**

	FY 12-13	FY 13-14	FY 14-15	10-Year Growth Rate
TDA	\$408,498	\$821,649	\$230,303	-43.6%
FTA	\$3,991,864	\$403,473	\$86,710	-97.8%
AB 664	\$70,195	\$0	\$0	-100.0%
Proposition 1B-PTMISEA	\$1,242,373	\$537,063	\$111,868	-91.0%
STA	\$9,125	\$0	\$0	-100.0%
STIP	\$1,688,355	\$0	\$0	-100.0%
RM2	\$0	\$773	\$37,850	4,796.5%
Total	\$7,410,410	\$1,762,958	\$466,731	-93.7%

## CAPITAL BUDGET

Figure 74 below presents the capital improvement program over the SRTP period. The total amount of funding needed for the capital improvement program over the SRTP period will be \$63,315,949.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 74 Capital Improvement Program for SRTP Period FY 2016-2025

EXPENSES											
Category	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10 Year Total
Fixed-Route Vehicle Program	\$14,320,000	\$14,560,000	\$0	\$0	\$0	\$0	\$0	\$10,946,428	\$11,571,337	\$0	\$51,397,765
<i># of Vehicles</i>	<i>20</i>	<i>20</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>10</i>	<i>10</i>	<i>0</i>	<i>60</i>
Support Vehicle Replacement	\$0	\$380,000	\$0	\$0	\$30,000	\$0	\$40,000	\$211,750	\$108,900	\$139,150	\$909,800
<i># of Vehicles</i>	<i>0</i>	<i>8</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>4</i>	<i>2</i>	<i>2</i>	<i>18</i>
Major Components Rehab	\$794,729	\$286,499	\$454,483	\$109,581	\$112,868	\$374,006	\$2,025,556	\$2,086,322	\$352,355	\$362,925	\$6,959,323
Miscellaneous Needs	\$169,597	\$379,853	\$95,524	\$430,333	\$101,342	\$354,382	\$191,914	\$360,739	\$114,061	\$454,416	\$2,652,160
Facility	\$301,000	\$241,400	\$249,500	\$46,000	\$50,000	\$28,000	\$12,000	\$92,000	\$14,000	\$363,000	\$1,396,900
<b>Total Capital Expenses</b>	<b>\$15,585,326</b>	<b>\$15,847,751</b>	<b>\$799,507</b>	<b>\$585,914</b>	<b>\$294,209</b>	<b>\$756,388</b>	<b>\$2,269,470</b>	<b>\$13,697,239</b>	<b>\$12,160,653</b>	<b>\$1,319,491</b>	<b>\$63,315,949</b>
REVENUES											
FTA Section 5307	\$11,742,400	\$11,939,200	\$0	\$81,943	\$0	\$0	\$0	\$8,976,071	\$9,488,496	\$0	\$42,674,867
PTMISEA	\$301,000	\$117,398	\$454,483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$872,881
Bridge Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$3,541,926	\$3,791,153	\$345,024	\$503,971	\$294,209	\$756,388	\$2,269,470	\$1,257,082	\$0	\$0	\$12,850,097
Proposition 1B PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,464,087	\$2,672,157	\$1,319,491	\$7,455,734
<b>Total Capital Revenues</b>	<b>\$15,585,326</b>	<b>\$15,847,751</b>	<b>\$799,507</b>	<b>\$585,914</b>	<b>\$294,209</b>	<b>\$756,388</b>	<b>\$2,269,470</b>	<b>\$13,697,239</b>	<b>\$12,160,653</b>	<b>\$1,319,491</b>	<b>\$63,315,949</b>

Vehicle replacement program costs are based on MTC's price list as show in the next section



## REVENUE VEHICLES

The existing LAVTA revenue fleet is shown below in Figure 75. The current fleet size is 66 vehicles. There are 49 vehicles used at maximum pullout, and the spare ratio is 35%. LAVTA has been actively reducing its fleet size to reduce its spare ratio. This process will be complete in 2016 with a fleet size of 60 and a spare ratio of 22%, assuming a peak pull of 49 vehicles. Vehicles that are removed from the fleet are typically sold. The vehicle replacement schedule is shown in Figure 78.

Figure 75 Current Revenue Fleet

Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair capacity	Mode of Power	Major Rehab	Year of Retire
New Flyer	3/18/1996	2FYD2LL06TU016307	40	33	2	Diesel	No	2016
New Flyer	3/18/1996	2FYD2LL01TU016313	40	33	2	Diesel	No	2016
Gillig	8/23/2000	15GCD2017Y1110533	40	43	2	Diesel	No	2016
Gillig	8/23/2000	15GCD2014Y1110537	40	43	2	Diesel	No	2016
Gillig	8/28/2002	15GGD271421073441	40	40	2	Diesel	No	2016
Gillig	8/28/2002	15GGD271621073442	40	40	2	Diesel	No	2016
Gillig	8/28/2002	15GGD271821073443	40	40	2	Diesel	No	2016
Gillig	8/28/2002	15GGD271X21073444	40	40	2	Diesel	No	2016
Gillig	8/28/2002	15GDD271521110872	40	39	2	Diesel	No	2016
Gillig	8/28/2002	15GDD271721110873	40	39	2	Diesel	No	2016
Gillig	8/28/2002	15GDD271921110874	40	39	2	Diesel	No	2016
Gillig	8/28/2002	15GDD271021110875	40	39	2	Diesel	No	2016
Gillig Hybrid	6/1/2009	15GGD301891078670	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301X91078671	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301191078672	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301391078673	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301591078674	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301791078675	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGD301991078676	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	6/1/2009	15GGD301091078677	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	6/1/2009	15GGD301291078678	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	6/1/2009	15GGD301491078679	40	39	2	Diesel Electric	No	2024

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair capacity	Mode of Power	Major Rehab	Year of Retire
Gillig Hybrid	6/1/2009	15GGD301091078680	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	6/1/2009	15GGD301291078681	40	39	2	Diesel Electric	No	2024
Gillig	8/1/2003	15GGD201331073703	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201531073704	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201731073705	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201931073706	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201031073707	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201231073708	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201431073709	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201031073710	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201231073711	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201431073712	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201631073713	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201831073714	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201X31073715	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201131073716	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201531073717	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201731073718	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201731073719	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201531073720	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201531073721	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201731073722	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201931073723	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201031073724	40	39	2	Diesel	No	2017
Gillig	8/1/2003	15GGD201231073725	40	39	2	Diesel	No	2016
Gillig	8/1/2003	15GGD201431073726	40	39	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181231090746	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181431090747	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181631090748	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181831090749	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181431090750	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181631090751	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181831090752	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181X31090753	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181131090754	29	23	2	Diesel	No	2017
Gillig	6/25/2003	15GGE181331090755	29	23	2	Diesel	No	2017

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair capacity	Mode of Power	Major Rehab	Year of Retire
Gillig Hybrid	10/29/2007	15GGE191871091288	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	10/29/2007	15GGE191X71091289	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGE301491091784	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	6/1/2009	15GGE301691091785	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	9/20/2011	15GGE3019B1092287	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	9/20/2011	15GGE3010B1092288	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	9/20/2011	15GGE3012B1092289	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	9/20/2011	15GGE3012B1092289	29	22	2	Diesel Electric	No	2024

Based on MTC vehicle price guidelines (see Figure 76), LAVTA will require \$51,397,765 to replace 64 revenue vehicles as they reach the end of their life cycles over the ten-year period.

Figure 77 lists the breakdown of revenue vehicles to be purchased, the costs associated, and the revenue sources that will be used to purchase the vehicles for the SRTP period. Fleet replacement is expected to occur in FY 2016, 2017, 2023, and 2024. All planned LAVTA bus purchases are hybrid vehicles. However, LAVTA is looking at vehicles with alternative propulsion technologies, such as all-electric, for future vehicle purchases. If LAVTA is successful in securing supplemental grant funding to make the leap to all-electric battery operated buses, the Agency will consider commencing conversion as early as the 2017 fleet replacement purchase. The technology conversion is driven by the Board-articulated commitment to environmentally responsible operations. The conversion would also pre-empt pending emission standards of California Air Resources Board (CARB) which call for even stricter limits on Green House Gas (GHG) emissions.

LAVTA will be evaluating the size of vehicles it uses as a part of the Comprehensive Operational Analysis to be completed in 2016. Vehicle sizes will be evaluated to determine the appropriate size for different service types. The fixed-route vehicle procurement program may change in the future if it is determined that a new size of vehicle should be added to the fleet, or if the fleet mix should be modified.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 76 MTC Vehicle Price List

	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
<b>40' bus Hybrid</b>										
Federal	\$621,560	\$632,778	\$670,744	\$710,989	\$753,648	\$798,867	\$846,799	\$897,607	\$951,464	\$1,008,551
Local	\$136,440	\$138,902	\$147,237	\$156,071	\$165,435	\$175,361	\$185,883	\$197,036	\$208,858	\$221,389
<b>Total</b>	<b>\$728,000</b>	<b>\$771,680</b>	<b>\$817,981</b>	<b>\$867,060</b>	<b>\$919,083</b>	<b>\$974,228</b>	<b>\$1,032,682</b>	<b>\$1,094,643</b>	<b>\$1,160,321</b>	<b>\$1,229,941</b>
<b>30' bus Hybrid</b>										
Federal	\$595,320	\$631,039	\$668,902	\$709,036	\$751,578	\$796,672	\$844,473	\$895,141	\$948,850	\$1,005,781
Local	\$130,680	\$138,521	\$146,832	\$155,642	\$164,980	\$174,879	\$185,372	\$196,494	\$208,284	\$220,781
<b>Total</b>	<b>\$726,000</b>	<b>\$769,560</b>	<b>\$815,734</b>	<b>\$864,678</b>	<b>\$916,558</b>	<b>\$971,552</b>	<b>\$1,029,845</b>	<b>\$1,091,636</b>	<b>\$1,157,134</b>	<b>\$1,226,562</b>

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 77 Fixed-Route Revenue Vehicle Procurement Program for SRTP Period

EXPENDITURES						
Purchased Vehicles	# of Vehicles	FY2016	FY2017	FY2023	FY2024	10 Year Total
40 ft standard hybrid coaches	16	\$11,456,000	\$0	\$0	\$0	\$11,456,000
40 ft standard hybrid coaches	4	\$2,864,000	\$0	\$0	\$0	\$2,864,000
40 ft commuter hybrid coaches	20	\$0	\$14,560,000	\$0	\$0	\$14,560,000
40 ft standard hybrid coaches	10	\$0	\$0	\$10,946,428	\$0	\$10,946,428
29 ft standard hybrid coaches	10	\$0	\$0	\$0	\$11,571,336	\$11,571,336
<b>TOTAL CAPITAL EXPENSES</b>	<b>60</b>	<b>\$14,320,000</b>	<b>\$14,560,000</b>	<b>\$10,946,428</b>	<b>\$11,571,336</b>	<b>\$51,397,764</b>
REVENUE SOURCES						
FTA Section 5307		\$11,742,400	\$11,939,200	\$8,976,071	\$9,488,496	\$42,146,168
FTA Section 5309		\$0	\$0	\$0	\$0	\$0
Other Federal Funds		\$0	\$0	\$0	\$0	\$0
State/Regional Funds		\$0	\$0	\$0	\$0	\$0
RM2		\$0	\$0	\$0	\$0	\$0
TDA Article 4.0		\$2,577,600	\$2,620,800	\$1,257,082	\$0	\$9,251,598
Funding Not Secured		\$0	\$0	\$713,276	\$2,082,841	\$0
<b>TOTAL CAPITAL REVENUES</b>		<b>\$14,320,000</b>	<b>\$14,560,000</b>	<b>\$10,946,428</b>	<b>\$11,571,337</b>	<b>\$51,397,765</b>
<b>Local Match Needed</b>		<b>\$2,577,600</b>	<b>\$2,620,800</b>	<b>\$1,970,357</b>	<b>\$2,082,841</b>	<b>\$9,251,598</b>

\*FTA 5307 Funding and Bridge Toll assumed for replacement purchases. TDA additional local match may be required when purchasing replacements as shown in the table.

Years not listed between 2016 and 2025 do not have any plans for vehicle procurement

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 78 Summary of Fleet and Vehicle Replacement Schedule**

In or Out of Service	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Length, Year & Manufacturer	2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		2025	
40' 1996 New Flyer	2	5	0	2																		
40' 2000 Gillig Phantom	2	3	0	2																		
40' 2002 Gillig Phantom	4		0	4																		
40' 2002 Gillig Low-Floor	4		0	4																		
29' 2003 Gillig Low-Floor	10		10		0	10																
40' 2003 Gillig Low-Floor	24		17	7	0	17																
29' 2007 Gillig Hybrid	2				2		2		2		2		2		2		0	2				
22' 2008 Cut-away	0	6	2																			
29' 2009 Gillig Hybrid	2				2		2		2		2		2		2		0	2				
40' 2009 Gillig Hybrid	12		2		12		12		12		12		12		12		6	6	0	6		
29' 2011 Gillig Hybrid	4		12		4		4		4		4		4		4		4		0	4		
40' 2016 Fixed Route Replacement			4		20		20		20		20		20		20		20		20		20	
29' 2017 Fixed Route Replacement			20		5		5		5		5		5		5		5		5		5	
40' 2017 Fixed Route Replacement					15		15		15		15		15		15		15		15		15	
29' 2023 Fixed Route Replacement																	5		5		5	
40' 2023 Fixed Route Replacement																	5		5		5	
29' 2024 Fixed Route Replacement																			5		5	
40' 2024 Fixed Route Replacement																			5		5	
Buses Retired	14		19		27		0		0		0		0		0		10		10		0	
Replacement buses purchased a	0		20		20		0		0		0		0		0		10		10		0	
FTA Reported Fleet Size	66		67		60		60		60		60		60		60		60		60		60	
Spare Ratio b	35%		37%		22%		22%		22%		22%		22%		22%		22%		22%		22%	

*a* Assumes no change to fleet size

*b* Spare ratio assumes a 49 bus pull out

## NON-REVENUE VEHICLES

Existing non-revenue vehicle details are shown in Figure 79 below. There are a total of ten vehicles. Non-revenue vehicles have a variety of uses, including supervision, operator shift changes, marketing, and maintenance department use.

Figure 79 Current Non-Revenue Vehicles

Manufacturer	Year of Manufacture	Years Left in Service	Retirement Year	Replacement Year	Estimated Replacement Cost	Vehicle Type	Mode of Power
CHEV / ELDO	2002	1	2017	2017	\$45,000	Minivan	Gasoline
CHRYSLER	2008	4	2020	2020	\$30,000	Minivan	Gasoline
FORD	2003	1	2017	2017	\$80,000	Service Truck	Diesel
CHRYSLER	2007	1	2017	2017	\$25,000	Minivan	Gasoline
CHRYSLER	2007	1	2017	2017	\$25,000	Minivan	Gasoline
CHEV / ELDO	2008	1	2017	2017	\$45,000	Minivan	Gasoline
HONDA	2009	1	2017	2017	\$45,000	Car	Gasoline
CHEVY	2008	1	2017	2017	\$80,000	Service Truck	Diesel
DODGE	2014	6	2022	2022	\$40,000	Truck	Diesel
TOYOTA	2005	1	2017	2017	\$35,000	Car	Gasoline

These vehicles will be replaced as they reach the end of their life cycles. Figure 80 lists the breakdown of non-revenue vehicles to be purchased, the costs associated, and the revenue sources that will be used to purchase the vehicles over the SRTP period. Non-revenue vehicles are expected to be replaced in FY 2017, 2020, 2022, 2023, 2024, and 2025. The total cost for non-revenue vehicle replacements will be \$909,800. This plan may change in the future as the use of non-revenue vehicles by the fixed-route operations contractor is reevaluated.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 80 Non-Revenue Vehicle Procurement Program for SRTP Period**

<b>EXPENDITURES</b>							
<b>Existing Service (Non-Revenue) Vehicles</b>	<b>FY2017</b>	<b>FY2020</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>10 Year Total</b>
2015 Dodge Ram	\$0	\$0	\$40,000	\$0	\$0	\$0	\$40,000
2002 Low Floor Activan (6402)	\$45,000	\$0	\$0	\$54,450	\$0	\$0	\$99,450
2003 Ford F550 Truck (6403)	\$80,000	\$0	\$0	\$96,800	\$0	\$0	\$176,800
2007 Chrysler Town & Country (6404) (a)	\$25,000	\$0	\$0	\$30,250	\$0	\$0	\$55,250
2007 Chrysler Town & Country (6405) (a)	\$25,000	\$0	\$0	\$30,250	\$0	\$0	\$55,250
2008 Chevy Uplander (6406)	\$45,000	\$0	\$0	\$0	\$54,450	\$0	\$99,450
2007 Honda Civic Hybrid (6407) (a)	\$45,000	\$0	\$0	\$0	\$54,450	\$0	\$99,450
2008 Chevy Truck (6408)	\$80,000	\$0	\$0	\$0	\$0	\$96,800	\$176,800
Marketing Town and Country	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000
2005 Prius Hybrid (6420)	\$35,000	\$0	\$0	\$0	\$0	\$42,350	\$77,350
<b>TOTAL VEHICLE EXPENSES</b>	<b>\$380,000</b>	<b>\$30,000</b>	<b>\$40,000</b>	<b>\$211,750</b>	<b>\$108,900</b>	<b>\$139,150</b>	<b>\$909,800</b>
# of vehicles	8	1	1	4	2	2	18
<b>REVENUE SOURCES</b>							
PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$12,800	\$30,000	\$40,000	\$0	\$0	\$0	\$0
Proposition 1B PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA (exchange for bus deferral)	\$367,200	\$0	\$0	\$0	\$0	\$0	\$367,200
Funding Not Secured	\$0	\$0	\$0	\$211,750	\$108,900	\$139,150	\$542,600
<b>TOTAL CAPITAL REVENUES</b>	<b>\$380,000</b>	<b>\$30,000</b>	<b>\$40,000</b>	<b>\$211,750</b>	<b>\$108,900</b>	<b>\$139,150</b>	<b>\$909,800</b>



## **FACILITIES & NON-VEHICLES**

Figure 81 shows facility costs over the SRTP period. Maintenance facility expenses are expected to be most significant between FY 2016 and 2018, as well as in FY 2025. Funding sources are expected to be limited to PTMISEA and TDA Article 4.0. Maintenance facility costs include any equipment, tree maintenance at owned facilities, and maintenance of bus stops.

Other miscellaneous categories not categorized as revenue vehicles, non-revenue vehicles, or maintenance are shown in Figure 82 and Figure 83 on the following pages.

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 81 Facility Costs for SRTP Period

EXPENSES	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10-Year Total
Maintenance Facility	\$301,000	\$241,400	\$249,500	\$46,000	\$50,000	\$28,000	\$12,000	\$92,000	\$14,000	\$363,000	\$1,396,900
REVENUES											
FTA Section 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA Section 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PTMISEA	\$301,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$301,000
RM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$0	\$241,400	\$249,500	\$46,000	\$50,000	\$28,000	\$12,000	\$0	\$0	\$0	\$626,900
Sale of Existing Facility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,000	\$14,000	\$363,000	\$469,000
<b>TOTAL CAPITAL REVENUES</b>	<b>\$301,000</b>	<b>\$241,400</b>	<b>\$249,500</b>	<b>\$46,000</b>	<b>\$50,000</b>	<b>\$28,000</b>	<b>\$12,000</b>	<b>\$92,000</b>	<b>\$14,000</b>	<b>\$363,000</b>	<b>\$1,396,900</b>

Budget does not include the purchase of additional land or sale of existing facility

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

**Figure 82**      **Miscellaneous Capital Improvement Program for SRTP Period**

Facilities Needs	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10-Year Total
Miscellaneous Facility/ Office Equipment	\$90,041	\$129,853	\$95,524	\$98,390	\$101,342	\$104,382	\$107,513	\$110,739	\$114,061	\$117,483	\$1,069,327
Other Facility Needs	\$66,856	\$20,000	\$62,855	\$62,920	\$85,684	\$88,255	\$57,681	\$39,709	\$61,194	\$63,029	\$608,183
Computers	\$13,911	\$14,329	\$14,758	\$15,201	\$15,657	\$16,127	\$16,611	\$17,109	\$17,622	\$18,151	\$159,477
Servers, Server Software	\$9,274	\$95,524	\$0	\$20,268	\$0	\$0	\$33,222	\$34,218	\$35,245	\$36,302	\$264,054
Windows and Office Upgrade	\$0	\$0	\$17,911	\$0	\$0	\$0	\$0	\$19,702	\$0	\$0	\$37,613
Bus Stop Improvements	\$0	\$250,000	\$0	\$250,000	\$0	\$250,000	\$0	\$250,000	\$0	\$250,000	\$1,250,000
<b>TOTAL FACILITY NEEDS</b>	<b>\$90,041</b>	<b>\$379,853</b>	<b>\$95,524</b>	<b>\$348,390</b>	<b>\$101,342</b>	<b>\$354,382</b>	<b>\$107,513</b>	<b>\$360,739</b>	<b>\$114,061</b>	<b>\$367,483</b>	<b>\$2,319,327</b>

Vehicle Needs	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10 Year Total
Trapeze Upgrade	\$79,556	\$0	\$0	\$81,943	\$0	\$0	\$84,401	\$0	\$0	\$86,933	\$332,833
<b>TOTAL VEHICLE NEEDS</b>	<b>\$79,556</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,943</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,401</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,933</b>	<b>\$332,833</b>

<b>TOTAL MISCELLANEOUS NEEDS</b>	<b>\$169,597</b>	<b>\$379,853</b>	<b>\$95,524</b>	<b>\$430,333</b>	<b>\$101,342</b>	<b>\$354,382</b>	<b>\$191,914</b>	<b>\$360,739</b>	<b>\$114,061</b>	<b>\$454,416</b>	<b>\$2,652,160</b>
REVENUES	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	10 –Year Total
FTA Section 5307	\$79,556	\$0	\$0	\$81,943	\$0	\$0	\$0	\$0	\$0	\$0	\$251,540
PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$90,041	\$379,853	\$95,524	\$348,390	\$101,342	\$354,382	\$191,914	\$0	\$0	\$0	\$1,561,446
Proposition 1B PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,739	\$114,061	\$454,416	\$929,215
<b>TOTAL CAPITAL REVENUES</b>	<b>\$169,597</b>	<b>\$379,853</b>	<b>\$95,524</b>	<b>\$430,333</b>	<b>\$101,342</b>	<b>\$354,382</b>	<b>\$191,914</b>	<b>\$360,739</b>	<b>\$114,061</b>	<b>\$454,416</b>	<b>\$2,652,160</b>

**SHORT RANGE TRANSIT PLAN FY 2016 - 2025**  
Livermore Amador Valley Transportation Authority

Figure 83 Major Components Rehab Plan for SRTP Period

Major Components										
Category	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Transmissions	\$182,783	\$95,524	\$98,390	\$101,342	\$104,382	\$107,513	\$110,739	\$114,061	\$117,483	\$121,007
Quantity	8	4	4	4	4	4	4	4	4	4
Batteries for Hybrids	\$604,406	\$183,204	\$47,175			\$257,747	\$212,384	\$218,755	\$225,318	\$232,077
Quantity	14	4	1	0	0	5	4	4	4	4
Engine, transmission for Service Vehicles	\$7,535	\$7,761	\$7,994	\$8,234	\$8,481	\$8,735	\$8,998	\$9,267	\$9,545	\$9,832
Quantity	1	1	1	1	1	1	1	1	1	1
<b>TOTAL MAJOR COMPONENTS</b>	<b>\$794,729</b>	<b>\$286,499</b>	<b>\$454,483</b>	<b>\$109,581</b>	<b>\$112,868</b>	<b>\$374,006</b>	<b>\$2,025,556</b>	<b>\$2,086,322</b>	<b>\$352,355</b>	<b>\$362,925</b>
Revenues										
FTA Section 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PTMISEA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RM2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$794,729	\$169,101	\$0	\$109,581	\$112,868	\$374,006	\$2,025,556	\$0	\$0	\$0
Proposition 1B PTMISEA	\$0	\$117,398	\$454,483	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,086,322	\$352,355	\$362,925
<b>TOTAL CAPITAL REVENUES</b>	<b>\$794,729</b>	<b>\$286,499</b>	<b>\$454,483</b>	<b>\$109,581</b>	<b>\$112,868</b>	<b>\$374,006</b>	<b>\$2,025,556</b>	<b>\$2,086,322</b>	<b>\$352,355</b>	<b>\$362,925</b>

**RESOLUTION 13-2016**

**A RESOLUTION OF THE LIVERMORE AMADOR VALLEY TRANSIT  
AUTHORITY ADOPTING THE FY 2016-2025 SHORT RANGE TRANSIT PLAN**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) requires transit operators in the nine county region including LAVTA to complete an annual short range transit plan (SRTP) in compliance with MTC guidelines and financial projections; and

**WHEREAS**, LAVTA staff completed and submitted a draft short range transit plan to MTC before the March 31, 2016 deadline; and

**WHEREAS**, MTC has reviewed and found the draft SRTP to be in compliance with MTC guidelines and procedures; and

**WHEREAS**, the LAVTA Board must approve the draft plan before the plan can be finalized and provided to MTC before the May 29, 2016 deadline.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of the Livermore Amador Valley Transit Authority that the FY 2016- 2025 LAVTA SRTP is adopted and may be delivered in its final format to MTC.

**PASSED AND ADOPTED** this 2nd day of May 2016.

---

Don Biddle, Chair

ATTEST:

---

Michael Tree, Executive Director

Approved as to form:

---

Michael Conneran, Legal Counsel

## **AGENDA**

### **ITEM 5 F**

## STAFF REPORT

SUBJECT: East Dublin School Trippers Capacity and Alignment Partitioning

FROM: Christy Wegener, Director of Planning and Communications  
Cyrus Sheik, Senior Transit Planner

DATE: May 2, 2016

---

### **Action Requested**

Approve the splitting two of the high school-oriented Wheels routes in eastern Dublin into three routes in response to increased demand; finalize service levels for 2016/2017 academic year.

### **Background**

The school districts in the LAVTA service area do not operate yellow school buses for their general student population. Instead, students in the middle- and high school grades are expected to make use of existing public transportation (Wheels mainline routes). In cases where either (or both) the school and the neighborhood(s) from which its students need to travel is not located on a mainline, and where there is sufficient demand, LAVTA in some areas supplements its mainline routes with limited “school tripper” service operating only during school days. In some cases, the supplemental routes also serve as overflow capacity for one or more existing mainline routes.

In Dublin, Wheels school tripper routes 501 and 502 connect eastern residential areas with Dublin High School (DHS), while Route 503 connects the Shannon Park neighborhood with both DHS and Wells Middle School (WMS). Additionally, Route 2, a mainline that operates during commute hours in eastern Dublin, provides certain trips that are timed for the bell at Fallon Middle School (FMS).

As eastern Dublin has seen expanded residential development, ridership demand on these routes has continued to climb. Currently, routes 501 and 502 carry a combined 300 unlinked boardings per school day, and an overflow bus is supplied both in the AM and PM for the 501, and in the PM for the 502. The adjacent table shows the February 2016 ridership breakdown across the routes operating in the residential areas of eastern Dublin, and the increase trend compared with the same month in the previous year.

<b>CURRENT RIDERSHIP AND TRENDS, EAST DUBLIN ROUTES</b>				
<b>February 2016 vs. February 2015</b>				
	<b>Current daily average boardings</b>	<b>Percent Increase YoY</b>	<b>AM overflow bus</b>	<b>PM overflow bus</b>
Route 2	72	202%		
Route 501	184	23%	X	X
Route 502	115	24%		X

## Discussion

Among the two high school routes shown above (501 and 502), three out of four daily one-way trips currently require an overflow bus in order to safely accommodate passenger loads. Given this, Staff analyzed the distribution of boardings and alightings on routes 501 and 502 in order to determine whether the ridership could be better accommodated by three instead of two routes serving the same general area. Although the aim for the moment is not geographic expansion, the addition of a route could allow capacity growth to be better accommodated without a gradual increase in travel times, and allow more flexibility to expand to new neighborhoods in the near future, as additional subdivisions are completed.

The boarding and alighting analysis indicated that activity on the existing 501 and 502 routes is somewhat evenly distributed within the eastern Dublin area. The busiest locations are Central Parkway near Dougherty Elementary School, Bray Commons/Keegan Street, the Dublin Ranch Drive loop, the area north of Fallon Sports Park, and Positano Hill.

Based on the locations and numbers of this boarding activity, Staff determined that the current 501 and 502 could potentially be partitioned into three routes, as follows.

- New ROUTE 501: Positano Parkway – Fallon Road – Tassajara Road – Gleason Drive – Hacienda Drive – Dublin Boulevard – Village Parkway
- New ROUTE 502: Dublin Boulevard – Lockhart Street – Central Parkway – Hacienda Drive – Dublin Boulevard – Dougherty Road – Wildwood Road – Amador Valley Boulevard – Village Parkway
- New ROUTE 504 : Gleason Drive – Fallon Road – Antone Way – Dublin Ranch Road – Tassajara Road – Dublin Boulevard – Village Parkway

Map depictions of these alignments are shown in the attachment.

Per LAVTA's overflow policy, the threshold for deploying an overflow bus is a load of 60+ passengers on a particular trip, on a consistent basis. The following table summarizes the anticipated passenger loads, together with vehicle and hours requirements for the potential routes 501, 502 and 504. Note that passenger loads were estimated based on known current boarding and alighting numbers by location, and do not reflect future growth.



<b>POTENTIAL EAST DUBLIN TRIPPER PARTITION</b>					
<b>Route (new)</b>	<b># AM buses</b>	<b># PM buses</b>	<b>Est'd AM boardings</b>	<b>Est'd PM alightings</b>	<b>Est'd daily rev hours</b>
504	1	1	36	46	0.97
501	1	2	53	76	1.35
502	1	1	38	53	1.17
<b>Total</b>	<b>3</b>	<b>4</b>	<b>126</b>	<b>175</b>	<b>3.48</b>

With the would-be partitioning into three routes being optimized to minimize bus requirements, the analysis shows that the three routes would require 3 morning and 4 afternoon bus trips, for a total of 7 daily bus trips. This would be no more than the 7 that are required by today's two-route setup. It should be noted, however, that the AM Route 501 and the PM Route 502 show as not being far from the 60+ threshold, and would thus require overflow buses at some point if ridership continues to grow.

End to end travel times for these routes would range from 29 to 35 minutes, compared with the current 30-37 minutes. While not a drastic reduction, this represents about a 10-percent decrease in total route trip times.

The estimate also shows a revenue hours requirement of 3.48 per day of operation – this is actually slightly lower than the current level of 3.85 hours.

The next table summarizes the daily and annualized ridership, cost, and revenue assumptions for the potential three-route setup:

<b>POTENTIAL EAST DUBLIN TRIPPER PARTITION</b>	
<b>Cost estimate - total for all three routes</b>	
Daily revenue hours	3.48
Number of days operated	181
Total revenue hours	630
Total fully allocated cost	\$62 531
Daily ridership	302
Total annual ridership	54 590
Estimated fare revenue	\$67 691
<b>Total net cost (est'd)</b>	<b>-\$5 160</b>

These numbers indicate that, due to the heavy-ridership nature of the eastern Dublin trippers, fare revenues are anticipated to exceed the operating costs for the service. The fully allocated cost to operate the new setup is estimated at approximately \$62,500, while anticipated fare revenues are in the order of \$67,700 annually. Total unlinked boardings are expected to be at least in the order of currently seen levels, or close to 55,000 one-way boardings per year.

Zero Period Service: At the March Projects and Services Committee, Mayor David Haubert inquired about providing bus service to zero period students at Dublin High School. Staff reached out to DUSD for zero period enrollment numbers in order to determine the likelihood of ridership. According to current enrollment information obtained from the district, only

about 8 percent of the total student population at DHS are enrolled in zero period. Based on the assumption that extra Wheels service would carry a similar percentage portion of the student population for the zero bell as it does for the main morning bell (~5-6% of students), the ridership for an extra morning Wheels trip on each Route 501 and 502 is estimated at less than 15 daily boardings combined. As such, Staff does not recommend adding zero period service to DHS at this point.

### **Budget**

As indicated above, the potential partitioned setup of the eastern Dublin to Dublin High School trippers into three routes is not anticipated to incur a required increase in resources based on current ridership levels. However, given the pace of residential development and the current upward ridership trend in eastern Dublin, Staff will request an increase in the budgeted service hours of 120 revenue hours for FY2017 to reflect overflow service contingency needs in this area.

### **Next Steps**

The partitioning of the eastern Dublin tripper routes, as outlined, would be a logistical change that would neither increase travel time, remove the current ability of students to travel between their home and the school, take net resources away from other routes, nor otherwise degrade service. As such, no formal public hearing would be required.

### **Recommendation**

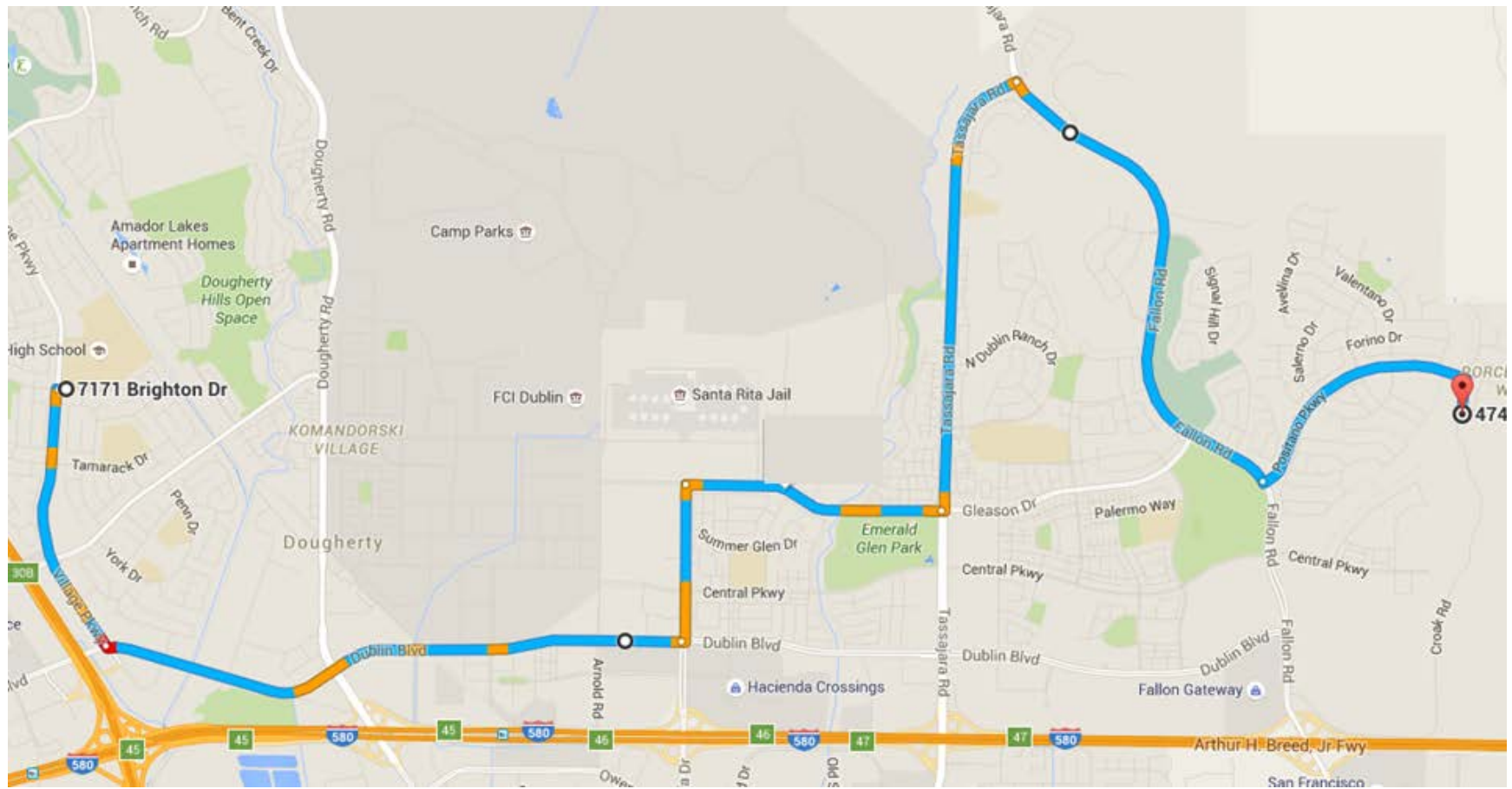
The Projects & Services Committee recommends that the Board of Directors approve the cost-neutrally partition of the two current eastern Dublin school trippers oriented for Dublin High School into three routes for logistical purposes as outlined above and shown on the attached maps, effective with school starts on August 15, 2016.

### **Attachments:**

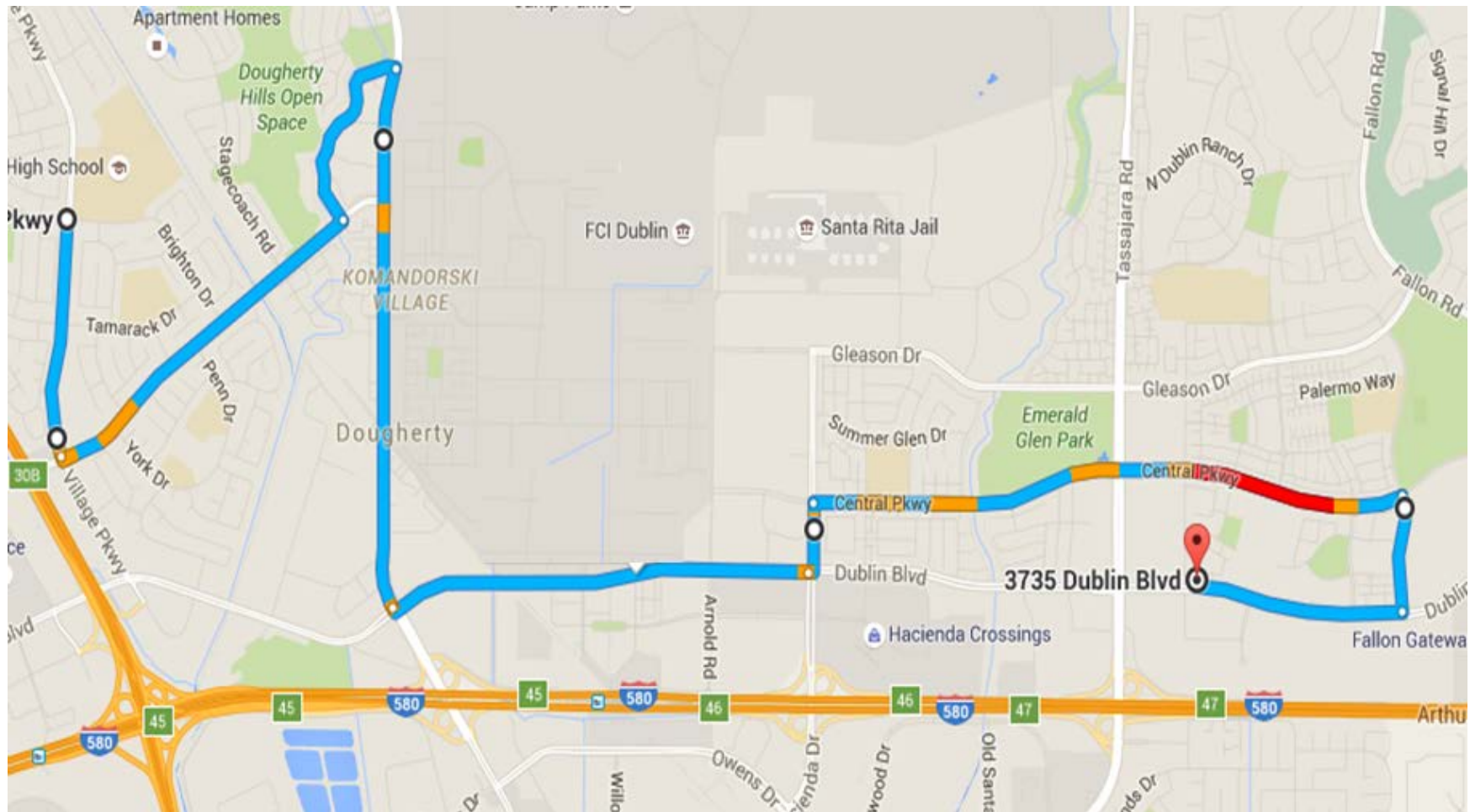
1. Proposed Route 501, 502 and 504 alignment maps
2. Resolution 14-2016

*Approved:* \_\_\_\_\_

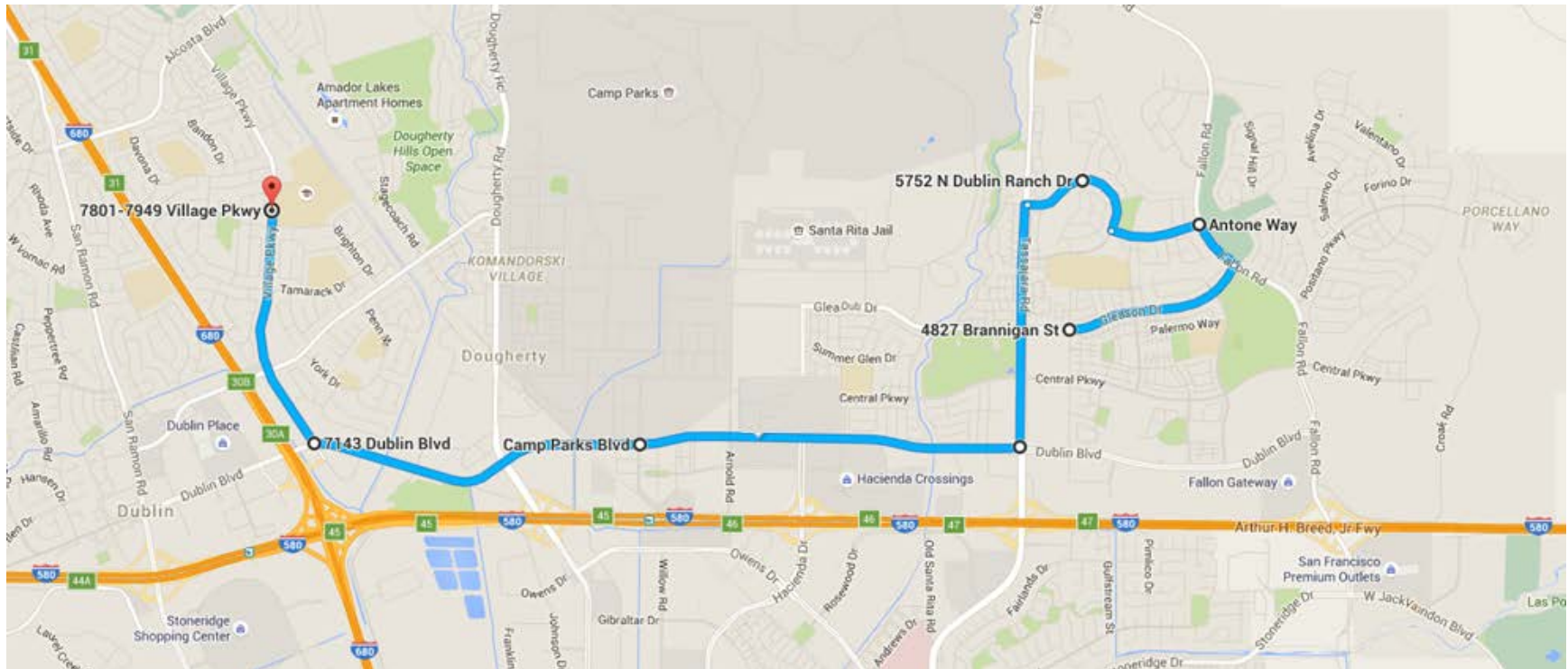
## ROUTE 501



ROUTE 502



ROUTE 704



**RESOLUTION 14-2016**

**A RESOLUTION OF THE LIVERMORE AMADOR VALLEY TRANSIT  
AUTHORITY AUTHORIZING THE PARTITIONING OF THE EXISTING TWO  
EAST DUBLIN SCHOOL-ORIENTED ROUTES 501 AND 502 INTO THREE  
ROUTES**

**WHEREAS**, the current school-oriented Wheels routes 501 and 502 operate between eastern Dublin and Dublin High School; and

**WHEREAS**, said routes are at capacity, and overflow buses currently being provided to safely accommodate all students; and

**WHEREAS**, partitioning the current two routes into three would reduce travel times for existing users and better enable the accommodation of future ridership growth in eastern Dublin; and

**WHEREAS**, such change would be cost-neutral and neither displacing existing riders nor encroach upon the provision of other Wheels services.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves partitioning the current two routes 501 and 502 into three routes, effective with fall school starts on August 15, 2016.

**PASSED AND ADOPTED** this 2nd day of May 2016.

---

Don Biddle, Chair

ATTEST:

---

Michael Tree, Executive Director

Approved as to form:

---

Michael Conneran, Legal Counsel

## **AGENDA**

### **ITEM 5 G**

## STAFF REPORT

SUBJECT: 5311 Authorizing Resolution

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: May 2, 2016

---

### Action Requested

Staff requests the approval of Resolution #10-2016:

*Resolution of the Livermore Amador Valley Transit Authority Board of Directors authorizing the federal funding under FTA Section 5311 (49 U.S.C. Section 5311) with the California Department of Transportation.*

### Background

FTA Section 5311 funds are primarily used to fund operational and accessibility projects at transit agencies. Caltrans, the prime recipient, in turn awards the funding to eligible local transportation agencies. LAVTA's eligibility is an estimated \$38,951 for Fiscal Years 2016 and 2017. The local match is \$31,444. LAVTA uses 5311 funds to offset the costs of operating routes traversing service area segments designated as rural. At present portions of Routes 2, 11, 12 and 20 qualify.

### Discussion

The FTA requires a resolution of support from the Board as part of the funding approval process. This Resolution is very similar to one authorized by the Board of Directors in 2014, and is a standard Authorizing Resolution, with no special terms. The Resolution will be effective for fiscal years 2016 and 2017 from the date of signature.

### Budget

N/A

### Recommendation

Staff recommends that the Board of Directors approve the attached Resolution authorizing staff to submit requests for FTA Section 5311 Funding to the Caltrans. This item was recommended to the Board by the Finance & Administration Committee.

### Attachments:

1. Resolution 10-2016; 5311 Authorizing Resolution

Approved: \_\_\_\_\_



**RESOLUTION # 10-2016**

**RESOLUTION OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BOARD OF DIRECTORS AUTHORIZING THE FEDERAL FUNDING  
UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311)  
WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**); and

**WHEREAS**, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA) desires to apply for said financial assistance to permit operation of service/purchase of capital equipment in Alameda County; and

**WHEREAS**, the LAVTA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** that the LAVTA Board of Directors does hereby authorize the Executive Director, to file and execute applications on behalf of with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1F and FTA C 9050.1**), as amended.

That the Executive Director or his designee is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That the Executive Director or his designee is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That the Executive Director or his designee is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

**PASSED AND ADOPTED** by the Board of Directors of the Livermore Amador Valley Transit Authority of the County of Alameda,, State of California, at a regular meeting of said Commission or Board Meeting held on the by the following vote:

AYES:

NOES:

ABSENT:

***Certification***

I, Don Biddle, duly appointed and Chair of the Board of Directors of the Livermore Amador Valley Transit Authority do hereby certify that the above is true and correct copy of a resolution passed and approved by the Board of Directors on the 2<sup>nd</sup> day of May 2016.

Chair

(Official Position)

(Signature)

May 2, 2016

## **AGENDA**

### **ITEM 5 H**

## STAFF REPORT

SUBJECT: Transit Performance Improvement Program (TPI) Authorizing Resolution  
FROM: Angela Swanson, Senior Grants & Project Management Specialist  
DATE: May 2, 2016

---

### Action Requested

Staff requests the Board approve Resolution #16-2016:

*“Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the Wheels Individualized Marketing, Student Pass & New Service Promotion Program project.”*

### Background

The resolution authorizes filing a funding request with the Metropolitan Transportation Commission (MTC) for the Transit Performance Improvement Program (TPI). LAVTA proposes to use the TPI grant funding to implement a multi-pronged marketing program, *The Wheels Individualized Marketing Program*, directed at key subsets of the riding public with the goal of converting non-users to public transit passengers. The program uses direct marketing techniques focused on households in the Santa Rita corridor, students and staff at Las Positas College and households adjacent to the 580X route.

### Discussion

The subject funding is assigned to MTC for discretionary regional program from federal sources including the Federal Highways Administration. MTC requires a resolution of support from the Board as part of the funding approval process. This Resolution is very similar to one authorized by the Board of Directors in 2014, and is a standard Authorizing Resolution, with no special terms. The Resolution will be effective for fiscal years 2016 and 2017 from the date of signature. This item was presented to the F&A Committee. The committee recommends Board approval.

### Budget

The proposed *Wheels Individualized Marketing Program* is eligible for \$423,798 in TPI funding. No match is required. Funds become available to LAVTA once MTC approves the 2017 TIP, slated for January 2017.

**Recommendation**

Staff requests approval of Resolution #16-2016 authorizing Staff to submit a request to MTC for the Transit Performance Incentives (TPI) Program in the amount of \$423,798.

**Attachments:**

1. Resolution 16-2016; TPI Authorizing Resolution

*Approved:* \_\_\_\_\_

**RESOLUTION #16-2016**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF AN APPLICATION FOR FUNDING ASSIGNED TO MTC AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCE TO COMPLETE THE WHEELS INDIVIDUALIZED MARKETING, STUDENT PASS & NEW SERVICE PROMOTION PROGRAM PROJECT**

**WHEREAS**, the **LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY** (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for **\$423,798** in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives Program (TAP)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the ***WHEELS INDIVIDUALIZED MARKETING, STUDENT PASS & NEW SERVICE PROMOTION PROGRAM*** (herein referred to as PROJECT) for the TRANSIT PERFORMANCE INCENTIVE (TPI) PROGRAM (herein referred to as PROGRAM); and

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

**WHEREAS**, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

**WHEREAS**, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

**WHEREAS**, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL

DISCRETIONARY FUNDING; and

**WHEREAS**, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

**WHEREAS**, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquiries or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

**WHEREAS**, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

**WHEREAS**, there is no legal impediment to APPLICANT making applications for the funds; and

**WHEREAS**, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

**WHEREAS**, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

**WHEREAS**, MTC requires that a copy of this resolution be transmitted to the MTC in

conjunction with the filing of the application.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

**RESOLVED** that APPLICANT will provide any required matching funds; and be it further

**RESOLVED** that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

**RESOLVED** that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans. FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

**RESOLVED** that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

**RESOLVED** that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

**RESOLVED** that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

**RESOLVED** that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

**RESOLVED** that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

**RESOLVED** that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further



**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

**PASSED AND ADOPTED** this 2nd day of May 2016.

---

Don Biddle, Chair

ATTEST:

---

Michael Tree, Executive Director

Approved as to form:

---

Michael Conneran, Legal Counsel

## **AGENDA**

### **ITEM 5 I**

## STAFF REPORT

SUBJECT: State Legislative Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: May 2, 2016

---

### **Action Requested**

Staff requests the Board of Directors accept the report as presented; adopt the legislative positions recommended herein and direct staff to communicate these positions with the Legislature.

### **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 in May is focused on hearing and acting on moving bills in their houses of origin. The deadline for bills to pass out of a policy committee is April 22, and bills must pass out of fiscal committees by May 27. The deadline to move bills from the house of origin is June 3<sup>rd</sup>.

### State Budget

This is also the time for the “May Revise” of the governor’s proposed FY2016-17 budget. Reports are that the governor’s office will release it about May 12<sup>th</sup>. In January, the Governor’s initial budget proposal outlined a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. The Governor forecasted the 2015-16 fiscal year ending with a \$5.2 billion surplus – of which he proposed placing \$1.6 billion of the surplus in the Rainy Day Fund.

The Transportation portion of the budget reiterated the governor’s funding proposal released in August 2015 and assumed those proposals would be adopted as part of the budget deal. To recap, the governor’s transportation funding plan would generate \$3.6 billion annually through existing revenue streams, excise taxes on gasoline and diesel fuels, a new \$65 vehicle fee, and increased Cap and Trade revenues. The May Revise will give a temperature check on the Governor’s proposals.

### Transportation Package

In 2015 the Governor called for an Extraordinary Special Session on Transportation which remains in session and many new bills have been introduced. Little progress has been realized, with 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. If the governor, Senate and Assembly majority leaders plan to pass a transportation package including new taxes, discussions will be required with Republicans to secure the necessary votes for approval. The outlook for enacting any new taxes is uncertain at best in an election year.

#### 2016 Regular Session.

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

**AB 1746 (Stone) “Bus on Shoulder”** LAVTA is among a group of seven transit authorities named in this bill which seeks to expand the ability of select agencies to authorize the operation of transit buses on the shoulder of a segment of a state highway during peak traffic periods. LAVTA proposes to implement the “bus on shoulder” provisions along I-680 for the 70X route. The Central Contra Costa Transit Authority (CCCTA) is also named in the bill and would operate along a segment of I-680 that includes the same service area. The text of AB 1746 is attached as Attachment 1 of this report.

**Suggested LAVTA Position: SUPPORT** MTC, ACTC and CTA have all taken positions of support.

**AB 1591 (Frazier) Transportation Funding.** 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: SUPPORT.** This bill is supported by CTA

**AB 1640 (Stone) Retirement: Public Employees.** This bill would clarify that public transit employees hired between January 1, 2013 and December 30, 2014 are exempt from the Public Employees Pension Reform Act of 2013 (PEPRA). In doing so, the bill would remove any ambiguity regarding the applicability of PEPRA to these public transit employees, limiting it only to employees hired after December 30, 2014; and create consistency in the manner in which public transit employees, across public transit agencies and various retirement systems, are impacted by PEPRA.

**Suggested LAVTA Position: SUPPORT** This bill is supported by CTA

**AB 2090 (Alejo) Low Carbon Transit Operations Program (LCTOP).** This bill would authorize a recipient transit agency to apply for and receive, LTOP funds for the purpose of maintaining transit service levels, if the recipient transit agency is experiencing a fiscal emergency.

**Suggested LAVTA Position: SUPPORT** This bill is supported by CTA, CalACT.

**AB 2222 (Holden) Transit Passes.** This bill would create a new program that would appropriate \$50 million annually from the Greenhouse Gas Reduction Fund for a Transit Pass Program. The bill directs Caltrans to work with the Air Board on developing guidelines that would allow public transit operators and others to apply for these funds in order to provide free or reduced price transit passes to public school students and college students.

**Suggested LAVTA Position: WATCH**

**AB 2762 (Baker)** This bill would establish the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit (BART) District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 12 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority and transfer all unencumbered moneys dedicated for the completion of the connection to the authority. The bill would require BART to assume ownership of all physical improvements, and to assume operational control, maintenance responsibilities, and related financial obligations for the connection, upon its completion. The bill would require the Department of Transportation to expedite reviews and requests related to the connection. See Attachment 2.

**Suggested LAVTA Position: SUPPORT**

**SB 824 (Beall) Low Carbon Transit Operations Program (LCTOP).** *Co-Sponsored by CTA.* Would amend the LCTOP to essentially allow an operator to bank or loan its annual share of these funds. 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: SUPPORT**

**SB 1128 (Glazer) Commute Benefit Policies.** This bill would indefinitely extend the statutory authorization for a Bay Area commute benefit ordinance which has reduced single-occupancy vehicle trips, greenhouse gas emissions and air pollution, while delivering economic benefits to employers and employees.

**Suggested LAVTA Position: SUPPORT** This bill is supported by CTA, CalACT.

**Recommendation**

The F&A Committee received this report and has recommended it to the Board of Directors for action. Staff recommends the Board accept the report as presented; adopt the legislative positions recommended herein and direct staff to take action to communicate these positions with the Legislature.

**Attachments:**

1. AB 1746
2. AB 2762

*Approved:* \_\_\_\_\_

AMENDED IN ASSEMBLY MARCH 30, 2016

AMENDED IN ASSEMBLY MARCH 9, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

## ASSEMBLY BILL

**No. 1746**

---

**Introduced by Assembly Member Mark Stone**

February 2, 2016

---

An act to amend Section 148.1 of the Streets and Highways Code, and to amend Section 21650 of the Vehicle Code, relating to transportation.

### LEGISLATIVE COUNSEL'S DIGEST

AB 1746, as amended, Mark Stone. Transit buses.

Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements.

Existing law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the *Livermore Amador Valley Transit Authority*, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit.

This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the ~~6~~ 7 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1     SECTION 1. Section 148.1 of the Streets and Highways Code  
2     is amended to read:  
3     148.1. (a) Notwithstanding any other law, the Alameda-Contra  
4     Costa Transit District, the Central Contra Costa Transit Authority,  
5     the Livermore Amador Valley Transit Authority, the  
6     Monterey-Salinas Transit District, the North County Transit  
7     District, the San Diego Association of Governments, the San Diego  
8     Metropolitan Transit System, the Santa Clara Valley Transportation  
9     Authority, and the Santa Cruz Metropolitan Transit District may  
10    conduct a transit bus-only program using the shoulders of certain  
11    highways in the state highway system within the areas served by  
12    the transit services of each entity, with the approval of the  
13    department and the Department of the California Highway Patrol.  
14    The department, the Department of the California Highway Patrol,  
15    and each participating transit entity shall jointly determine the  
16    segments of each highway where it is appropriate to designate the  
17    shoulders as transit bus-only traffic corridors, based upon factors  
18    that shall include, but are not limited to, right-of-way availability  
19    and capacity, peak congestion hours, and the most heavily  
20    congested areas. Under the program, the participating transit  
21    entities shall actively work with the department and the Department  
22    of the California Highway Patrol to develop guidelines that ensure  
23    driver and vehicle safety and the integrity of the infrastructure.  
24    (b) The development of the guidelines shall be done with  
25    transparency, including the opportunity for public comment.



1 (c) The department and the participating transit entities shall  
2 monitor the state of repair of highway shoulders used in the  
3 program, including repairs attributable to the operation of transit  
4 buses on the shoulders.

5 (d) The participating transit entities shall be responsible for all  
6 costs attributable to this program, including costs related to repairs  
7 attributable to the operation of transit buses on shoulders.

8 (e) The program may commence operation as soon as guidelines  
9 are agreed to by the participating transit entities, the department,  
10 and the Department of the California Highway Patrol.

11 (f) (1) Two years after commencing the operation of the  
12 program, a participating transit entity, in conjunction with the  
13 department and the Department of the California Highway Patrol,  
14 shall submit a report to the Legislature that includes all of the  
15 following:

16 (A) Information regarding the geographic scope of the program.

17 (B) A copy of the guidelines agreed to by the participating entity,  
18 the department, and the Department of the California Highway  
19 Patrol.

20 (C) Information about any highway modifications.

21 (D) Information regarding the costs associated with the program.

22 (E) Performance measures used to evaluate the success of the  
23 program, such as safety, freeway operations, and transit travel time  
24 reliability and savings.

25 (2) The participating entity shall post the report required by this  
26 subdivision on its Internet Web site to enable the public to access  
27 the report.

28 (3) The report submitted pursuant to paragraph (1) shall be  
29 submitted in compliance with Section 9795 of the Government  
30 Code.

31 (g) As used in this section, "highway" includes "freeway."

32 SEC. 2. Section 21650 of the Vehicle Code is amended to read:  
33 21650. Upon all highways, a vehicle shall be driven upon the  
34 right half of the roadway, except as follows:

35 (a) When overtaking and passing another vehicle proceeding  
36 in the same direction under the rules governing that movement.

37 (b) When placing a vehicle in a lawful position for, and when  
38 the vehicle is lawfully making, a left turn.

39 (c) When the right half of a roadway is closed to traffic under  
40 construction or repair.

1 (d) Upon a roadway restricted to one-way traffic.

2 (e) When the roadway is not of sufficient width.

3 (f) When the vehicle is necessarily traveling so slowly as to  
4 impede the normal movement of traffic, that portion of the highway  
5 adjacent to the right edge of the roadway may be utilized  
6 temporarily when in a condition permitting safe operation.

7 (g) This section does not prohibit the operation of bicycles on  
8 any shoulder of a highway, on any sidewalk, on any bicycle path  
9 within a highway, or along any crosswalk or bicycle path crossing,  
10 where the operation is not otherwise prohibited by this code or  
11 local ordinance.

12 (h) This section does not prohibit the operation of a transit bus  
13 on the shoulder of a state highway in conjunction with the  
14 implementation of a program authorized pursuant to Section 148.1  
15 of the Streets and Highways Code on state highways within the  
16 areas served by the transit services of the Alameda-Contra Costa  
17 Transit District, the Central Contra Costa Transit Authority, the  
18 Monterey-Salinas Transit District, the North County Transit  
19 District, the San Diego Association of Governments, the San Diego  
20 Metropolitan Transit System, the Santa Clara Valley Transportation  
21 Authority, or the Santa Cruz Metropolitan Transit District. *Code.*

AMENDED IN ASSEMBLY APRIL 5, 2016

AMENDED IN ASSEMBLY MARCH 15, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

## ASSEMBLY BILL

**No. 2762**

---

---

**Introduced by Assembly Member Baker**

February 19, 2016

---

---

~~An act to amend Section 30814 of the Streets and Highways Code, relating to transportation. An act to add Chapter 8 (commencing with Section 132651) to Division 12.7 of the Public Utilities Code, relating to transportation.~~

### LEGISLATIVE COUNSEL'S DIGEST

AB 2762, as amended, Baker. ~~Toll bridges: pedestrians and bicycles. Transportation: Altamont Pass Regional Rail Authority.~~

*Existing law provides for the creation of statewide and local transportation agencies, which may be established as joint powers authorities or established expressly by statute. Existing law establishes the Bay Area Rapid Transit District, which is authorized to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service.*

*This bill would establish the Altamont Pass Regional Rail Authority for purposes of planning and delivering a cost effective and responsive interregional rail connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, within the City of Livermore, that meets the goals and objectives of the community. The bill would require the authority's*

*governing board to be composed of 12 representatives and would authorize the authority to appoint an executive who may appoint staff or retain consultants. The bill would provide specified authorizations and duties to the authority.*

*This bill would require all unencumbered moneys dedicated for the completion of the connection to be transferred to the authority. The bill would require the Bay Area Rapid Transit District to assume ownership of all physical improvements, and to assume operational control, maintenance responsibilities, and related financial obligations for the connection, upon its completion. The bill would require the Department of Transportation to expedite reviews and requests related to the connection. The bill would require the authority to provide a project update report to the public, to be posted on the authority's Internet Web site, on the development and implementation of the connection.*

*By imposing new duties on local governmental entities, this bill would create a state-mandated local program.*

*The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.*

*This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.*

~~Existing law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over any bridge that is part of the state highway system, as specified.~~

~~This bill would extend that prohibition until January 1, 2022.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: ~~no~~ yes.

*The people of the State of California do enact as follows:*

- 1     SECTION 1. The Legislature finds and declares all of the
- 2     following:
- 3     (a) Commute patterns throughout northern California, and in
- 4     particular through the Altamont Pass corridor, traverse the
- 5     boundaries of traditional metropolitan planning agencies. The
- 6     Altamont Pass corridor, located in the center of northern
- 7     California's megaregion, is the gateway to the Tri—Valley—a

1 vital node in the bay area's economic ecosystem and a key bay  
2 area transportation route. Strategic and planned interregional  
3 mobility is essential to sustained economic vitality.

4 (b) Connecting the Bay Area Rapid Transit District's rapid  
5 transit system and the Altamont Corridor Express in Livermore,  
6 as recommended by the Metropolitan Transportation Commission's  
7 regional rail plan, would increase interregional mobility, providing  
8 much-needed highway capacity for expanded goods movement to  
9 the bay area's five seaports. It would also relieve pressure on  
10 Interstate 580 and other transportation systems, given the  
11 exponential population growth in the central valley.

12 (c) The Bay Area Rapid Transit District has stated its priority  
13 is to operate and maintain its existing core commuter rail system;  
14 expansion is not a priority for the Bay Area Rapid Transit District.  
15 Recent rail expansions in other parts of the state have been  
16 successfully implemented by single purpose agencies such as the  
17 Metro Gold Line Foothill Extension Construction Authority and  
18 the Santa Clara Valley Transportation Authority.

19 (d) The Altamont Pass Regional Rail Authority is needed to  
20 connect the Bay Area Rapid Transit District's rapid transit system  
21 and the Altamont Corridor Express in Tri-Valley and would be  
22 responsive to local needs and issues by including local stakeholders  
23 in land use and transit planning decisions.

24 (e) Consistent with the Bay Area Regional Rail Plan adopted  
25 by the Metropolitan Transportation Commission (Resolution 3826),  
26 the heavy rail connection between the Bay Area Rapid Transit  
27 District's rapid transit system and the Altamont Corridor Express  
28 is a matter of state interest, and all planning, analysis, alternatives,  
29 and mitigations for projects undertaken by the Altamont Pass  
30 Regional Rail Authority should be consistent with that state  
31 interest.

32 SEC. 2. It is the intent of the Legislature to establish the  
33 Altamont Pass Regional Rail Authority to plan and deliver a cost  
34 effective and responsive rail extension that connects the Bay Area  
35 Rapid Transit District's rapid transit system and the Altamont  
36 Corridor Express in the Tri-Valley, within the City of Livermore,  
37 to address regional economic and transportation challenges.

38 SEC. 3. Chapter 8 (commencing with Section 132651) is added  
39 to Division 12.7 of the Public Utilities Code, to read:

1  
2 *CHAPTER 8. ALTAMONT PASS REGIONAL RAIL AUTHORITY*

3  
4 *132651. As used in this chapter, the following terms have the*  
5 *following meanings:*

6 *(a) "Authority" means the Altamont Pass Regional Rail*  
7 *Authority created under this chapter.*

8 *(b) "Bay Area Rapid Transit" means the Bay Area Rapid Transit*  
9 *District's rapid transit system.*

10 *(c) "Board" means the governing board of the authority.*

11 *(d) "Connection" means an interregional rail connection*  
12 *between Bay Area Rapid Transit and the Altamont Corridor*  
13 *Express in the Tri-Valley, within the City of Livermore.*

14 *(e) "Phase 1 Project" means the first phase of the connection,*  
15 *which will extend Bay Area Rapid Transit along Interstate 580 to*  
16 *a new station in the vicinity of the Isabel Avenue interchange in*  
17 *the City of Livermore.*

18 *132652. The authority is hereby established for purposes of*  
19 *planning and delivering a cost-effective and responsive connection*  
20 *that meets the goals and objectives of the community.*

21 *132653. By December 1, 2017, the board shall publish a*  
22 *detailed management, finance, and implementation plan relating*  
23 *to the connection.*

24 *132655. The governing board of the authority shall be*  
25 *composed of one representative from each of the following entities*  
26 *to be appointed by the governing board, mayor, or supervisor of*  
27 *each entity:*

28 *(a) The Altamont Corridor Express.*

29 *(b) The Bay Area Rapid Transit District.*

30 *(c) The City of Dublin.*

31 *(d) The City of Livermore.*

32 *(e) The City of Pleasanton.*

33 *(f) The City of Tracy.*

34 *(g) The County of Alameda.*

35 *(h) The County of San Joaquin.*

36 *(i) The East Bay Leadership Council.*

37 *(j) Innovation Tri-Valley.*

38 *(k) The Livermore Amador Valley Transit Authority.*

39 *(l) San Joaquin Partnership.*

1     132660. (a) *The board may appoint an executive director to*  
2 *serve at the pleasure of the board.*

3     (b) *The executive director is exempt from all civil service laws*  
4 *and shall be paid a salary established by the board.*

5     (c) *The executive director may appoint staff or retain consultants*  
6 *as necessary to carry out the duties of the authority.*

7     (d) *All contracts approved and awarded by the executive*  
8 *director shall be awarded in accordance with state and federal*  
9 *laws relating to procurement. Awards shall be based on price or*  
10 *competitive negotiation, or on both of those things.*

11     132665. *The Livermore Amador Valley Transit Authority shall*  
12 *enter into a memorandum of understanding with the San Joaquin*  
13 *Regional Rail Commission to comanage the rail-specific elements*  
14 *necessary to support the authority. For an initial one-year period,*  
15 *the Livermore Amador Valley Transit Authority's administrative*  
16 *staff shall, if that authority has appointed a member to the board*  
17 *in accordance with Section 132655, provide all necessary*  
18 *administrative support to the board to perform its duties and*  
19 *responsibilities and may perform for the board any and all*  
20 *activities that they are authorized to perform for the Livermore*  
21 *Amador Valley Transit Authority. At the conclusion of the initial*  
22 *period, the board may, through procedures that it determines,*  
23 *select the Livermore Amador Valley Transit Authority, San Joaquin*  
24 *Regional Rail Commission, or another existing public rail transit*  
25 *agency for one three-year term immediately following the initial*  
26 *period, and thereafter for five-year terms, to provide all necessary*  
27 *administrative support staff to the board to perform its duties and*  
28 *responsibilities.*

29     132670. *The Bay Area Rapid Transit District shall identify and*  
30 *expeditiously enter into an agreement with the authority to hold*  
31 *in trust for the authority all real and personal property and any*  
32 *other assets accumulated in the planning, environmental review,*  
33 *design, right-of-way acquisition, permitting, and construction of*  
34 *the connection, including, but not limited to, rights-of-way,*  
35 *documents, interim work products, studies, third-party agreements,*  
36 *contracts, and design documents, as necessary for completion of*  
37 *the connection.*

38     132675. *All unencumbered moneys dedicated for the completion*  
39 *of the Phase 1 Project or the connection shall be transferred to*  
40 *the authority for the completion of the connection.*

1     132680. *The authority shall not be responsible for any core*  
2 *system upgrades that preexist its establishment. This includes both*  
3 *existing core system deficiencies necessary to support planned*  
4 *service frequency upgrades and any core system upgrades needed*  
5 *to support prior system expansions, including, but not limited to,*  
6 *the Silicon Valley rapid transit corridor.*

7     132685. *Upon the completion of the connection or any phase*  
8 *of the connection, the Bay Area Rapid Transit District shall assume*  
9 *ownership of all physical improvements constructed for that phase*  
10 *or the connection, and shall assume operational control,*  
11 *maintenance responsibilities, and related financial obligations of*  
12 *the phase or connection.*

13     132690. (a) *The authority has all of the powers necessary for*  
14 *planning, acquiring, leasing, developing, jointly developing,*  
15 *owning, controlling, using, jointly using, disposing of, designing,*  
16 *procuring, and building the Phase 1 Project and connection,*  
17 *including, but not limited to, all of the following:*

18     (1) *Acceptance of grants, fees, allocations, and transfers of*  
19 *moneys from federal, state, and local agencies, including, but not*  
20 *limited to, moneys from local measures, as well as private entities.*

21     (2) *Acquiring, through purchase or through eminent domain*  
22 *proceedings, any property necessary for, incidental to, or*  
23 *convenient for, the exercise of the powers of the authority.*

24     (3) *Incurring indebtedness, secured by pledges of revenue*  
25 *available for the Phase 1 Project or connection completion.*

26     (4) *Contracting with public and private entities for the planning,*  
27 *design, and construction of the connection. These contracts may*  
28 *be assigned separately or may be combined to include any or all*  
29 *tasks necessary for completion of the Phase 1 Project or*  
30 *connection.*

31     (5) *Entering into cooperative or joint development agreements*  
32 *with local governments or private entities. These agreements may*  
33 *be entered into for purposes of sharing costs, selling or leasing*  
34 *land, air, or development rights, providing for the transferring of*  
35 *passengers, making pooling arrangements, or for any other*  
36 *purpose that is necessary for, incidental to, or convenient for the*  
37 *full exercise of the powers granted to the authority. For purposes*  
38 *of this paragraph, “joint development” includes, but is not limited*  
39 *to, an agreement with any person, firm, corporation, association,*  
40 *or organization for the operation of facilities or development of*



1 *projects adjacent to, or physically or functionally related to, the*  
2 *Phase 1 Project or connection.*

3 *(6) Relocation of utilities, as necessary for completion of the*  
4 *connection.*

5 *(7) Conducting all necessary environmental reviews, including,*  
6 *but not limited to, completing environmental impact reports.*

7 *(b) The duties of the authority include, but are not limited to,*  
8 *both of the following:*

9 *(1) Conducting the financial studies and the planning and*  
10 *engineering necessary for completion of the Phase 1 Project and*  
11 *connection. Although this duty rests solely on the authority, the*  
12 *authority may exercise any of the powers described in subdivision*  
13 *(a) to fulfill this duty.*

14 *(2) Adoption of an administrative code, not later than December*  
15 *1, 2017, for administration of the authority in accordance with*  
16 *any applicable laws, including, but not limited to, the Ralph M.*  
17 *Brown Act (Chapter 9 (commencing with Section 54950) of Part*  
18 *1 of Division 2 of Title 5 of the Government Code), the provisions*  
19 *of this chapter, laws generally applicable to local agency*  
20 *procurement and contracts, laws relating to contracting goals for*  
21 *minority and women business participation, and the Political*  
22 *Reform Act of 1974 (Title 9 (commencing with Section 81000) of*  
23 *the Government Code).*

24 *132694. The authority shall enter into a memorandum of*  
25 *understanding with the Bay Area Rapid Transit District that shall*  
26 *address the ability of the Bay Area Rapid Transit District to review*  
27 *any significant changes in the scope of the design or construction,*  
28 *or both design and construction, of the Phase 1 Project and*  
29 *connection.*

30 *132695. The Department of Transportation shall expedite*  
31 *reviews and requests related to the Phase 1 Project or connection*  
32 *and shall provide responses within 60 days.*

33 *132697. On or before December 1, 2017, and annually*  
34 *thereafter, the authority shall provide a project update report to*  
35 *the public, to be posted on the authority's Internet Web site, on*  
36 *the development and implementation of the Phase 1 Project and*  
37 *connection. The report, at a minimum, shall include a project*  
38 *summary, as well as details by phase, with all information*  
39 *necessary to clearly describe the status of the phase, including,*  
40 *but not limited to, all of the following:*

1 (a) A summary describing the overall progress of the phase.

2 (b) The baseline budget for all phase costs, by segment or  
3 contract.

4 (c) The current and projected budget, by segment or contract,  
5 for all phase costs.

6 (d) Expenditures to date, by segment or contract, for all phase  
7 costs.

8 (e) A summary of milestones achieved during the prior year and  
9 milestones expected to be reached in the coming year.

10 (f) Any issues identified during the prior year and actions taken  
11 to address those issues.

12 (g) A thorough discussion of risks to the project and steps taken  
13 to mitigate those risks.

14 132699. The authority shall be dissolved upon both the  
15 completion of the connection and the assumption by Bay Area  
16 Rapid Transit District of operational control of the connection as  
17 provided in Section 132685.

18 SEC. 4. If the Commission on State Mandates determines that  
19 this act contains costs mandated by the state, reimbursement to  
20 local agencies and school districts for those costs shall be made  
21 pursuant to Part 7 (commencing with Section 17500) of Division  
22 4 of Title 2 of the Government Code.

23 SECTION 1. Section 30814 of the Streets and Highways Code  
24 is amended to read:

25 ~~30814. (a) No toll shall be imposed on the passage of a~~  
26 ~~pedestrian or bicycle over any bridge that is part of the state~~  
27 ~~highway system, on which the travel of pedestrians and bicycles~~  
28 ~~is otherwise authorized, and on which tolls are imposed on the~~  
29 ~~passage of motor vehicles, including any bridge constructed~~  
30 ~~pursuant to a franchise granted under this article.~~

31 ~~(b) This section shall remain in effect only until January 1, 2022,~~  
32 ~~and as of that date is repealed, unless a later enacted statute, that~~  
33 ~~is enacted before January 1, 2022, deletes or extends that date.~~

## **AGENDA**

### **ITEM 5 J**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Approval of Resolutions Authorizing Staff to Apply for TDA, STA, and RM2 funds for Fiscal Year 2016-2017.

FROM: Tamara Edwards, Finance and Grants Manager

DATE: May 2, 2016

---

**Action Requested**

Approve the following resolutions:

1. Resolution 11-2016 of the Board of Directors of the Livermore Amador Valley Transit Authority authorizing the filing of a claim with the Metropolitan Transportation Commission (MTC) for Allocation of Transportation Development Act (TDA) Article 4.0, State Transit Assistance (STA), and Regional Measure 2 (RM 2) for Fiscal Year 2016-2017
2. Resolution 12-2016 of the Board of Directors of the Livermore Amador Valley Transit Authority Authorizing the filing of a claim with the Metropolitan Transportation Commission for Allocation of Transportation Development Act Article 4.5 Funds for the Fiscal Year 2016-2017

These resolutions authorize staff to file applications with the MTC for the 2016-2017 Fiscal Year.

**Background**

Attached for your review and approval are the annual resolutions authorizing LAVTA's Executive Director (or designee) to file a claim with MTC for TDA Article 4.0, 4.5, and STA funds for Fiscal Year 2016-2017. These resolutions are required as part of MTC's annual claim submittal due in May. The funds requested in the claim are limited to the amount allocated to LAVTA, based on a prescribed apportionment formula. On an annual basis, LAVTA is required to resolve support for the submission of applications for Regional Measure 2 operating assistance in connection with the providing service to the BRT service. MTC has advised LAVTA that the inclusion of provisions relevant to RM 2 can be included in the TDA and STA resolutions for ease of submission.

**Discussion**

Attached to this report is the MTC staff report which accompanied their estimate and gives background information on the various funding sources and the bases for this year's estimates:

**Budget Considerations**

The next step will be to prepare a detailed capital and operating budget within the available revenues.

**Recommendation**

The Finance and Administration Committee recommends approval of the attached resolutions authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, and STA Funds for Fiscal Year 2016-2017.

**Attachments:**

1. February 24, 2016 Fund Estimate from MTC
2. Resolution 11-2016 MTC for Allocation of Transportation Development Act Article 4.0
3. Resolution 12-2016 MTC for Allocation of Transportation Development Act Article 4.5

*Approved:* \_\_\_\_\_

**FY 2016-17 FUND ESTIMATE  
REGIONAL SUMMARY**

Attachment A  
Res No. 4220  
Page 1 of 17  
2/24/2016

**TDA REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	FY2016-17	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance <sup>1</sup>	Outstanding Commitments, Refunds, & Interest <sup>2</sup>	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	17,720,078	(73,733,139)	73,546,000	1,072,000	(2,678,000)	76,110,000	(3,044,400)	88,685,818
Contra Costa	17,154,518	(46,529,484)	40,146,919	(468,615)	(1,477,132)	41,463,827	(1,658,553)	48,521,479
Marin	838,286	(13,042,724)	12,713,895	309,935	(520,953)	13,362,830	(534,513)	13,126,757
Napa	11,965,811	(15,126,553)	7,600,000	400,000	(320,000)	8,160,000	(326,400)	12,352,858
San Francisco	725,412	(47,195,826)	48,421,155	4,044,629	(2,098,631)	50,724,425	(2,028,977)	52,592,187
San Mateo	5,372,178	(37,490,591)	36,914,589	2,004,326	(1,456,757)	39,205,837	(1,568,233)	42,881,348
Santa Clara	6,183,338	(98,200,699)	102,299,000	1,689,058	(3,706,727)	108,772,000	(4,350,880)	112,232,295
Solano	14,703,366	(19,518,093)	17,358,114	415,322	(710,937)	17,773,436	(710,937)	29,310,270
Sonoma	9,938,332	(25,550,195)	22,900,000	(800,000)	(824,000)	22,800,000	(912,000)	27,492,137
<b>TOTAL</b>	<b>\$84,601,320</b>	<b>(\$376,387,303)</b>	<b>\$361,899,672</b>	<b>\$8,666,655</b>	<b>(\$13,793,137)</b>	<b>\$378,372,355</b>	<b>(\$15,134,893)</b>	<b>\$427,195,149</b>

**STA, AB 1107, BRIDGE TOLL, & LOW CARBON TRANSIT OPERATIONS PROGRAM REGIONAL SUMMARY TABLE**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2015	FY2014-16	FY2015-16	FY2016-17	FY2016-17
Fund Source	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Revenue Estimate	Revenue Estimate	Available for Allocation
<b>State Transit Assistance</b>					
Revenue-Based	Not included due to changes implemented by the State Controller's Office (SCO) in January 2016. See p. 11.				
Population-Based	54,382,294	(46,666,784)	28,974,196	30,498,904	66,637,770
<b>SUBTOTAL</b>	<b>54,382,294</b>	<b>(46,666,784)</b>	<b>28,974,196</b>	<b>30,498,904</b>	<b>66,637,770</b>
<b>AB1107 - BART District Tax (25% Share)</b>	<b>0</b>	<b>(79,166,508)</b>	<b>79,166,509</b>	<b>80,749,840</b>	<b>80,749,840</b>
<b>Bridge Toll Total</b>					
AB 664 Bridge Revenues	82,611,091	(82,611,091)	2,300,000	2,300,000	2,300,000
MTC 2% Toll Revenue	5,948,691	(3,741,879)	1,450,000	1,450,000	5,106,812
5% State General Fund Revenue	8,356,827	(604,380)	3,210,892	3,243,001	14,206,340
<b>SUBTOTAL</b>	<b>96,916,609</b>	<b>(86,957,350)</b>	<b>6,960,892</b>	<b>6,993,001</b>	<b>21,613,152</b>
<b>Low Carbon Transit Operations Program</b>	<b>28,166,253</b>	<b>0</b>	<b>28,166,253</b>	<b>38,680,268</b>	<b>38,680,268</b>
<b>TOTAL</b>	<b>\$179,465,156</b>	<b>(\$212,790,642)</b>	<b>\$143,267,850</b>	<b>\$156,922,013</b>	<b>\$207,681,030</b>

Please see Attachment A pages 2-14 for detailed information on each fund source.

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

Attachment A  
Res No. 4220  
Page 2 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		73,546,000	13. County Auditor Estimate		76,110,000
2. Revised Estimate (Feb, 15)		74,618,000	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		1,072,000	14. MTC Administration (0.5% of Line 13)		380,550
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		380,550
4. MTC Administration (0.5% of Line 3)		5,360	16. MTC Planning (3.0% of Line 13)		2,283,300
5. County Administration (Up to 0.5% of Line 3)		5,360	17. Total Charges (Lines 14+15+16)		3,044,400
6. MTC Planning (3.0% of Line 3)		32,160	18. TDA Generations Less Charges (Lines 13-17)		73,065,600
7. Total Charges (Lines 4+5+6)		42,880	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		1,029,120	19. Article 3.0 (2.0% of Line 18)		1,461,312
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		71,604,288
9. Article 3 Adjustment (2.0% of line 8)		20,582	21. Article 4.5 (5.0% of Line 20)		3,580,214
10. Funds Remaining (Lines 8-9)		1,008,538	22. TDA Article 4 (Lines 20-21)		68,024,074
11. Article 4.5 Adjustment (5.0% of Line 10)		50,427			
12. Article 4 Adjustment (Lines 10-11)		958,111			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	3,238,996	13,455	3,252,451	(3,601,955)	0	1,412,083	20,582	1,083,161	1,461,312	2,544,473
<b>Article 4.5</b>	26,073	1,220	27,293	(3,485,087)	(3,161,732)	3,459,604	50,427	(3,109,495)	3,580,214	470,719
<b>SUBTOTAL</b>	<b>3,265,069</b>	<b>14,675</b>	<b>3,279,744</b>	<b>(7,087,042)</b>	<b>(3,161,732)</b>	<b>4,871,687</b>	<b>71,009</b>	<b>(2,026,334)</b>	<b>5,041,526</b>	<b>3,015,192</b>
<b>Article 4</b>										
AC Transit										
District 1	6,771	1,710	8,481	(42,419,679)	3,161,732	42,419,679	618,306	3,788,518	43,864,335	47,652,853
District 2	1,880	297	2,177	(11,315,000)	0	11,315,940	164,940	168,057	11,669,120	11,837,177
BART <sup>3</sup>	5,136	16	5,153	(85,033)	0	79,882	1,164	1,166	83,158	84,324
LAVTA	9,692,902	28,266	9,721,169	(13,476,888)	4,316,718	8,899,101	129,713	9,589,812	9,304,213	18,894,025
Union City	4,748,319	18,071	4,766,390	(3,729,251)	0	3,017,872	43,988	4,098,999	3,103,248	7,202,247
<b>SUBTOTAL</b>	<b>14,455,009</b>	<b>48,361</b>	<b>14,503,369</b>	<b>(71,025,851)</b>	<b>7,478,450</b>	<b>65,732,473</b>	<b>958,111</b>	<b>17,646,552</b>	<b>68,024,074</b>	<b>85,670,626</b>
<b>GRAND TOTAL</b>	<b>\$17,720,078</b>	<b>\$63,036</b>	<b>\$17,783,113</b>	<b>(\$78,112,893)</b>	<b>\$4,316,718</b>	<b>\$70,604,160</b>	<b>\$1,029,120</b>	<b>\$15,620,218</b>	<b>\$73,065,600</b>	<b>\$88,685,818</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**CONTRA COSTA COUNTY**

Attachment A  
Res No. 4220  
Page 3 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate				FY2016-17 TDA Revenue Estimate	
<b>FY2015-16 Generation Estimate Adjustment</b>				<b>FY2016-17 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 15)	40,146,919			13. County Auditor Estimate	41,463,827
2. Revised Estimate (Feb, 15)	39,678,304			<b>FY2016-17 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)		(468,615)		14. MTC Administration (0.5% of Line 13)	207,319
<b>FY2015-16 Planning and Administration Charges Adjustment</b>				15. County Administration (0.5% of Line 13)	207,319
4. MTC Administration (0.5% of Line 3)	(2,343)			16. MTC Planning (3.0% of Line 13)	1,243,915
5. County Administration (Up to 0.5% of Line 3)	(2,343)			17. Total Charges (Lines 14+15+16)	1,658,553
6. MTC Planning (3.0% of Line 3)	(14,058)			18. TDA Generations Less Charges (Lines 13-17)	39,805,274
7. Total Charges (Lines 4+5+6)		(18,744)		<b>FY2016-17 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)		(449,871)		19. Article 3.0 (2.0% of Line 18)	796,105
<b>FY2015-16 TDA Adjustment By Article</b>				20. Funds Remaining (Lines 18-19)	39,009,169
9. Article 3 Adjustment (2.0% of line 8)	(8,997)			21. Article 4.5 (5.0% of Line 20)	1,950,458
10. Funds Remaining (Lines 8-9)		(440,874)		22. TDA Article 4 (Lines 20-21)	37,058,711
11. Article 4.5 Adjustment (5.0% of Line 10)	(22,044)				
12. Article 4 Adjustment (Lines 10-11)		(418,830)			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
<b>Article 3</b>	1,236,685	440	1,237,125	(1,943,824)	0	770,821	(8,997)	55,126	796,105	851,231
<b>Article 4.5</b>	146,487	12	146,499	(1,267,705)	(647,531)	1,888,511	(22,044)	97,730	1,950,458	2,048,188
<b>SUBTOTAL</b>	<b>1,383,172</b>	<b>452</b>	<b>1,383,624</b>	<b>(3,211,529)</b>	<b>(647,531)</b>	<b>2,659,332</b>	<b>(31,041)</b>	<b>152,856</b>	<b>2,746,563</b>	<b>2,899,419</b>
<b>Article 4</b>										
AC Transit										
District 1	3,835	6	3,841	(6,825,179)	571,086	6,254,093	(73,001)	(69,159)	6,436,688	6,367,529
BART <sup>3</sup>	156	0	157	(248,961)	0	250,912	(2,929)	(821)	261,977	261,156
CCCTA	12,945,397	2,353	12,947,750	(24,393,593)	416,196	17,054,847	(199,073)	5,826,126	17,584,948	23,411,074
ECCTA	816,528	52	816,580	(9,939,397)	0	10,151,017	(118,488)	909,712	10,537,184	11,446,896
WCCTA	2,005,431	350	2,005,781	(2,879,490)	625,699	2,170,840	(25,339)	1,897,491	2,237,914	4,135,405
<b>SUBTOTAL</b>	<b>15,771,347</b>	<b>2,762</b>	<b>15,774,109</b>	<b>(44,286,620)</b>	<b>1,612,981</b>	<b>35,881,709</b>	<b>(418,830)</b>	<b>8,563,349</b>	<b>37,058,711</b>	<b>45,622,060</b>
<b>GRAND TOTAL</b>	<b>\$17,154,518</b>	<b>\$3,215</b>	<b>\$17,157,733</b>	<b>(\$47,498,149)</b>	<b>\$965,450</b>	<b>\$38,541,041</b>	<b>(\$449,871)</b>	<b>\$8,716,205</b>	<b>\$39,805,274</b>	<b>\$48,521,479</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.



**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
MARIN COUNTY**

Attachment A  
Res No. 4220  
Page 4 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	12,713,895		13. County Auditor Estimate	13,362,830	
2. Revised Estimate (Feb, 15)	13,023,830		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		309,935	14. MTC Administration (0.5% of Line 13)	66,814	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	66,814	
4. MTC Administration (0.5% of Line 3)	1,550		16. MTC Planning (3.0% of Line 13)	400,885	
5. County Administration (Up to 0.5% of Line 3)	1,550		17. Total Charges (Lines 14+15+16)	534,513	
6. MTC Planning (3.0% of Line 3)	9,298		18. TDA Generations Less Charges (Lines 13-17)	12,828,317	
7. Total Charges (Lines 4+5+6)	12,398		<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	297,537		19. Article 3.0 (2.0% of Line 18)	256,566	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	12,571,751	
9. Article 3 Adjustment (2.0% of line 8)	5,951		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	291,586		22. TDA Article 4 (Lines 20-21)	12,571,751	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	291,586				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	417,608	4,066	421,673	(665,748)	0	244,107	5,951	5,984	256,566	262,550
Article 4.5										
<b>SUBTOTAL</b>	<b>417,608</b>	<b>4,066</b>	<b>421,673</b>	<b>(665,748)</b>	<b>0</b>	<b>244,107</b>	<b>5,951</b>	<b>5,984</b>	<b>256,566</b>	<b>262,550</b>
Article 4/8										
GGBHTD <sup>3</sup>	420,679	872	421,551	(12,381,914)	0	11,961,233	291,586	292,456	7,931,518	8,223,974
Marin Transit <sup>3</sup>	0	0	0	0	0	0	0	0	4,640,233	4,640,233
<b>SUBTOTAL</b>	<b>420,679</b>	<b>872</b>	<b>421,551</b>	<b>(12,381,914)</b>	<b>0</b>	<b>11,961,233</b>	<b>291,586</b>	<b>292,456</b>	<b>12,571,751</b>	<b>12,864,207</b>
<b>GRAND TOTAL</b>	<b>\$838,286</b>	<b>\$4,938</b>	<b>\$843,224</b>	<b>(\$13,047,662)</b>	<b>\$0</b>	<b>\$12,205,340</b>	<b>\$297,537</b>	<b>\$298,440</b>	<b>\$12,828,317</b>	<b>\$13,126,757</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Prior to FY 2016-17 GGBHTD was authorized to claim 100% of the apportionments in Marin County. Per agreement between GGBHTD and MCTD from FY 2016-17 forward both agencies will claim funds.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**NAPA COUNTY**

Attachment A  
Res No. 4220  
Page 5 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		7,600,000	13. County Auditor Estimate		8,160,000
2. Revised Estimate (Feb, 15)		8,000,000	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		400,000	14. MTC Administration (0.5% of Line 13)		40,800
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		40,800
4. MTC Administration (0.5% of Line 3)		2,000	16. MTC Planning (3.0% of Line 13)		244,800
5. County Administration (Up to 0.5% of Line 3)		2,000	17. Total Charges (Lines 14+15+16)		326,400
6. MTC Planning (3.0% of Line 3)		12,000	18. TDA Generations Less Charges (Lines 13-17)		7,833,600
7. Total Charges (Lines 4+5+6)		16,000	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		384,000	19. Article 3.0 (2.0% of Line 18)		156,672
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		7,676,928
9. Article 3 Adjustment (2.0% of line 8)		7,680	21. Article 4.5 (5.0% of Line 20)		383,846
10. Funds Remaining (Lines 8-9)		376,320	22. TDA Article 4 (Lines 20-21)		7,293,082
11. Article 4.5 Adjustment (5.0% of Line 10)		18,816			
12. Article 4 Adjustment (Lines 10-11)		357,504			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	496,722	2,847	499,569	(421,689)	0	145,920	7,680	231,480	156,672	388,152
Article 4.5	56,757	73	56,829	(401,127)	0	357,504	18,816	32,022	383,846	415,868
<b>SUBTOTAL</b>	<b>553,479</b>	<b>2,919</b>	<b>556,398</b>	<b>(822,816)</b>	<b>0</b>	<b>503,424</b>	<b>26,496</b>	<b>263,502</b>	<b>540,518</b>	<b>804,020</b>
Article 4/8										
NCTPA <sup>3</sup>	11,412,332	47,046	11,459,378	(15,607,662)	1,253,960	6,792,576	357,504	4,255,756	7,293,082	11,548,838
<b>SUBTOTAL</b>	<b>11,412,332</b>	<b>47,046</b>	<b>11,459,378</b>	<b>(15,607,662)</b>	<b>1,253,960</b>	<b>6,792,576</b>	<b>357,504</b>	<b>4,255,756</b>	<b>7,293,082</b>	<b>11,548,838</b>
<b>GRAND TOTAL</b>	<b>\$11,965,811</b>	<b>\$49,965</b>	<b>\$12,015,776</b>	<b>(\$16,430,478)</b>	<b>\$1,253,960</b>	<b>\$7,296,000</b>	<b>\$384,000</b>	<b>\$4,519,258</b>	<b>\$7,833,600</b>	<b>\$12,352,858</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. NCTPA is authorized to claim 100% of the apportionment to Napa County.

**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SAN FRANCISCO COUNTY**

Attachment A  
Res No. 4220  
Page 6 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	48,421,155		13. County Auditor Estimate	50,724,425	
2. Revised Estimate (Feb, 15)	52,465,784		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	4,044,629		14. MTC Administration (0.5% of Line 13)	253,622	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	253,622	
4. MTC Administration (0.5% of Line 3)	20,223		16. MTC Planning (3.0% of Line 13)	1,521,733	
5. County Administration (Up to 0.5% of Line 3)	20,223		17. Total Charges (Lines 14+15+16)	2,028,977	
6. MTC Planning (3.0% of Line 3)	121,339		18. TDA Generations Less Charges (Lines 13-17)	48,695,448	
7. Total Charges (Lines 4+5+6)	161,785		<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	3,882,844		19. Article 3.0 (2.0% of Line 18)	973,909	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	47,721,539	
9. Article 3 Adjustment (2.0% of line 8)	77,657		21. Article 4.5 (5.0% of Line 20)	2,386,077	
10. Funds Remaining (Lines 8-9)	3,805,187		22. TDA Article 4 (Lines 20-21)	45,335,462	
11. Article 4.5 Adjustment (5.0% of Line 10)	190,259				
12. Article 4 Adjustment (Lines 10-11)	3,614,928				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	730,000	13,007	743,007	(1,656,353)	0	929,686	77,657	93,997	973,909	1,067,906
Article 4.5	(385)	618	233	(2,278,290)	(2,278,290)	2,277,731	190,259	(2,088,357)	2,386,077	297,720
<b>SUBTOTAL</b>	<b>729,615</b>	<b>13,625</b>	<b>743,240</b>	<b>(3,934,643)</b>	<b>(2,278,290)</b>	<b>3,207,417</b>	<b>267,916</b>	<b>(1,994,360)</b>	<b>3,359,986</b>	<b>1,365,626</b>
Article 4										
SFMTA	(4,203)	5,945	1,743	(43,280,753)	2,278,290	43,276,891	3,614,928	5,891,099	45,335,462	51,226,561
<b>SUBTOTAL</b>	<b>(4,203)</b>	<b>5,945</b>	<b>1,743</b>	<b>(43,280,753)</b>	<b>2,278,290</b>	<b>43,276,891</b>	<b>3,614,928</b>	<b>5,891,099</b>	<b>45,335,462</b>	<b>51,226,561</b>
<b>GRAND TOTAL</b>	<b>\$725,412</b>	<b>\$19,571</b>	<b>\$744,983</b>	<b>(\$47,215,396)</b>	<b>\$0</b>	<b>\$46,484,308</b>	<b>\$3,882,844</b>	<b>\$3,896,739</b>	<b>\$48,695,448</b>	<b>\$52,592,187</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SAN MATEO COUNTY**

Attachment A  
Res No. 4220  
Page 7 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	36,914,589		13. County Auditor Estimate	39,205,837	
2. Revised Estimate (Feb, 15)	38,918,915		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	2,004,326		14. MTC Administration (0.5% of Line 13)	196,029	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	196,029	
4. MTC Administration (0.5% of Line 3)	10,022		16. MTC Planning (3.0% of Line 13)	1,176,175	
5. County Administration (Up to 0.5% of Line 3)	10,022		17. Total Charges (Lines 14+15+16)	1,568,233	
6. MTC Planning (3.0% of Line 3)	60,130		18. TDA Generations Less Charges (Lines 13-17)	37,637,604	
7. Total Charges (Lines 4+5+6)	80,174		<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	1,924,152		19. Article 3.0 (2.0% of Line 18)	752,752	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	36,884,852	
9. Article 3 Adjustment (2.0% of line 8)	38,483		21. Article 4.5 (5.0% of Line 20)	1,844,243	
10. Funds Remaining (Lines 8-9)	1,885,669		22. TDA Article 4 (Lines 20-21)	35,040,609	
11. Article 4.5 Adjustment (5.0% of Line 10)	94,283				
12. Article 4 Adjustment (Lines 10-11)	1,791,386				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,201,159	42,332	3,243,491	(3,554,875)	0	708,760	38,483	435,859	752,752	1,188,611
Article 4.5	184,358	323	184,681	(1,771,554)	0	1,736,462	94,283	243,872	1,844,243	2,088,115
<b>SUBTOTAL</b>	<b>3,385,516</b>	<b>42,656</b>	<b>3,428,172</b>	<b>(5,326,429)</b>	<b>0</b>	<b>2,445,222</b>	<b>132,766</b>	<b>679,731</b>	<b>2,596,995</b>	<b>3,276,726</b>
Article 4										
SamTrans	1,986,662	5,905	1,992,567	(32,212,723)	0	32,992,783	1,791,386	4,564,013	35,040,609	39,604,622
<b>SUBTOTAL</b>	<b>1,986,662</b>	<b>5,905</b>	<b>1,992,567</b>	<b>(32,212,723)</b>	<b>0</b>	<b>32,992,783</b>	<b>1,791,386</b>	<b>4,564,013</b>	<b>35,040,609</b>	<b>39,604,622</b>
<b>GRAND TOTAL</b>	<b>\$5,372,178</b>	<b>\$48,561</b>	<b>\$5,420,739</b>	<b>(\$37,539,152)</b>	<b>\$0</b>	<b>\$35,438,005</b>	<b>\$1,924,152</b>	<b>\$5,243,744</b>	<b>\$37,637,604</b>	<b>\$42,881,348</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SANTA CLARA COUNTY**

Attachment A  
Res No. 4220  
Page 8 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		102,299,000	13. County Auditor Estimate		108,772,000
2. Revised Estimate (Feb, 15)		103,988,058	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		1,689,058	14. MTC Administration (0.5% of Line 13)		543,860
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		543,860
4. MTC Administration (0.5% of Line 3)		8,445	16. MTC Planning (3.0% of Line 13)		3,263,160
5. County Administration (Up to 0.5% of Line 3)		8,445	17. Total Charges (Lines 14+15+16)		4,350,880
6. MTC Planning (3.0% of Line 3)		50,672	18. TDA Generations Less Charges (Lines 13-17)		104,421,120
7. Total Charges (Lines 4+5+6)		67,562	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		1,621,496	19. Article 3.0 (2.0% of Line 18)		2,088,422
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		102,332,698
9. Article 3 Adjustment (2.0% of line 8)		32,430	21. Article 4.5 (5.0% of Line 20)		5,116,635
10. Funds Remaining (Lines 8-9)		1,589,066	22. TDA Article 4 (Lines 20-21)		97,216,063
11. Article 4.5 Adjustment (5.0% of Line 10)		79,453			
12. Article 4 Adjustment (Lines 10-11)		1,509,613			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	5,351,090	29,759	5,380,849	(6,804,884)		1,964,141	32,430	572,535	2,088,422	2,660,957
Article 4.5	41,460	195	41,655	0	(4,812,145)	4,812,145	79,453	121,108	5,116,635	5,237,743
<b>SUBTOTAL</b>	<b>5,392,551</b>	<b>29,953</b>	<b>5,422,504</b>	<b>(6,804,884)</b>	<b>(4,812,145)</b>	<b>6,776,286</b>	<b>111,883</b>	<b>693,643</b>	<b>7,205,057</b>	<b>7,898,700</b>
Article 4										
VTA	790,787	4,986	795,774	(91,430,754)	4,812,145	91,430,754	1,509,613	7,117,532	97,216,063	104,333,595
<b>SUBTOTAL</b>	<b>790,787</b>	<b>4,986</b>	<b>795,774</b>	<b>(91,430,754)</b>	<b>4,812,145</b>	<b>91,430,754</b>	<b>1,509,613</b>	<b>7,117,532</b>	<b>97,216,063</b>	<b>104,333,595</b>
<b>GRAND TOTAL</b>	<b>\$6,183,338</b>	<b>\$34,939</b>	<b>\$6,218,277</b>	<b>(\$98,235,638)</b>	<b>\$0</b>	<b>\$98,207,040</b>	<b>\$1,621,496</b>	<b>\$7,811,175</b>	<b>\$104,421,120</b>	<b>\$112,232,295</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE  
TRANSPORTATION DEVELOPMENT ACT FUNDS  
SOLANO COUNTY**

Attachment A  
Res No. 4220  
Page 9 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)		17,358,114	13. County Auditor Estimate		17,773,436
2. Revised Estimate (Feb, 15)		17,773,436	<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)		415,322	14. MTC Administration (0.5% of Line 13)		88,867
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)		88,867
4. MTC Administration (0.5% of Line 3)		2,077	16. MTC Planning (3.0% of Line 13)		533,203
5. County Administration (Up to 0.5% of Line 3)		2,077	17. Total Charges (Lines 14+15+16)		710,937
6. MTC Planning (3.0% of Line 3)		12,460	18. TDA Generations Less Charges (Lines 13-17)		17,062,499
7. Total Charges (Lines 4+5+6)		16,614	<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)		398,708	19. Article 3.0 (2.0% of Line 18)		341,250
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)		16,721,249
9. Article 3 Adjustment (2.0% of line 8)		7,974	21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		390,734	22. TDA Article 4 (Lines 20-21)		16,721,249
11. Article 4.5 Adjustment (5.0% of Line 10)		0			
12. Article 4 Adjustment (Lines 10-11)		390,734			

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	774,067	3,926	777,993	(862,029)	0	333,276	7,974	257,214	341,250	598,464
Article 4.5										
<b>SUBTOTAL</b>	<b>774,067</b>	<b>3,926</b>	<b>777,993</b>	<b>(862,029)</b>	<b>0</b>	<b>333,276</b>	<b>7,974</b>	<b>257,214</b>	<b>341,250</b>	<b>598,464</b>
Article 4/8										
Dixon	856,366	3,219	859,586	(567,866)	0	734,437	17,573	1,043,730	745,767	1,789,497
Fairfield	2,763,699	12,241	2,775,940	(5,837,751)	0	4,251,582	101,726	1,291,497	4,355,601	5,647,098
Rio Vista	243,865	1,902	245,767	(334,129)	75,432	306,605	7,336	301,011	318,930	619,941
Solano County	913,414	4,404	917,818	(510,125)	0	741,586	17,744	1,167,023	753,163	1,920,186
Suisun City	158,218	370	158,588	(1,183,922)	0	1,103,260	26,397	104,323	1,124,528	1,228,851
Vacaville	6,367,758	28,785	6,396,543	(3,187,689)	0	3,617,620	86,557	6,913,032	3,686,482	10,599,514
Vallejo/Benicia <sup>4</sup>	2,625,978	11,206	2,637,184	(7,176,068)	0	5,575,423	133,401	1,169,941	5,736,777	6,906,718
<b>SUBTOTAL</b>	<b>13,929,299</b>	<b>62,128</b>	<b>13,991,427</b>	<b>(18,797,550)</b>	<b>75,432</b>	<b>16,330,513</b>	<b>390,734</b>	<b>11,990,557</b>	<b>16,721,249</b>	<b>28,711,806</b>
<b>GRAND TOTAL</b>	<b>\$14,703,366</b>	<b>\$66,054</b>	<b>\$14,769,419</b>	<b>(\$19,659,578)</b>	<b>\$75,432</b>	<b>\$16,663,789</b>	<b>\$398,708</b>	<b>\$12,247,771</b>	<b>\$17,062,499</b>	<b>\$29,310,270</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

**FY 2016-17 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**SONOMA COUNTY**

Attachment A  
Res No. 4220  
Page 10 of 17  
2/24/2016

FY2015-16 TDA Revenue Estimate			FY2016-17 TDA Revenue Estimate		
<b>FY2015-16 Generation Estimate Adjustment</b>			<b>FY2016-17 County Auditor's Generation Estimate</b>		
1. Original County Auditor Estimate (Feb, 15)	22,900,000		13. County Auditor Estimate	22,800,000	
2. Revised Estimate (Feb, 15)	22,100,000		<b>FY2016-17 Planning and Administration Charges</b>		
3. Revenue Adjustment (Lines 2-1)	(800,000)		14. MTC Administration (0.5% of Line 13)	114,000	
<b>FY2015-16 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	114,000	
4. MTC Administration (0.5% of Line 3)	(4,000)		16. MTC Planning (3.0% of Line 13)	684,000	
5. County Administration (Up to 0.5% of Line 3)	(4,000)		17. Total Charges (Lines 14+15+16)	912,000	
6. MTC Planning (3.0% of Line 3)	(24,000)		18. TDA Generations Less Charges (Lines 13-17)	21,888,000	
7. Total Charges (Lines 4+5+6)	(32,000)		<b>FY2016-17 TDA Apportionment By Article</b>		
8. Adjusted Generations Less Charges (Lines 3-7)	(768,000)		19. Article 3.0 (2.0% of Line 18)	437,760	
<b>FY2015-16 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	21,450,240	
9. Article 3 Adjustment (2.0% of line 8)	(15,360)		21. Article 4.5 (5.0% of Line 20)	0	
10. Funds Remaining (Lines 8-9)	(752,640)		22. TDA Article 4 (Lines 20-21)	21,450,240	
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)	(752,640)				

**TDA APPORTIONMENT BY JURISDICTION**

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY 2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,525,093	8,385	1,533,478	(1,252,449)	0	439,680	(15,360)	705,349	437,760	1,143,109
Article 4.5										
<b>SUBTOTAL</b>	<b>1,525,093</b>	<b>8,385</b>	<b>1,533,478</b>	<b>(1,252,449)</b>	<b>0</b>	<b>439,680</b>	<b>(15,360)</b>	<b>705,349</b>	<b>437,760</b>	<b>1,143,109</b>
Article 4/8										
GGBHTD <sup>3</sup>	48,217	2,654	50,872	(5,430,108)	0	5,386,080	(188,160)	(181,316)	5,362,560	5,181,244
Petaluma	974,118	2,463	976,580	(1,993,246)	0	1,843,623	(64,406)	762,551	1,830,846	2,593,397
Santa Rosa	1,012,333	30,852	1,043,186	(6,430,490)	0	5,608,140	(195,918)	24,918	5,610,668	5,635,586
Sonoma County/Healdsburg <sup>4</sup>	6,378,571	19,108	6,397,678	(11,385,252)	877,888	8,706,477	(304,156)	4,292,635	8,646,166	12,938,801
<b>SUBTOTAL</b>	<b>8,413,239</b>	<b>55,077</b>	<b>8,468,316</b>	<b>(25,239,096)</b>	<b>877,888</b>	<b>21,544,320</b>	<b>(752,640)</b>	<b>4,898,788</b>	<b>21,450,240</b>	<b>26,349,028</b>
<b>GRAND TOTAL</b>	<b>\$9,938,332</b>	<b>\$63,462</b>	<b>\$10,001,794</b>	<b>(\$26,491,545)</b>	<b>\$877,888</b>	<b>\$21,984,000</b>	<b>(\$768,000)</b>	<b>\$5,604,137</b>	<b>\$21,888,000</b>	<b>\$27,492,137</b>

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. Apportionment to GGBHTD is 25-percent of Sonoma County's total Article 4/8 TDA funds.

4. Beginning in FY2012-13, the Healdsburg apportionment area is combined with Sonoma County.

**FY 2016-17 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A  
Res No. 4220  
Page 11 of 17  
2/24/2016*

<b>FY2015-16 STA Revenue Estimate</b>		<b>FY2016-17 STA Revenue Estimate</b>	
1. State Revised Estimate (Jan, 16)	\$86,754,917	4. Projected Carryover (Feb, 16)	
2. Actual Revenue (Aug, 16)		5. State Estimate <sup>1</sup> (Jan, 16)	\$91,320,218
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	

**STA REVENUE-BASED APPORTIONMENT BY OPERATOR**

Due to changes to the STA Revenue-Based program implemented by the State Controller's Office (SCO) in January 2016 MTC is unable to apportion STA Revenue-Based funds at this time. Staff will return to the Commission as soon as possible in the Spring of 2016 to apportion STA Revenue-Based funds once additional guidance is provided by the SCO.

1. The FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an estimate in January 2016.



**FY 2016-17 FUND ESTIMATE  
STATE TRANSIT ASSISTANCE  
POPULATION-BASED FUNDS (PUC 99313)**

Attachment A  
Res No. 4220  
Page 12 of 17  
2/24/2016

FY2015-16 STA Revenue Estimate			FY2016-17 STA Revenue Estimate			
1. State Revised Estimate <sup>3</sup> (Jan, 16)	\$28,974,196		4. Projected Carryover (Feb, 16)	\$36,138,868		
2. Actual Revenue (Aug, 16)			5. State Estimate <sup>4</sup> (Jan, 16)	\$30,498,904		
3. Revenue Adjustment (Lines 2-1)			6. Total Funds Available (Lines 4+5)	\$66,637,772		
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Apportionment Jurisdictions	Balance	Outstanding	Revenue	Projected	Revenue	Available For
	(w/interest) <sup>1</sup>	Commitments <sup>2</sup>	Estimate	Carryover	Estimate <sup>4</sup>	Allocation
Northern Counties/Small Operators						
Marin	81,537	(1,094,305)	861,251	(151,517)	907,101	755,584
Napa	41,253	(547,351)	465,432	(40,666)	490,209	449,543
Solano/Vallejo <sup>5</sup>	4,345,719	(1,095,745)	1,401,679	4,651,654	1,476,298	6,127,952
Sonoma	546,848	(1,937,160)	1,647,233	256,921	1,734,924	1,991,845
CCCTA	144,556	(2,004,761)	1,632,679	(227,526)	1,719,595	1,492,069
ECCTA	88,114	(1,159,791)	986,211	(85,466)	1,038,712	953,246
LAVTA	910,297	(884,220)	674,709	700,785	710,627	1,411,412
Union City	155,508	(195,686)	236,201	196,023	248,775	444,798
WCCTA	19,283	(267,089)	217,518	(30,289)	229,097	198,808
SUBTOTAL	6,333,115	(9,186,108)	8,122,913	5,269,919	8,555,339	13,825,258
Regional Paratransit						
Alameda	31,560	(1,113,062)	891,901	(189,601)	939,380	749,779
Contra Costa	42,344	(670,750)	631,360	2,954	664,970	667,924
Marin	4,470	(147,718)	121,818	(21,430)	128,304	106,874
Napa	8,753	(116,182)	98,794	(8,635)	104,053	95,418
San Francisco	25,924	(832,201)	707,650	(98,627)	745,322	646,695
San Mateo	30,922	(410,315)	348,906	(30,487)	367,480	336,993
Santa Clara	88,454	(1,175,189)	999,305	(87,430)	1,052,503	965,073
Solano	902,071	(445,000)	272,817	729,888	287,341	1,017,229
Sonoma	42,703	(459,545)	390,768	(26,074)	411,570	385,496
SUBTOTAL	1,177,200	(5,369,962)	4,463,318	270,558	4,700,925	4,971,481
Lifeline						
Alameda	5,080,482	(5,841,385)	1,735,101	974,198	1,994,425	2,968,623
Contra Costa	2,864,977	(2,990,587)	1,097,206	971,596	1,261,191	2,232,787
Marin	556,377	0	200,867	757,244	230,888	988,132
Napa	463,078	(471,543)	155,794	147,329	179,079	326,408
San Francisco	3,909,710	(4,192,025)	960,605	678,290	1,104,174	1,782,464
San Mateo	1,637,260	0	645,969	2,283,229	742,513	3,025,742
Santa Clara	5,077,735	(1,000,000)	1,771,510	5,849,245	2,036,275	7,885,520
Solano	733,154	(671,934)	490,589	551,810	563,911	1,115,721
Sonoma	1,690,827	(443,268)	604,502	1,852,061	694,850	2,546,911
MTC Mean-Based Discount Project	307,529	(199,940)	700,000	807,589	0	807,589
JARC Funding Restoration <sup>6</sup>	550,842	0	0		0	0
SUBTOTAL	22,871,972	(15,810,682)	8,362,143	14,872,591	8,807,305	23,679,896
MTC Regional Coordination Program <sup>7</sup>	23,631,214	(16,300,031)	7,692,490	15,023,673	8,102,002	23,125,675
BART to Warm Springs	328,985	0	0	328,985	0	328,985
eBART	1,029	0	0	1,029	0	1,029
Transit Emergency Service Contingency Fund <sup>8</sup>	0	0	333,333	333,333	333,333	666,666
SamTrans	38,780	0	0	38,780	0	38,780
GRAND TOTAL	\$54,382,294	(\$46,666,784)	\$28,974,196	\$36,138,868	\$30,498,904	\$66,637,770

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

3. The FY2015-16 STA revenue generation based on the \$299 million revised estimate included in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an updated estimate in August 2015 due to an internal review of STA program eligibility policies.

4. The FY2016-17 STA revenue generation based on the \$315 million in the Governor's proposed FY2016-17 State Budget. The State Controller's Office did not issue an estimate in January 2016.

5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.

6. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY 2014-15 Lifeline funds, and re-assigning \$693,696 of MTC's Means-Based Discount Project balance.

7. Committed to Clipper® and other MTC Customer Service projects.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2016-17 FUND ESTIMATE  
BRIDGE TOLLS<sup>1,2</sup>**

Attachment A  
Res No. 4220  
Page 13 of 17  
2/24/2016

**BRIDGE TOLL APPORTIONMENT BY CATEGORY**

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2015	FY2014-16	FY2015-16	6/30/2016	FY2016-17	Total
Fund Source	Balance <sup>3</sup>	Outstanding Commitments <sup>4</sup>	Programming Amount <sup>5</sup>	Projected Carryover	Programming Amount <sup>5</sup>	Available for Allocation
<b>AB 664 Bridge Revenues</b>						
70% East Bay	26,507,686	(26,507,686)	1,600,000	1,600,000	1,600,000	3,200,000
30% West Bay	56,103,405	(56,103,405)	700,000	700,000	700,000	1,400,000
<b>SUBTOTAL</b>	<b>82,611,091</b>	<b>(82,611,091)</b>	<b>2,300,000</b>	<b>2,300,000</b>	<b>2,300,000</b>	<b>2,300,000</b>
<b>MTC 2% Toll Revenues</b>						
Ferry Capital	4,302,443	(2,347,036)	1,000,000	2,955,407	1,000,000	3,955,407
ABAG Bay Trail	28,405	(478,405)	450,000	0	450,000	450,000
SMART	828,544	(828,544)	0	0	0	0
Studies	789,299	(87,894)	0	701,405	0	701,405
<b>SUBTOTAL</b>	<b>5,948,691</b>	<b>(3,741,879)</b>	<b>1,450,000</b>	<b>3,656,812</b>	<b>1,450,000</b>	<b>5,106,812</b>
<b>5% State General Fund Revenues</b>						
Ferry	8,356,827	(339,000)	2,945,512	10,963,339	2,977,621	13,940,960
ABAG Bay Trail	0	(265,380)	265,380	0	265,380	265,380
<b>SUBTOTAL</b>	<b>8,356,827</b>	<b>(604,380)</b>	<b>3,210,892</b>	<b>10,963,339</b>	<b>3,243,001</b>	<b>14,206,340</b>

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The AB 664, RM1, and MTC 2% Toll Revenues, listed above, commencing in FY2010-11, are funded from this payment.

2. RM1 90% Rail Extension allocation is made through MTC Resolutions 3833 and 3915.

3. Balance as of 6/30/15 is from MTC FY2014-16 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

4. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/30/16.

5. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for AB 664, 2%, and 5% bridge toll revenues.

**FY 2016-17 FUND ESTIMATE**  
**AB1107 FUNDS**  
**AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

Attachment A  
Res No. 4220  
Page 14 of 17  
2/24/2016

FY2015-16 AB1107 Revenue Estimate					FY2016-17 AB1107 Estimate				
1. Original MTC Estimate (Feb, 15)		\$77,560,800			4. Projected Carryover (Feb, 16)		\$0		
2. Revised Estimate (Feb, 16)		\$79,166,509			5. MTC Estimate (Feb, 16)		\$80,749,839		
3. Revenue Adjustment (Lines 2-1)		\$1,605,709			6. Total Funds Available (Lines 4+5)		\$80,749,839		
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2015	FY2014-15	6/30/2015	FY2014-16	FY2015-16	FY2015-16	6/30/2016	FY2016-17	FY2016-17
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
SFMTA	0	0	0	(39,583,254)	38,780,400	802,854	0	40,374,920	40,374,920
TOTAL	\$0	\$0	\$0	(\$79,166,508)	\$77,560,800	\$1,605,708	\$0	\$80,749,840	\$80,749,840

1. Balance as of 6/30/15 is from MTC FY2014-15 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/15, and FY2015-16 allocations as of 1/31/16.

**FY 2016-17 FUND ESTIMATE  
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES  
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A  
Res No. 4220  
Page 15 of 17  
2/24/2016

**ARTICLE 4.5 & STA PARATRANSIT SUBAPPORTIONMENT**

Apportionment Jurisdictions	Alameda		Contra Costa	
	Article 4.5	STA Paratransit	Article 4.5	STA Paratransit
<b>Total Available</b>	<b>\$470,719</b>	<b>\$749,779</b>	<b>\$2,048,188</b>	<b>\$667,924</b>
AC Transit	\$3,319,767	\$742,571	\$666,727	\$156,872
LAVTA	\$123,457	\$49,608		
Pleasanton	\$67,174			
Union City	\$122,052	\$29,200		
CCCTA			\$791,132	\$203,152
ECCTA			\$417,191	\$130,029
WCCTA			\$173,139	\$32,376

**IMPLEMENTATION OF OPERATOR AGREEMENTS**

Fund Source	Apportionment Jurisdictions	Claimant	Amount <sup>1</sup>	Program
<b>Total Available BART STA Revenue-Based Funds</b>			<b>TBD</b>	
STA Revenue-Based	BART	AC Transit	(396,900)	Fare Coordination Set-Aside <sup>2</sup>
STA Revenue-Based	BART	CCCTA	(777,759)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA	(654,479)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA	(2,528,512)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA	(2,656,398)	BART Feeder Bus
<b>Total Payment</b>			<b>(7,014,048)</b>	
<b>Remaining BART STA Revenue-Based Funds</b>			<b>TBD</b>	
<b>Total Available BART TDA Article 4 Funds</b>			<b>\$345,480</b>	
TDA Article 4	BART-Alameda	LAVTA	(84,324)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(261,156)	BART Feeder Bus
<b>Total Payment</b>			<b>(345,480)</b>	
<b>Remaining BART TDA Article 4 Funds</b>			<b>\$0</b>	
<b>Total Available SamTrans STA Revenue-Based Funds</b>			<b>TBD</b>	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
<b>Total Payment</b>			<b>(801,024)</b>	
<b>Remaining SamTrans STA Revenue-Based Funds</b>			<b>TBD</b>	
<b>Total Available Union City TDA Article 4 Funds</b>			<b>\$7,202,247</b>	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
<b>Total Payment</b>			<b>(116,699)</b>	
<b>Remaining Union City TDA Article 4 Funds</b>			<b>\$7,085,548</b>	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts.

2. MTC holds funds in accordance with the BART-AC Transit Memorandum of Understanding on feeder/transfer payments, final amount will be reconciled after close of FY 2015-16.

**FY 2016-17 FUND ESTIMATE  
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

*Attachment A  
Res No. 4220  
Page 16 of 17  
2/24/2016*

**PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION**

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-15	MTC Res-3833	MTC Res-3925	FY2016-17
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587	0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476	0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0	2,691,476
eBART	3,000,000	5%	327,726	0	2,672,274	0	0
SamTrans	43,000,000	69%	4,422,174	0	0	19,288,913	19,288,913
<b>TOTAL</b>	<b>\$62,000,000</b>	<b>100%</b>	<b>\$6,395,361</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,951,976</b>	<b>\$21,980,389</b>

**FY 2016-17 FUND ESTIMATE  
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

*Attachment A  
Res No. 4220  
Page 17 of 17  
2/24/2016*

<b>FY2015-16 LCTOP Revenue Estimate<sup>1</sup></b>		<b>FY2016-17 LCTOP Revenue Estimate<sup>2</sup></b>	
1. Statewide Appropriation (Oct, 15)	\$75,000,000	5. Estimated Statewide Appropriation (Jan, 16)	\$100,000,000
2. MTC Region Revenue-Based Funding	\$20,890,977	6. Estimated MTC Region Revenue-Based Funding <sup>3</sup>	\$28,979,900
3. MTC Region Population-Based Funding	\$7,275,276	7. Estimated MTC Region Population-Based Funding <sup>3</sup>	\$9,700,368
<b>4. Total MTC Region Funds</b>	<b>\$28,166,253</b>	<b>8. Estimated Total MTC Region Funds</b>	<b>\$38,680,268</b>

1. The FY 2015-16 LCTOP revenue generation based on the State Controller's Office Low Carbon Transit Operations Program Allocation Summary of 10/30/2015.

2. The FY 2016-17 LCTOP revenue generation based on the \$100 million estimated in the FY 2016-17 State Budget.

3. The FY 2016-17 LCTOP amounts for the Bay Area are subject to change pending updated distribution factors for the STA and LCTOP programs from the State Controller's Office.

**RESOLUTION NO 11-2016**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING THE FILING OF A CLAIM WITH THE  
METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION  
OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4.0, STATE  
TRANSIT ASSISTANCE AND REGIONAL MEASURE 2 FUNDS FOR FISCAL  
YEAR 2016-2017**

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Utilities Code 992200 et. seq. provides for the disbursement of funds from the Local Transportation Fund of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin, Livermore and Pleasanton; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code 99310 (et. seq.); and

**WHEREAS**, the STA fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

**WHEREAS**, the Livermore/Amador Valley Transit Authority is an eligible claimant for TDA and STA funds pursuant to PUC Section 99260 and Article 4 funds pursuant to PUC Section 99260A, as attested by the Livermore/Amador Valley Authority's opinion of counsel dated April 1, 2016; and

**WHEREAS**, TDA funds from the Local Transport Fund of Alameda County and STA funds will be required by claimant in Fiscal Year 2016-2017 for transit service;

**WHEREAS**, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors as follows:

1. That the Executive Director or his designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA/STA funds in Fiscal Year 2016-2017; and be it further resolved
2. That a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and

the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein; and be it further resolved

3. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's, "Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures," (MTC Resolution No. 3636, Amended April 28, 2010); and be it further resolved
4. That LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP) and is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.); and be it further resolved
5. That LAVTA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further resolved
6. That LAVTA approves the certification of assurances, attached to this resolution; and be it further resolved
7. That there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further resolved
8. That LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds; and be it further resolved
9. That LAVTA authorizes its Executive Director, or his designee to execute and submit an allocation request for operating or planning costs for Fiscal Year 2014-2015 with MTC for Regional Measure 2 funds, for the project, purposes and amounts included in the project application attached to this resolution; and be it further resolved
10. That the Executive Director, or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the OAP as he/she deems appropriate.

**PASSED AND ADOPTED THIS 2nd DAY OF MAY 2016.**

---

Don Biddle, Chair

**ATTEST:**

---

Michael Tree, Executive Director



**RESOLUTION NO 12-2016**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING  
THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION  
COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT  
ACT ARTICLE 4.5 FUNDS FOR  
THE FISCAL YEAR 2016-2017**

**WHEREAS**, the Transportation Development Act (TDA), Pub Util. Code 99200 et. seq. provides for the disbursement of funds from the Local Transportation Funds of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin and Livermore; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Alameda County will be required by claimant in Fiscal Year 2016-2017 for paratransit services; and

**WHEREAS**, the Livermore/Amador Valley Transit Authority is an eligible claimant for TDA funds pursuant to PUC Section 99275 funds as attested by the Livermore/Amador Valley Transit Authority's opinion of counsel dated April 1, 2016; and

**RESOLVED**, that the Executive Director or his/her designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents with the Metropolitan Transportation Commission for an allocation of TDA funds in Fiscal Year 2016-2017; and be it further

**NOW, THEREFORE, LET IT BE RESOLVED**, that a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

**PASSED AND ADOPTED THIS 2nd DAY OF May, 2016.**

---

Don Biddle, Chair

**ATTEST:**

---

Michael Tree, Executive Director

# **AGENDA**

## **ITEM 6**

## STAFF REPORT

**SUBJECT:** Comprehensive Operations Analysis –Recommendations for Approval

**FROM:** Christy Wegener, Director of Planning & Communications

**DATE:** May 2, 2016

---

### Action

Review and approve staff recommendations for COA/Wheels Forward service changes.

### Background

The COA preferred alternative (Attachment 1) was made available for public comment on March 7. Included in this staff report is a background of the Wheels Forward project, a summary of the preferred alternative, a summary of comments received as of April 22, 2016 and staff's recommendation of COA service changes for consideration and approval, to be implemented in Fall 2016.

### 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. The initial three service scenarios were created in October 2015 and were available for public comment until early December 2015.

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.

#### Service Design Guidelines

In conjunction with the development of the three service scenarios, the Board developed and approved service design guidelines 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.

### Preferred Alternative

The preferred alternative (Attachment 1) was developed based on input in response to the initial three service scenarios and was built upon the Board-approved service design guidelines.

The following is a route-level summary of the preferred alternative. A map depicting areas that would no longer have fixed route bus service if all the COA changes were eliminated is included as Attachment 2. A map depicting the changes in school bus service coverage is included as Attachment 3.

- Route 1 – Service is streamlined for direct service to and from the Santa Rita Jail via Hacienda.
- Route 2 – Service is eliminated due to low ridership. Options for replacement include additional school bus service, and could also include a real-time dynamic ridesharing project called *Wheels on Demand*.
- 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. Options for replacement in Dublin include County Connections Routes 35 and 36, and could also include a real-time dynamic ridesharing project called *Wheels on Demand*.
- Route 8 – Route is realigned to a bi-directional line between the East Dublin/Pleasanton BART Station and south Pleasanton.
- 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.
- 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.
- 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 53 – No changes.
- Route 54 – Route is streamlined along Valley Ave and in Hacienda; service is eliminated along Koll Center Parkway and in parts of Hacienda.
- Route 70X – Service is maintained with the exception of Route 70XV (two trips per day).
- 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: Staff has done additional research and development on the Wheels on Demand Demonstration Project, which is anticipated to provide a level of service in areas in Dublin where service is proposed for elimination. An updated project description is included as Attachment 4.

Public Outreach on the Preferred Alternative

Significant outreach has been done to solicit input on the Preferred Alternative. Attachment 5 summarizes the outreach efforts to solicit comments on the Preferred Alternative.

Comments on the Preferred Alternative

There have been 261 comments received from 193 people on the proposed route changes as of April 22, 2016. Major themes include:

- Objection to the elimination of Route 20X/service to Lawrence Livermore National Laboratory (29 comments)
- Support for Rapid service changes (27 comments)
- Support for service to Stoneridge Creek Retirement home via proposed Route 14 (25 comments)
- Objection to the elimination of Route 2 and service to East Dublin/Positano (20 comments)
- Objection to the elimination of Route 3 service in Dublin (20 comments)
- Objection to removing the Stoneridge Mall/Medical Offices from the Rapid and Route 10 (19 comments)
- Objection to elimination of Route 9 service in Hacienda (9 comments)
- Support of new Route 580X (6 comments)

The full list of comments received as of April 22, 2016 are included as Attachment 6.

Staff Recommendation

Based on feedback received during the open comment period, staff recommends implementing the changes recommended as a part of the preferred alternative included in Attachment 1, with the exception of Route 54, and with addition of new school-focused service in Dublin as described below.

Route 54: Route 54 is partially funded by ACE, who receives funding from the Bay Area Air Quality Management District (BAAQMD). ACE staff object to the realignment of Route 54 at this point, as the proposed changes have not been approved by BAAQMD. Staff understands the objection and based on feedback from existing Route 54 passengers (predominately negative), recommends not changing the route at this time. Staff will explore options for realignment of Route 54 with ACE staff later in 2016.

New Route 501: New school tripper service would be provided from the Positano area to Dublin High School with trips timed with the bell times of Dublin High. Route 501 would provide service along the following segments: Positano Parkway – Fallon Road – Tassajara Road – Gleason Drive – Hacienda Drive – Dublin Boulevard – Village Parkway.

New Route 502: New school tripper service would be provided from the East Dublin area to Dublin High School with trips timed with the bell times of Dublin High. Route 502 would

provide service along the following segments: Dublin Boulevard – Lockhart Street – Central Parkway – Hacienda Drive – Dublin Boulevard – Dougherty Road – Wildwood Road – Amador Valley Boulevard – Village Parkway.

New Route 504: New school tripper service would be provided from the East Dublin area to Dublin High School with trips timed with the bell times of Dublin High. Route 502 would provide service along the following segments: Gleason Drive – Fallon Road – Antone Way – Dublin Ranch Road – Tassajara Road – Dublin Boulevard – Village Parkway.

New Route 505: New school tripper service would be provided along the existing Route 2 alignment in East Dublin with trips timed with the bell times of Fallon Middle School.

#### California Environmental Quality Act (CEQA)

The Projects and Services Committee recommends that Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA) on the basis that the COA changes being recommended are categorically exempt under CEQA Guideline §15378 (No possibility of impact). Staff has done an analysis of the potential environmental impacts associated with implementing the changes being recommended. The changes being recommended include the removal of low-productivity routes, streamlining routes to improve directness, and improved headways on major BART-feeder lines. No net reduction in the total amount of bus operation is contemplated. Accordingly, while some passengers whose bus service is being changed or eliminated may start to drive as a result of the changes, staff expects that number to be low as most passengers will continue to have an alternative. Moreover, additional service being provided instead of the changed routes will carry higher numbers of passengers, more than offsetting any potential impacts. If authorized by the Board, staff will file the Notice of Exemption with the County of Alameda.

#### Title VI

While LAVTA does not have to complete a service equity analysis as a part of its Title VI plan, it is worthwhile to note that the changes recommended as a part of the COA do not appear to disproportionately impact or burden low-income or limited-English proficient populations. The majority of LAVTA's ridership is transit-dependent currently, and those demographics were considered in the development of the service recommendations. The majority of existing riders will see better service after the recommendations are implemented.

#### **Action Requested**

The Projects and Services Committee recommends that the Board approve the service changes recommended as a part of the COA Preferred Alternative as detailed in the attached Resolution, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

#### **Attachments:**

1. Preferred Alternative
2. Proposed Fixed Routes and Existing Service Deletions
3. Proposed School Tripper Routes and Existing Service Deletions
4. Wheels On Demand White Paper

5. Summary of Preferred Alternative Outreach Efforts
6. Public Comments Received as of April 22, 2016
7. Draft Resolution 15-2016

*Approved:* \_\_\_\_\_



## Rapid Livermore to E. BART and W. BART

In order to increase ridership on the Rapid, and improve route reliability, the Rapid should be restructured to be more direct, reduce duplication with existing routes, and serve new high-ridership areas.

The Rapid should be restructured to serve Las Positas College. The College represents a growth market that is currently underserved by Route 12. This recommendation would remove Rapid service from the San Francisco Premium Outlets and Stanley Boulevard. The Outlets would be served by a restructured Route 14 and, Stanley Boulevard would continue to be served by Route 10, which would operate every 15 minutes on weekdays. Travel times between the Livermore Transit Center and BART would be faster than today.

The western terminus of the Rapid should be changed to the W. Dublin/Pleasanton BART station. Access to Stoneridge Mall would be via a restructured Route 3 or from walking across I-580 at the BART station. The reliability of the Rapid would also be enhanced by no longer serving Stoneridge Mall directly.

Additional stops should be added on Dublin Boulevard in Dublin and East Avenue in Livermore. Currently, Routes 12 and 10 duplicate the Rapid in these segments. Those local routes would be removed and only the Rapid would serve Dublin Boulevard and East Avenue.

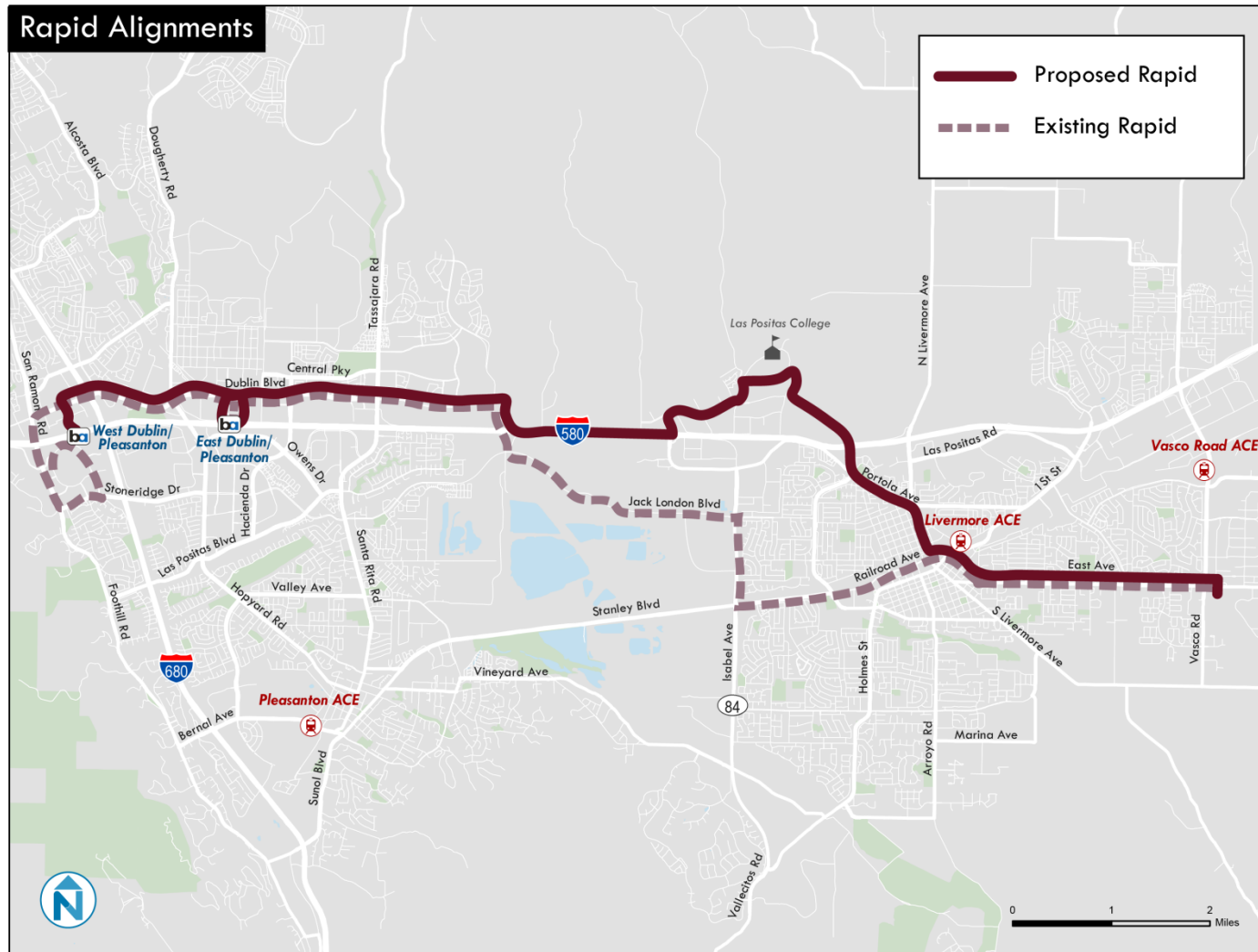
Rapid should operate on weekday evenings as well as on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	15	15	15	30-60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	5:15 a.m. – Midnight
Saturday	5:15 a.m. – Midnight
Sunday	5:15 a.m. – Midnight



## Route 1 East Dublin

Route 1 is proposed to operate as a connector between East Dublin/Pleasanton BART to Emerald Point and the Santa Rita Jail.

This recommendation will provide bi-directional service between the Jail, employers along Hacienda Drive, and BART. Service along Central Parkway and Rosewood Drive would be eliminated due to low ridership.

Route 1 would operate every 30 minutes during peak periods, and every 60 minutes midday, evening and on weekends

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	6:00 a.m. – 9:00 p.m.
Saturday	8:00 a.m. – 9:00 p.m.
Sunday	8:00 a.m. – 9:00 p.m.

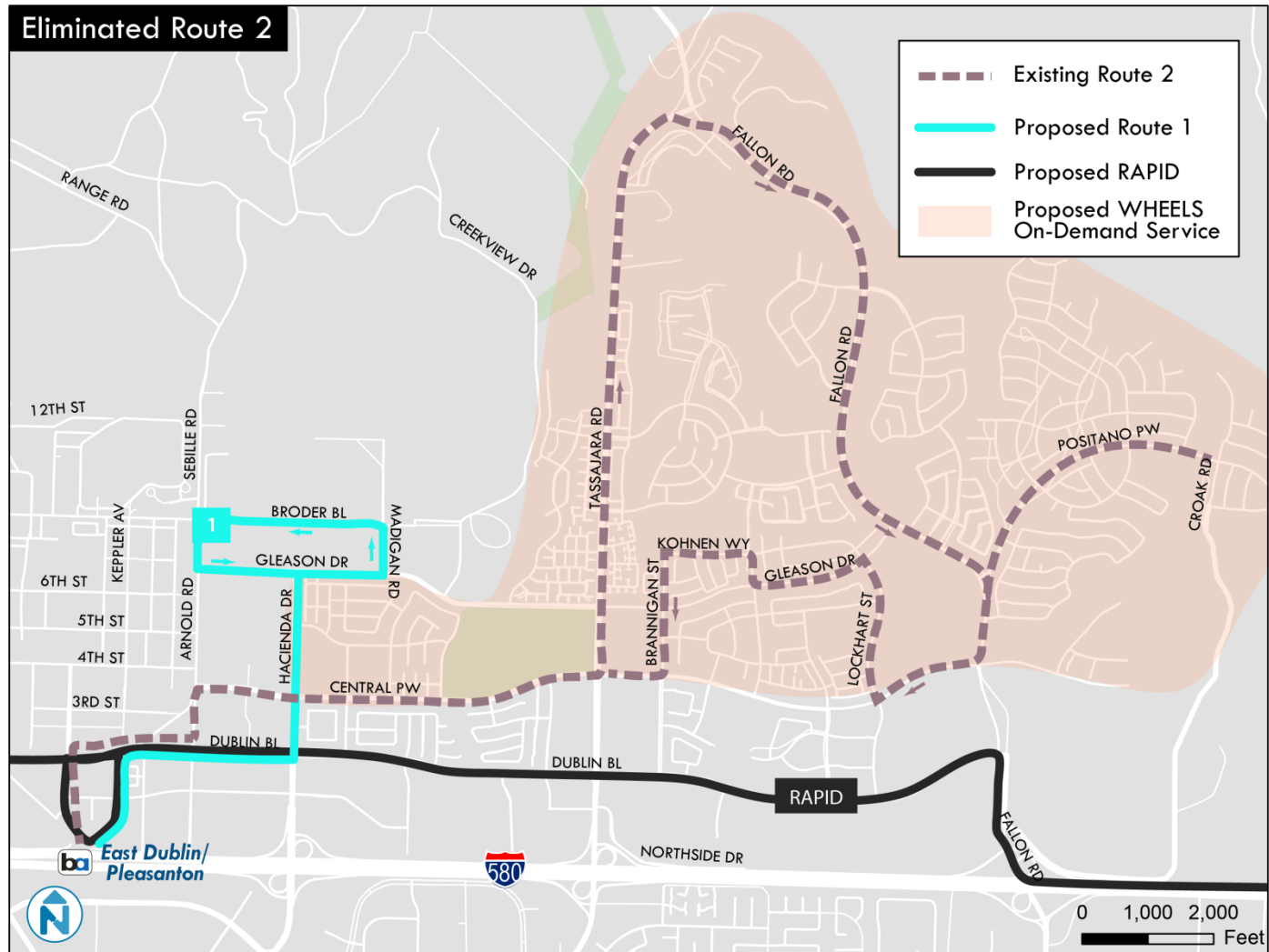


## **Route 2 East Dublin**

Route 2 is proposed for elimination due to low ridership.

Additional school service would operate in East Dublin to replace Route 2 service to Fallon Middle School via new Route 505. Augmented bus service to Dublin High School would be provided via Routes 501, 502, and new Route 504.

Replacement service could also be provided with “*Wheels on Demand*”, a demonstration project that will utilize real-time dynamic ridesharing in the East Dublin area instead of a large, fixed-route bus.



## Route 3 E. BART to Stoneridge Mall

Route 3 service is proposed to be eliminated in Dublin. Deleted segments include Village Parkway and Dougherty Road. County Connection Route 35 and 36 would provide service to West Dublin. Replacement service could be provided with “*Wheels on Demand*”, a demonstration project that will utilize real-time dynamic ridesharing in the West Dublin area instead of a large, fixed-route bus.

Route 3 would be restructured in Pleasanton to feed BART and serve the 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.

The new Route 3 would operate every 45 minutes during the day on weekdays, every 40 minutes on weekends, and every 60 minutes at night.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	45	45	45	45-60
Saturday	40	40	40	40-60
Sunday	40	40	40	40-60

### Proposed Span

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





## Route 8 E. BART to Pleasanton / Kottinger Park

Realign Route 8 to operate along a bi-directional route between BART and Pleasanton along Hopyard and Valley. The Santa Rita segments of the route would no longer be served by Route 8, but instead would be served by more frequent Route 10 service. The Kottinger loop would be served by all trips. The deviations into the Bernal Business Park would be eliminated due to low ridership.

Route 8 would operate the same alignment, seven days a week.

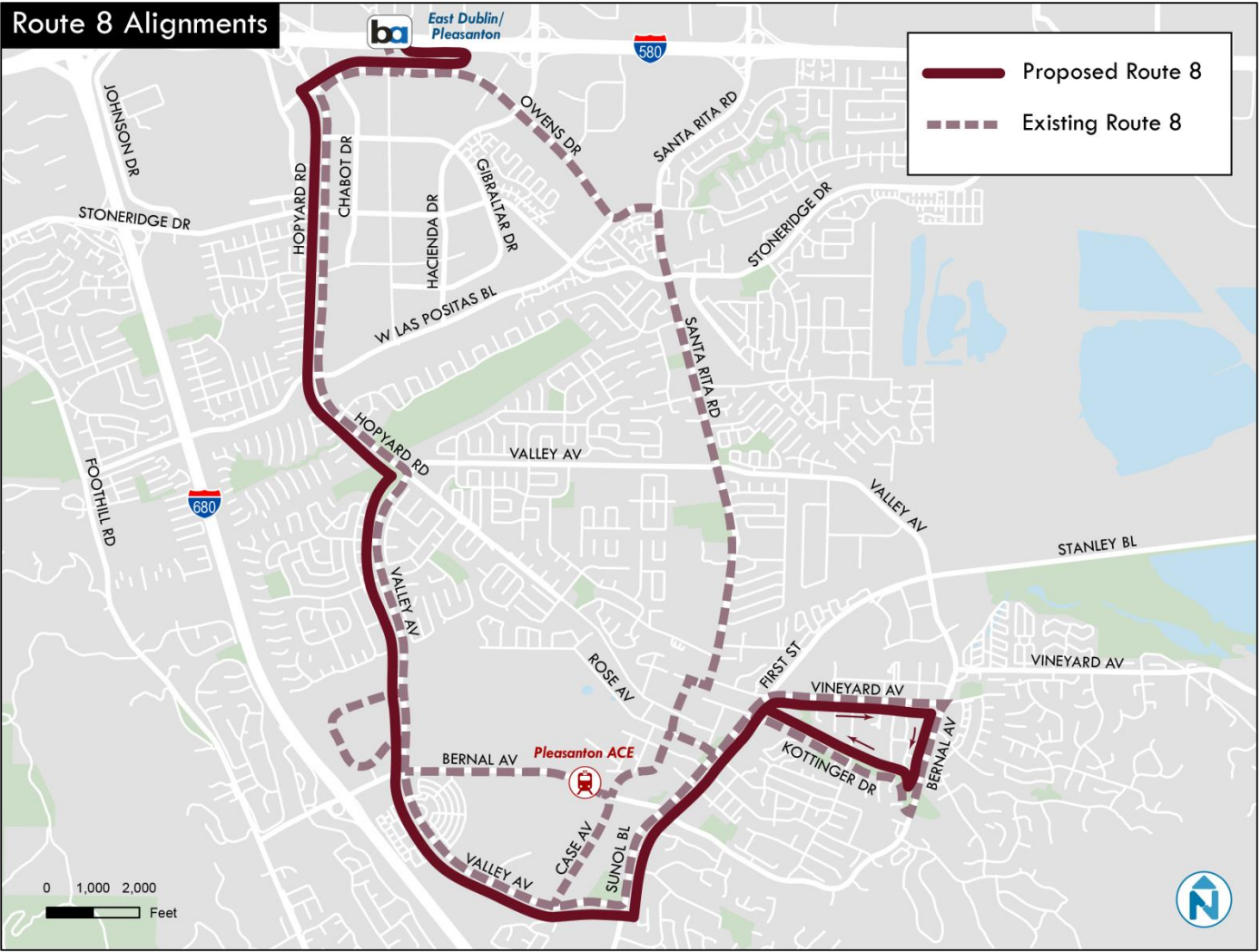
Route 8 would operate every 30 minutes during peak periods, and every 60 minutes midday and on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

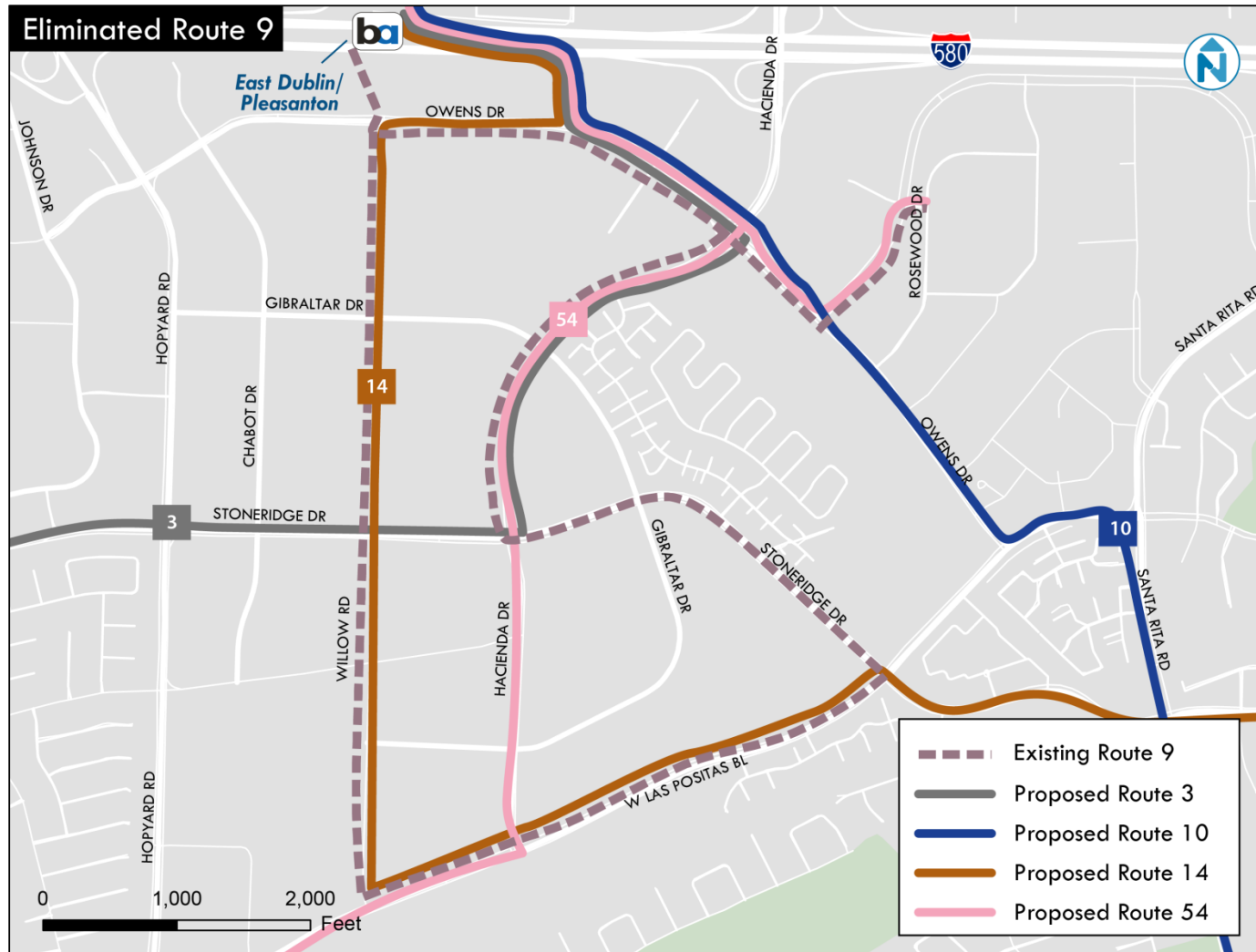
	Span of Service
Weekday	6:00 a.m. – 9:00 p.m.
Saturday	8:00 a.m. – 9:00 p.m.
Sunday	8:00 a.m. – 9:00 p.m.



## **Route 9 E. BART - Hacienda Business Park**

Route 9 is proposed for elimination due to low ridership

Route 9 would be replaced by enhanced Route 10 service, a revised Route 3, a revised Route 14, and revised Route 54 service.



## Route 10 E. BART to Pleasanton and Livermore

In order to reduce duplication with the Rapid, Route 10 would terminate at the Livermore Transit Center. Rapid would continue to serve East Avenue, and serve most of the stops currently served by Route 10. Rapid would also be upgraded with new service on evenings and weekends.

Route 10 would no longer serve Stoneridge Mall during evenings and on weekends. A restructured Route 3 would operate to the Mall instead.

Service on Route 10 is proposed to increase to every 15 minutes on weekdays during peak and midday hours.

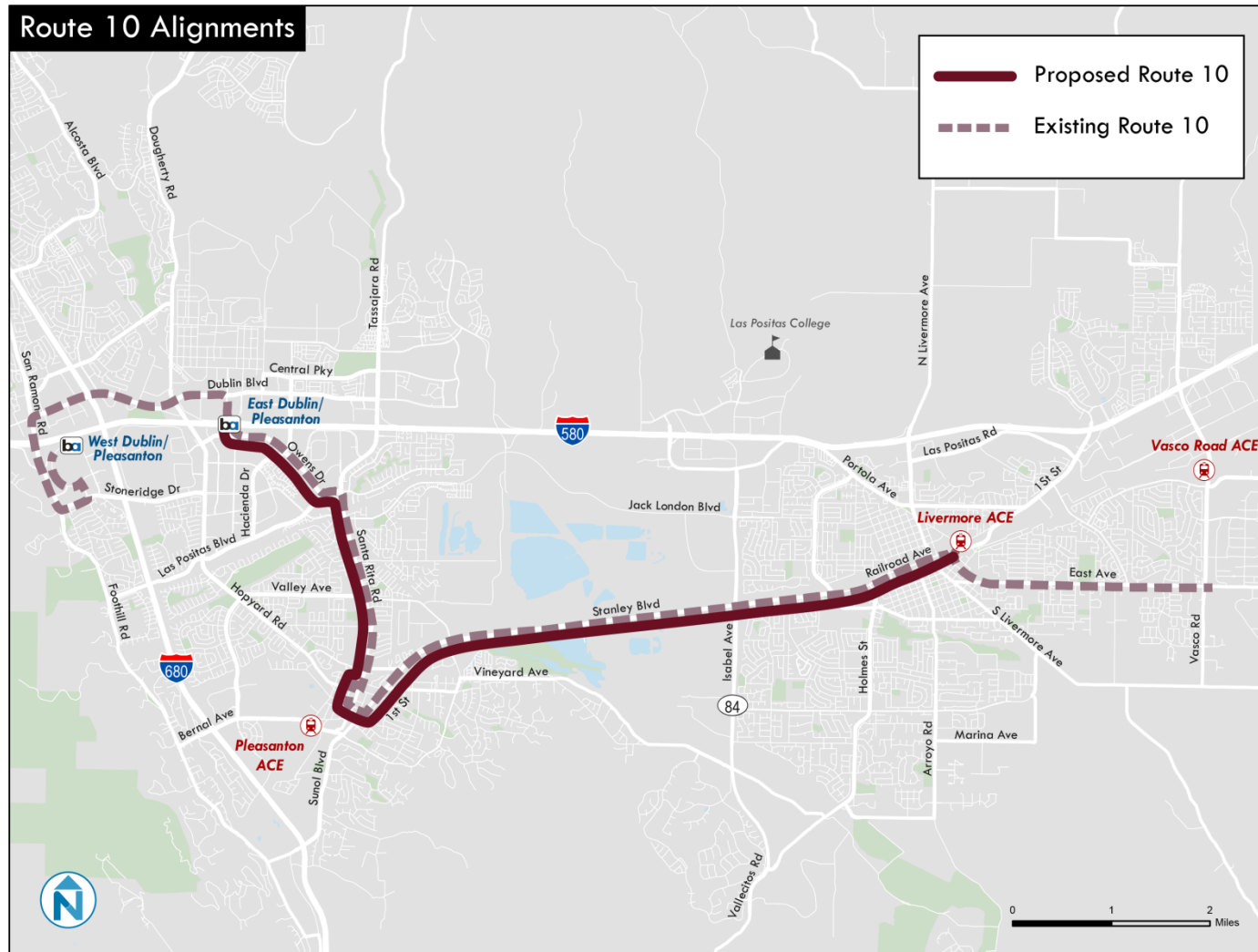
Route 10 would operate every 30-45 minutes on weekends.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	15	15	15	30-60
Saturday	45	30	30	45-60
Sunday	45	30	30	45-60

### Proposed Span

	Span of Service
Weekday	4:30 a.m. – 1:00 a.m.
Saturday	5:30 a.m. – 1:00 a.m.
Sunday	6:00 a.m. – 1:00 a.m.



## Route 11 Livermore to Greenville Rd and Vasco Rd

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.

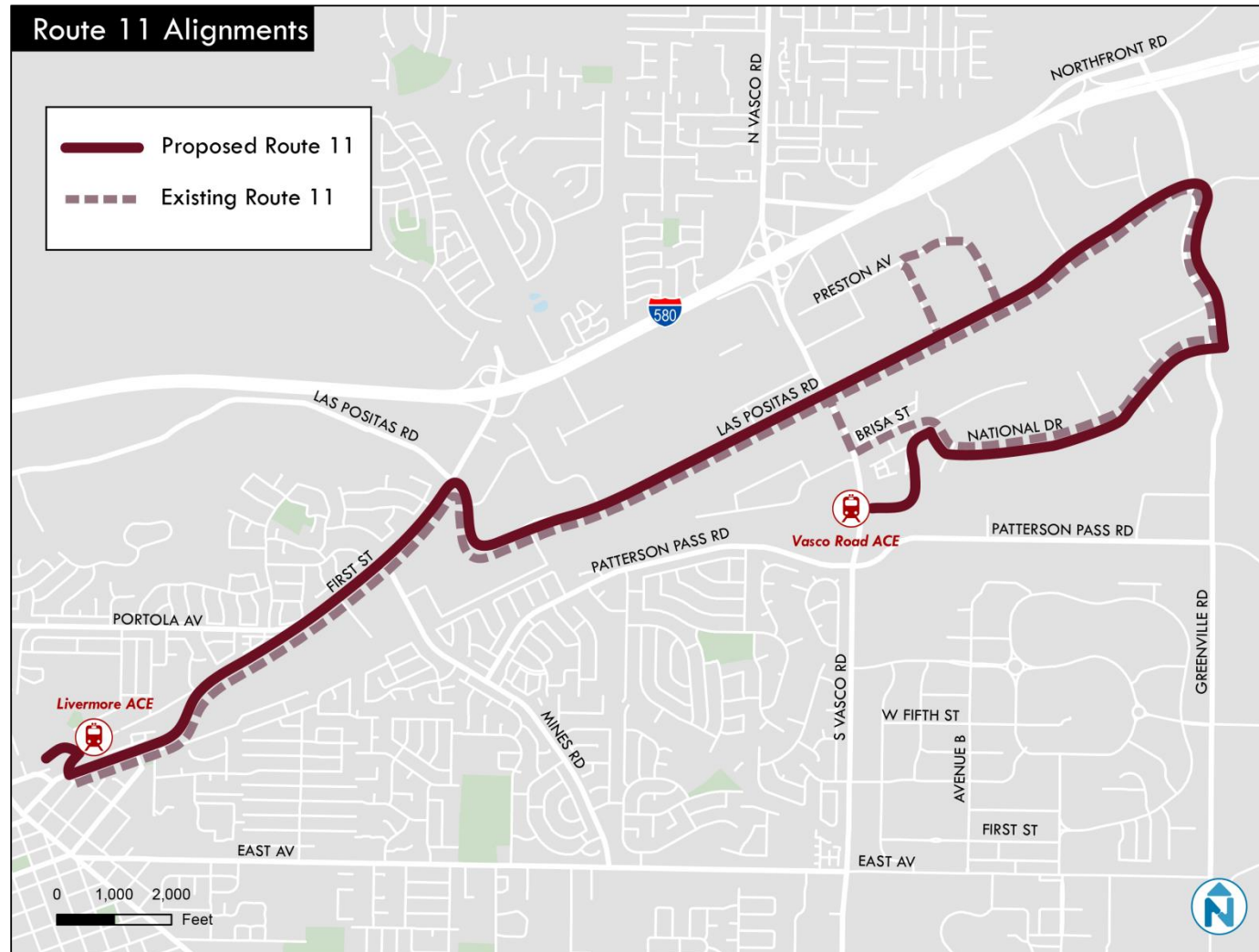
In the morning, the route would connect to two ACE trains at Vasco Road, and another ACE train at the Transit Center. In the afternoon, it would connect with three ACE trains at Vasco Road. This will improve connections for the many workers who live in the San Joaquin Valley and work in the industrial area. In addition, the 60 minute frequency will facilitate transfers between Routes 10 and 15, which will improve access to jobs for Tri-Valley residents as well.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	60	-	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

### Proposed Span

	Span of Service
Weekday	6:00 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 p.m.
Saturday	-
Sunday	-



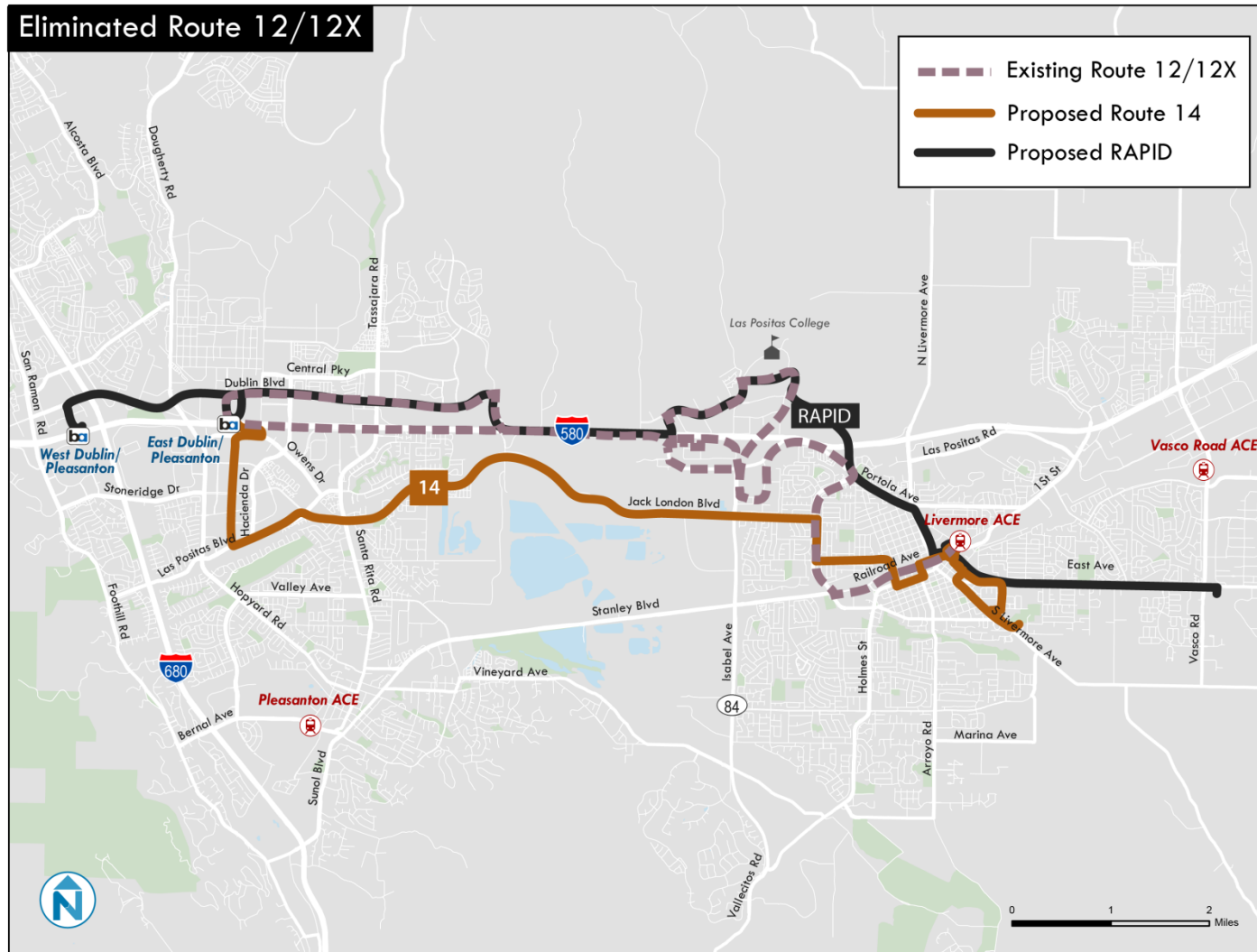


## **Route 12 E. BART to Livermore Transit Center**

## **Route 12X E. BART to Livermore Transit Center**

Route 12 and 12X service should be consolidated into the restructured Rapid route.

The restructured Rapid would serve most of the existing Route 12 stops on Dublin Boulevard, as well as Canyons Parkway and Las Positas College. A restructured Route 14 would serve areas of Livermore currently served by Route 12.



## Route 14 E. BART to Livermore via Stoneridge

Route 14 is proposed to be realigned to Pleasanton, Hacienda Business Park, and BART via Stoneridge. This recommendation would transform Route 14 from a neighborhood circulator to a regional connector.

Route 14 would be extended to serve Jack London, San Francisco Premium Outlets, Stoneridge Creek Retirement Facility, Hacienda, and the E. Dublin BART station.

Route 14 would operate within ¼ mile of the LAVTA facility on Rutan Court, but not serve it directly.

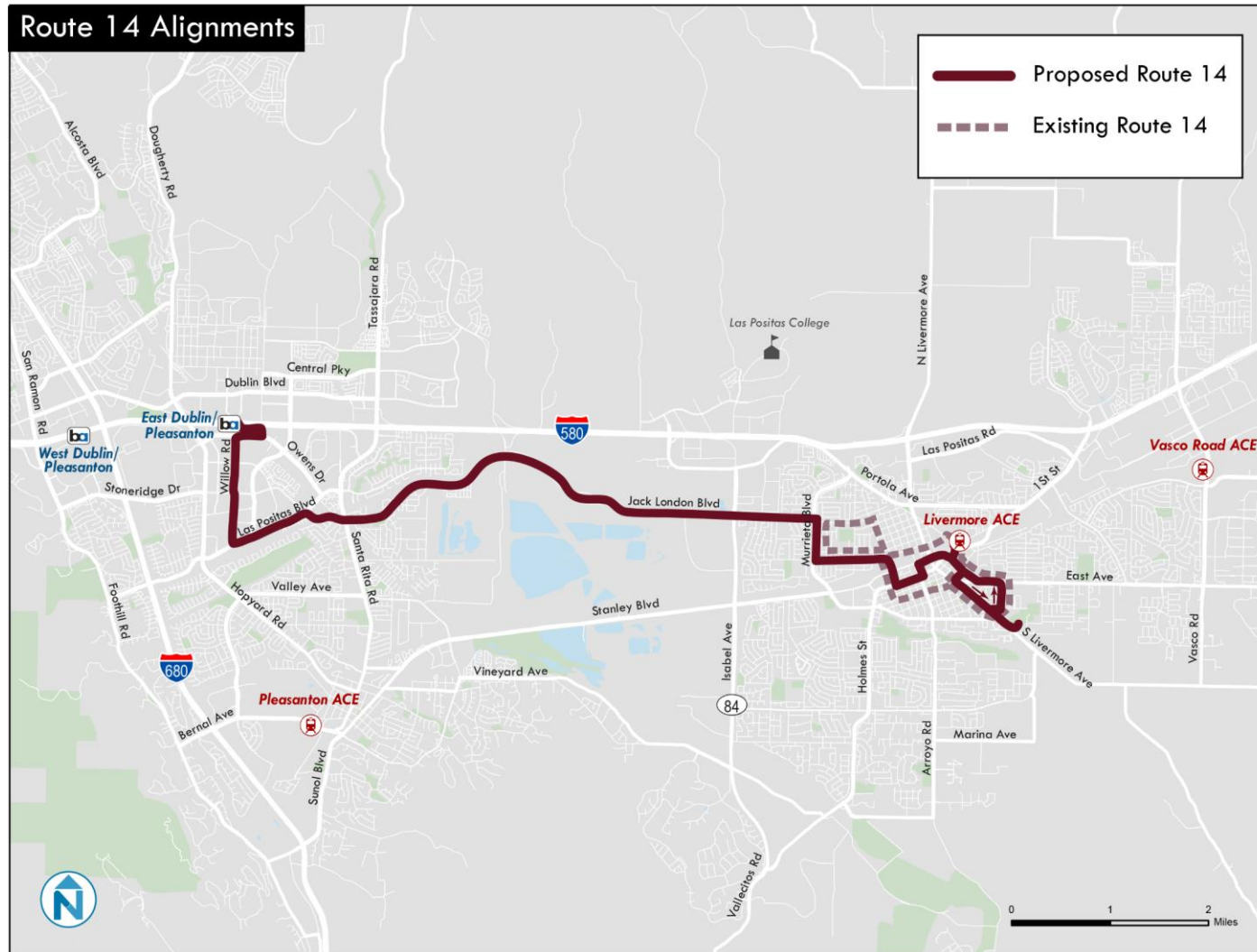
Route 14 would operate seven days a week and into the evening, an improvement of existing service into the West Livermore neighborhoods. It would also serve the Civic Center Library seven days a week, which was a frequent request by the public.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	60	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	7:00 a.m. – 10:00 p.m.
Saturday	8:00 a.m. – 10:00 p.m.
Sunday	8:00 a.m. – 10:00 p.m.



## Route 15 Livermore Transit Center to Springtown

Route 15 is productive feeder route in Livermore.

Recommendations include improving Route 15's midday frequency to every 30-minutes all day on weekdays.

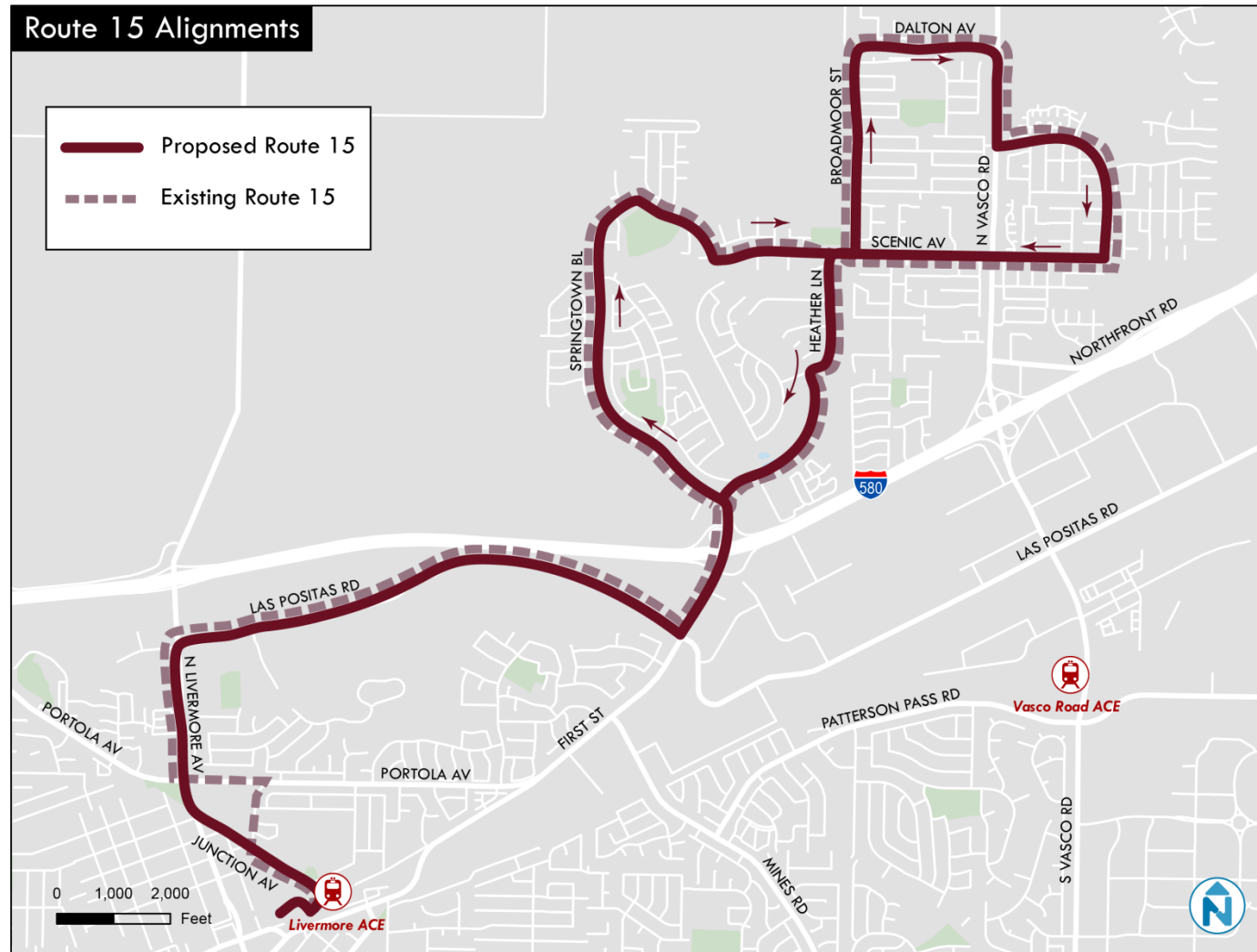
In order to improve route directness, Route 15 should have a minor realignment to operate on Junction Ave to N. Livermore Ave.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	30	30	60
Saturday	60	60	60	60
Sunday	60	60	60	60

### Proposed Span

	Span of Service
Weekday	5:00 a.m. – 12:00 p.m.
Saturday	6:00 a.m. – 10:00 p.m.
Sunday	7:00 a.m. – 9:00 p.m.

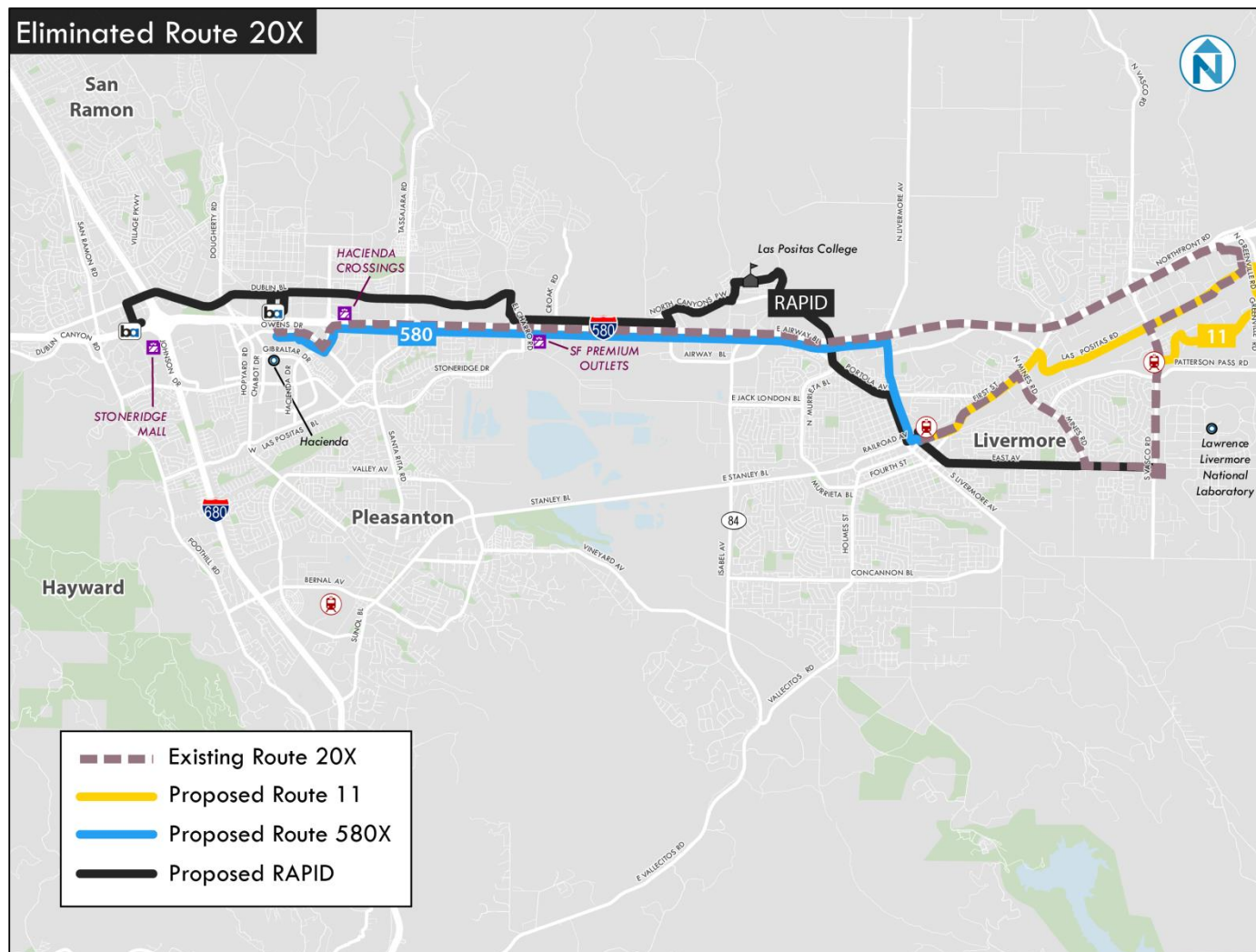


## **Route 20X E. BART to Vasco Road**

Route 20X is proposed for elimination due to low ridership.

Two alternatives are proposed for Route 20X riders. A new Route 580X would provide non-stop service between BART and the Livermore Transit Center. At the Livermore Transit Center, connections to the Lawrence Livermore National Laboratory would be available via the Rapid and connections to the industrial area along Los Positas would be available via Route 11.

Alternatively, Route 20X service can be provided with a BART-Based Vanpool Service. A vanpool(s) would be better able to match times with BART and be able to distribute riders within the Lab itself. Vans would have reserved parking at BART.

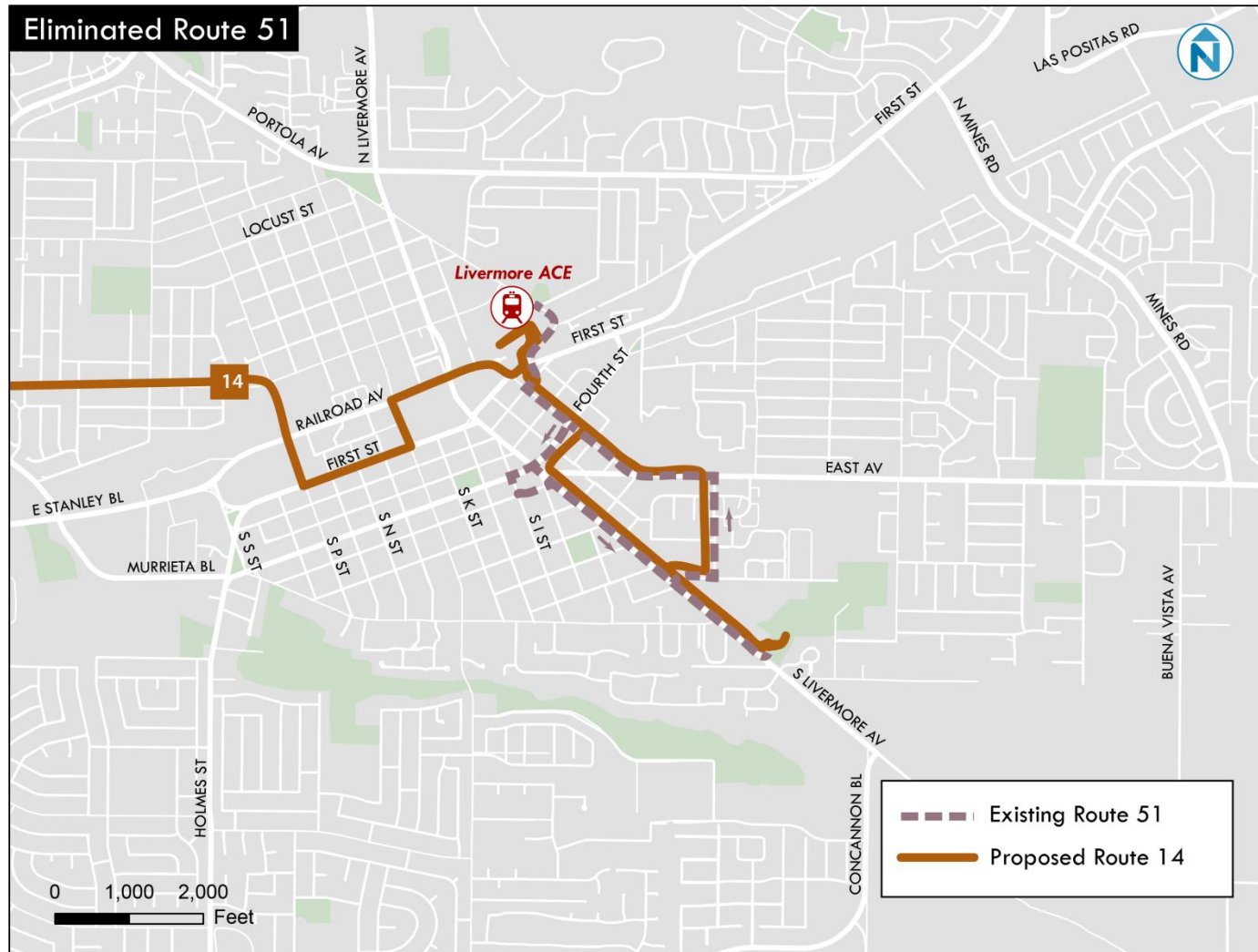




## **Route 51 Livermore Transit Center to Civic Library**

Route 51 should be consolidated with a restructured and extended Route 14.

The restructured Route 14 would serve the Civic Center/Library stop every 30 minutes during the afternoon peak times, which would remove the need to operate Route 51.



## Route 54

### Pleasanton ACE to Hacienda Business Park & BART

Route 54 should be streamlined through the Hacienda Business Park to provide more direct service. This will reduce travel time and improve route reliability.

In order to replace Route 9 service, in the morning, Route 54 should provide several trips from BART to Rosewood Commons, and in the afternoon, operate several trips from Rosewood Commons to BART.

Route 54 would continue to meet the ACE trains it currently meets.

#### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	2 trips	-	3 trips	-
Saturday	-	-	-	-
Sunday	-	-	-	-

#### Proposed Span

	Span of Service
Weekday	6:50 a.m. – 8:30 a.m. 3:45 p.m. – 6:30 p.m.
Saturday	-
Sunday	-





## Route 580X Livermore to BART Express

In order to better connect Livermore residents to BART, and address concerns regarding parking availability at BART, a new Route 580X should be operated, connecting the Livermore Transit Center and BART.

Route 580X would operate on weekdays only, providing non-stop service between these two transit centers. Route 580X would utilize the HOT lanes on I-580 to improve speed and reliability between these two destinations.

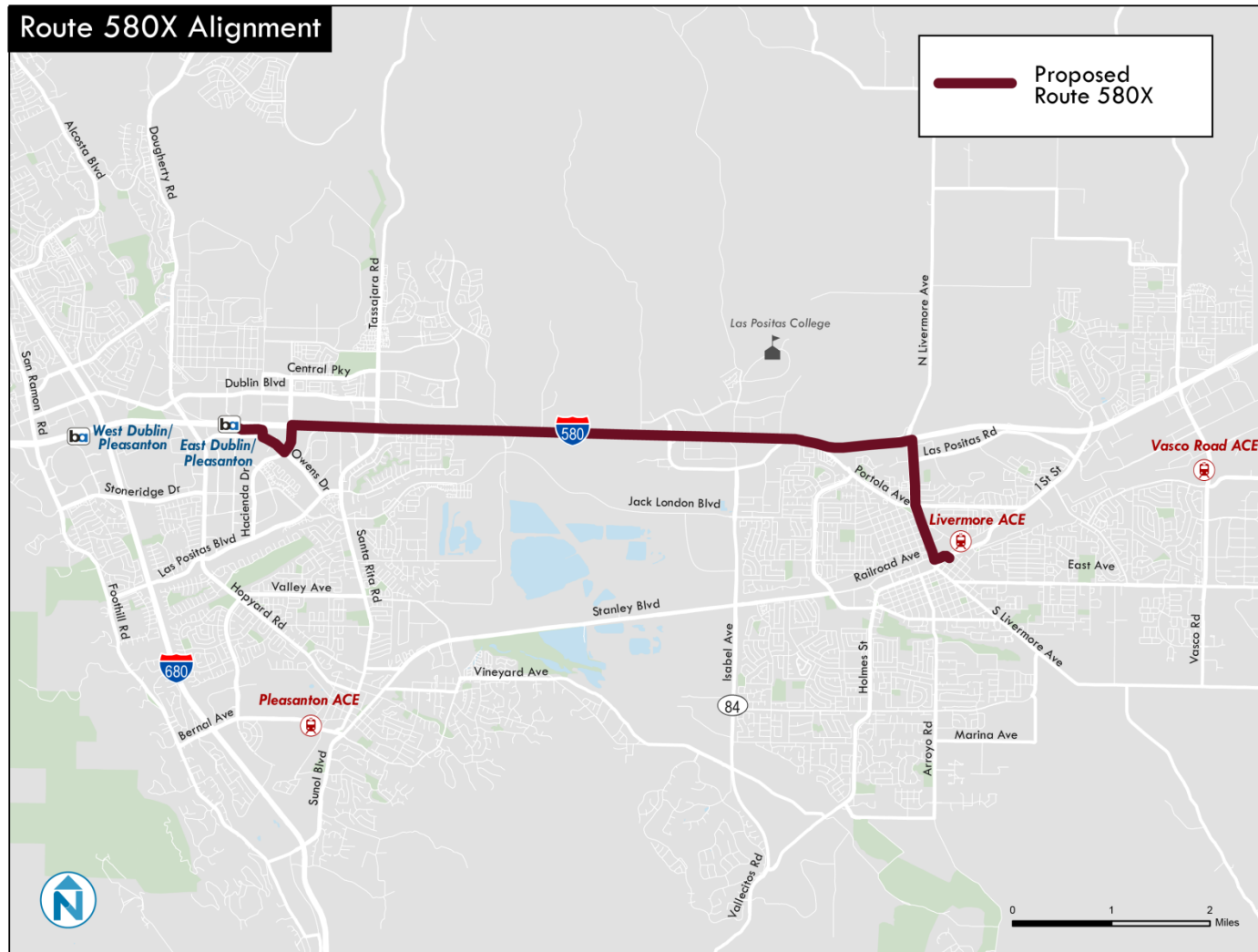
During weekday midday and evening periods, patrons who have either walked to or parked their vehicle at the Livermore Transit Center would have the option of returning to the Livermore Transit Center with the Rapid route.

### Proposed Frequency (minutes)

	Morning Before 9 a.m.	Midday 9 am– 3 p.m.	Afternoon 3 p.m. – 6 p.m.	Evening After 6 p.m.
Weekday	30	-	30	-
Saturday	-	-	-	-
Sunday	-	-	-	-

### Proposed Span

	Span of Service
Weekday	5:30 a.m. – 8:30 a.m. 4:00 p.m. – 7:00 p.m.
Saturday	-
Sunday	-

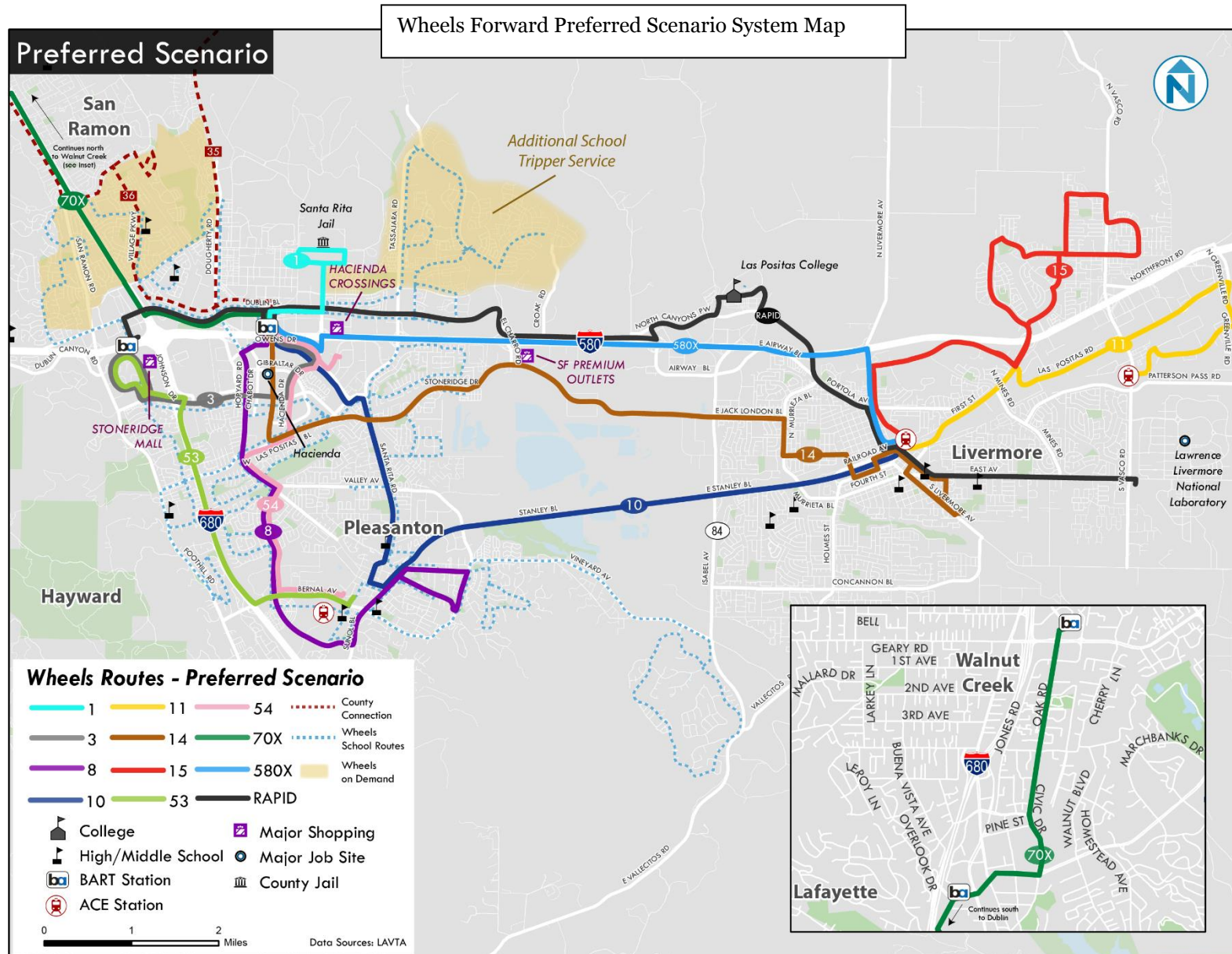


## **Route 70X/Route 70XV**

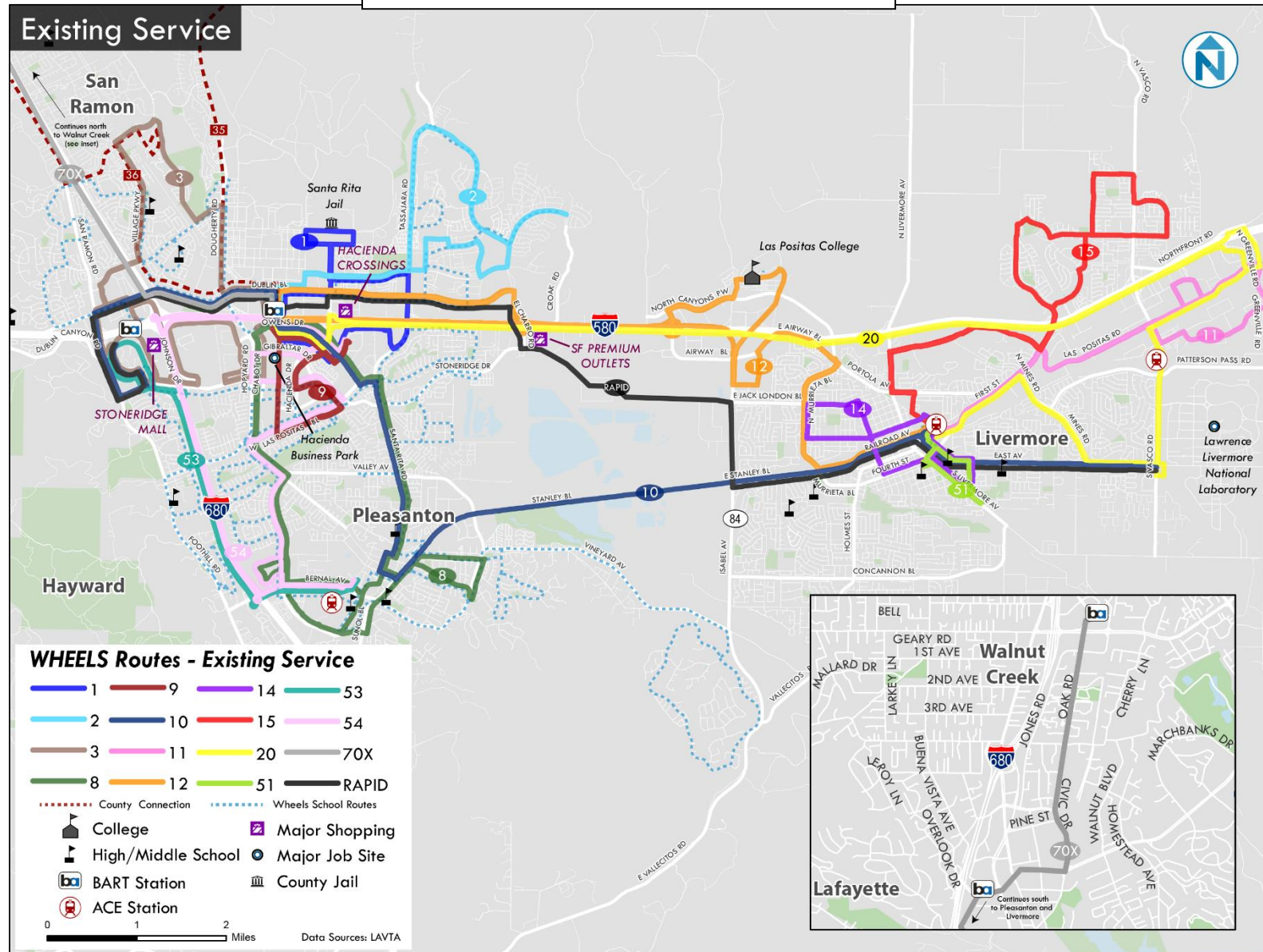
### **Pleasant Hill BART to W. Dublin/Pleasanton BART**

Route 70X is proposed to remain the same with no changes. Due to low ridership, Route 70XV should be deleted. Existing Route 70XV riders can utilize Route 70X and transfer to the Rapid or Route 3 to access their destinations.





Wheels Existing Bus Service System Map

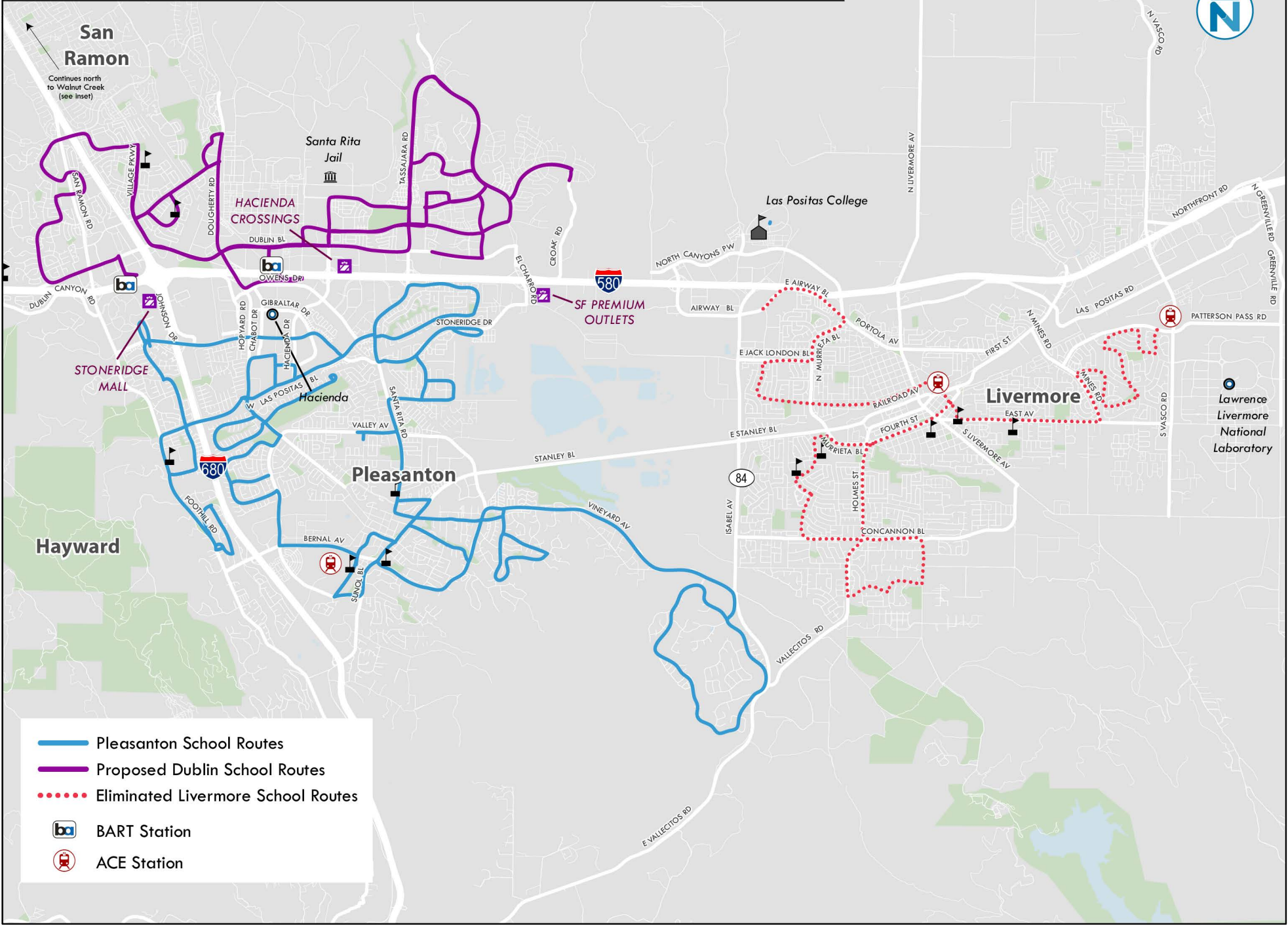




[illegible]

A map of the Walnut Creek area in Alameda County, California. The map shows a blue route starting from Lafayette, CA, heading north on Highway 680 (I-580). The route passes through Walnut Creek and continues south to Dublin. Key streets shown include Bell, Geary Rd, 1st Ave, 2nd Ave, 3rd Ave, Wallard Dr, Larkey Ln, Buena Vista Ave, Overlook Dr, Jeroy Ln, Pine St, Jones Rd, Oak Rd, CMC Dr, Walnut Blvd, Homestead Ave, Cherry Ln, and Marchbanks Dr. The map also shows the location of the Walnut Creek BART station and the Highway 680 interchange. An arrow points south from the route, indicating it continues to Dublin.

# Proposed School Tripper Routes & Existing Service Deletions





## **Wheels on Demand Service Area and Description**

**April 14, 2016**

### **Introduction**

Providing transit service to low-density suburban areas is one of the most challenging environments for transit. Typically, the housing density is such that frequent fixed-route bus service cannot be operated efficiently. As an example, Wheels Route 2, which connects suburban residential areas in East Dublin to BART during peak times, carries approximately 5 passengers per hour and has a subsidy of over \$15/passenger trip. The proposed Wheels on Demand Service allows LAVTA to provide service into areas where traditional “big bus” service does not make sense, and provide mobility to more people at a lower cost.

Wheels on Demand is a proposed partnership with the private sector to provide service to low-density suburban areas where existing Wheels service is underperforming. Wheels on Demand is an extension of a traditional user side subsidy program, which is used by transit systems nationwide to partner with taxi-cab companies, and extends this partnership to Transportation Network Companies (TNC) such as Uber or Lyft.

While it is anticipated that most potential passengers would utilize a smartphone app to access the service, the option to complete the trip with a phone call to a taxicab will also be available to those without a smartphone. In addition, the taxicab option will allow the ability to use cash.

Two different service areas are proposed. Each is described separately in the following pages.

### **East Dublin Wheels on Demand**

The East Dublin Wheels on Demand service area is shown shaded below. It replaces the existing underperforming Route 2 service, and serves residential areas almost exclusively. The purpose of the Wheels on Demand service is to provide connectivity to/from the Dublin/Pleasanton BART station, where connections to BART or other Wheels routes may take place.

#### *Proposed Service Availability*

The East Dublin Wheels on Demand service should be available weekdays only, and correspond to BART operating times. Route 2, which provides service to BART, currently only operates during weekday peaks, so this is an expansion of service to these areas.

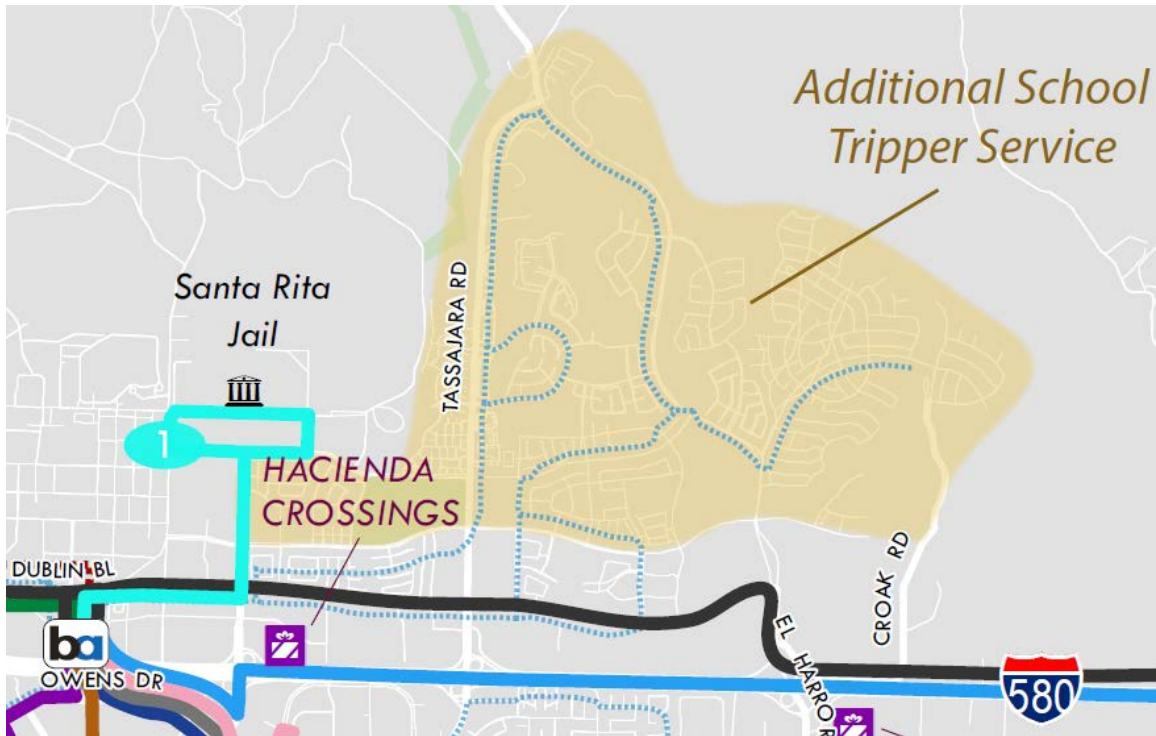
Within the service area, Wheels on Demand would not require walking to a designated bus stop. However, the provider may ask riders to walk to a street corner to facilitate service and ensure on-time performance.

#### *Proposed Fare Structure*

LAVTA would provide a subsidy for any trip that takes passengers between the Dublin/Pleasanton BART station and their location in the proposed service area. Trips that do not go to/from BART would not be subsidized. In addition, for passengers to receive the subsidy, they must be willing to share the vehicle with other passengers by using a TNC ridesharing option such as Lyft Line and UberPool, which offer shared rides for a reduced price. Existing LAVTA passes would not be valid on Wheels on Demand.

Wheels on Demand is a premium service, as it provides more direct service and more flexible service between BART and East Dublin. Therefore, a premium fare for passengers should be

charged. LAVTA should pay for half the cab or TNC fare up to \$5 for passengers travelling from BART to the service area. The average passenger fare would be around \$3, which reflects a premium fare.



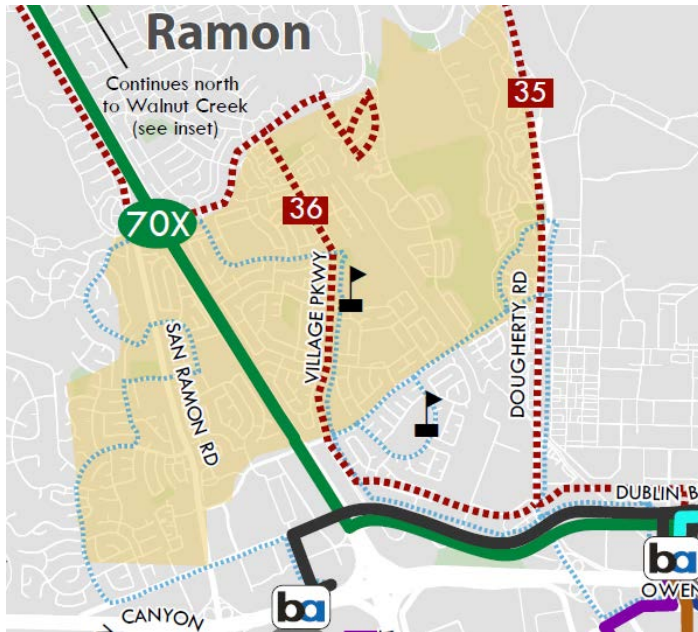
#### *Estimated Costs to LAVTA*

Currently, there are approximately 16 boardings and 16 alightings at the BART station on Route 2. This suggests, at a minimum, that 32 passengers per day would utilize Wheels on Demand. Given the extended span of service and the ability to access every BART train, the number of passengers could double in the first year. The ridership rate could be higher after the first year. If ridership doubles, then a total of 64 passengers per day would be using East Dublin Wheel on Demand. Assuming a conservative \$5 subsidy per trip, the annual subsidy would be approximately \$82,000 annually. This compares to the \$200,000 annually necessary to run Route 2.

Wheels on Demand could carry twice as many people for 40% the cost of the existing Route 2.

### **Dublin Wheels On Demand**

The Dublin service area is shown shaded below. It replaces the existing underperforming Route 3 service, and serves predominantly residential areas, but several schools and commercial areas as well. For the Dublin Wheels On Demand service, LAVTA would subsidize any trip that has an origin and a destination within the proposed service area. Service to and from the proposed service area to either Dublin BART station would also be permitted. For passengers to receive the subsidy, they must be willing to share the vehicle with other passengers, by using a TNC ridesharing option such as Lyft Line and UberPool, which offer shared rides for a reduced price



#### *Proposed Service Availability*

The Dublin Wheels on Demand service should be available weekdays and Saturdays, and correspond to BART operating times. Route 3, which provides service to BART, operates weekdays during peaks only and on a limited Saturday schedule. The Wheels on Demand service represents an expansion of service.

#### *Proposed Fare Structure*

The Dublin Wheels on Demand is a premium service and premium fare should be charged. The proposed Dublin Wheels on Demand fare is a flat \$3 fare for each passenger. LAVTA would subsidize the remainder of the trip. It should be noted that this is a different fare model from the East Dublin Wheels on Demand Service.

Existing LAVTA passes would not be valid on Wheels on Demand.

#### *Estimated Costs to LAVTA*

The anticipated ridership is more difficult to predict, as the span and service area are more extensive than the existing Route 3. There are approximately 25 existing weekday Route 3 passengers boarding or alighting in North Dublin. Most of these passengers will transition to County Connection with implementation of the preferred alternative. However, because Wheels

on Demand is more flexible from a schedule and timing perspective, new passengers will be attracted to the service. In the first year, ridership could double over today's ridership levels. That suggests that in year one, up to 50 passengers per day will use the Dublin Wheels on Demand. Assuming that the TNC/taxicab fare is \$10 one-way, the average subsidy per trip for LAVTA is \$7/trip. This translates to an annual subsidy of approximately \$108,000. This compares to the estimated \$180,000 annual cost of providing Route 3 service to Dublin.

The Dublin Wheels on Demand could carry twice as many people for 60% percent the cost of the existing Route 3.



## **Wheels Public Outreach for Wheels Forward Comment Period/Public Hearing**

The following is an outline of the outreach efforts to promote the Wheels Forward meetings:

### **1. Advertising**

- a. KKIQ Radio – 40 - 30 second spots & additional PSAs and Facebook posts– ran April 18-May 1
- b. Newspaper 1/8 page ads - The Independent, Pleasanton Weekly – 4 weeks – March 30-April 22
- c. Newspaper 1/16 page Legal notice ads – The Independent, Pleasanton Weekly – 2 weeks – April 14-22
- d. Las Positas Express – Full Page Ads – April 8 & 15

### **2. Press – 2 news releases**

- a. Newspaper stories – The Independent, Las Positas Express, Pleasanton Weekly
- b. Newsletters – Livermore and Pleasanton Chambers included mention
- c. TV – Community Channel 30 interview

### **3. Public Outreach**

- a. Flyers in English/Spanish delivered to: 15 Senior Centers, 4 Libraries and 2 BART stations
- b. 3 School Districts – Livermore emailed flyer to parents; Pleasanton posted flyer on website; Dublin High School and Middle School parents reached through Peachjar email blast
- c. Outreach event at Las Positas College
- d. Outreach at booth at Dublin St. Patrick's Festival

### **4. Business Outreach**

- a. Two Employer Eblasts to over 50 major Tri-Valley employers
- b. Emails to Hacienda employers/residents
- c. Outreach/Presentation at brown bag lunch event at Lawrence Livermore Labs

### **5. Government/Stakeholder Outreach**

- a. Cities – Presentations were made to Livermore, Dublin and Pleasanton City Councils
- b. Chambers – Flyers were delivered to every chamber. Presentations were made at the Dublin and Livermore Business Chamber meetings
- c. Livermore and Pleasanton Downtown Association received flyers
- d. Rotary – Presentation was made to Livermore Rotary in April
- e. Flyers sent/distributed by ACTC, Air Resource Group, MTC, ACE, County Connection

- f. Presentation at Alameda County Transportation Forum
- 6. Wheels Riders
  - a. English, Spanish and Chinese posters in buses
  - b. English/Spanish Flyers distributed in Wheels buses
  - c. English, Spanish and Chinese Posters at Transit Center, Admin Office and major bus stops
  - d. On hold message for customer service recorded
- 7. Wheels Website
  - a. Flyer posted in English and Spanish with link on homepage
  - b. News releases posted
  - c. Meetings posted on calendar
- 8. Social Media
  - a. Facebook – various posts on Wheelsbus page
  - b. Twitter – 6 tweets on comment period/workshop numerous retweets from local agencies
  - c. Nextdoor – 2 posts to residents in Livermore, Dublin and Pleasanton including event posting and reminder posts

## Route 1

<b>Total Comments: 5</b> <b>Netutral/In Favor: 1</b> <b>Not in Favor: 4</b>
---

Number	Name	Date	Comment
1	WAAC	3/8/2016	Route 1 should serve the future water slide park in Dublin
2	John	3/13/2016	Route 1 service to the jail continues to be truly outstanding! Is this warranted?
3	Jim	3/31/2016	Lastly, I don't think the 1 will be very productive. I suggest just running it during weekday peak periods (to serve the office parks) and run only on-demand on other days and times per coordination with the jail's visitation and inmate release schedules. Thanks for your careful consideration.
4	Theresa	4/6/2016	I hear the #1 will only go to Santa Rita & back to Bart?? This is NOT good, for I and others shop on the Roseville side.
5	Tamara	4/21/2016	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.

## Route 2

**Total Comments: 37**  
**Netutral/In Favor: 4**  
**Not in Favor: 20**  
**OK if school service covered: 13**

Number	Name	Comment on Route 2 Proposal
1	John	Cutting the route 2 due to "low ridership" is questionable as every time I have caught this bus it has a good bunch of people aboard despite its limited hours and the general lack of apparent interest in serving this area. I question whether you are presenting accurate ridership data. Arranging for an alternative on demand service passes the buck as well as this will be more costly. There is no longer the cost benefit of using a monthly pass, for example, nor is there a free transfer between bus and this alternate transportation. Most Dublin residents will feel compelled to just give up on trying to use the alleged public transportation they are paying for with their tax dollars. This is such a shame and will be remembered next time a transportation measure comes to the ballot.
2	Madhavi Samudrala	Hello, We live in the Positano community and my daughter takes the route 2 bus and it has been the best mode of transfer for her from home to school(Fallon Middle) and back. We are highly concerned that this bus route is going to be deleted. Can you please keep this route to help kids who take this bus. Please let me know what can be done to keep this. Thanks Madhavi
3	Dorathy Mercilin	My son takes Fallon school bus to go to Fallon the Fallon bus route from Positano and it's been very easy for hi to take the bus to school. Request to continue to this line.
4	Peter Yu	Route 2 has plenty of passengers. I believe that service for Route 2 should continue. Service for Route 2 is necessary. Route 2 serves the fastest growing areas in Dublin. Route 2 serves residents in Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are fastest growing areas in Dublin. These passengers take Route 2 to BART and from BART. Best Regards, Peter

Number	Name	Comment on Route 2 Proposal
5	Deb Paul	Hi there, I have two middle school kids who take Bus Route # 2, from East Dublin (Positano Parkway - first stop of # 2) to go to Fallon Middle school and come back home. If this route is taken away, there is no alternative for kids to go/come back from school. The Dublin school district doesn't have any bus service and states that Wheels bus service is designated bus service for the kids. Please don't leave parents like us stranded, by taking # 2 off the route. Regards, Deb
6	Sandeep Gilotra	Hi there, I have a 6th grader who takes # 2 daily to/from Positano Parkway to Fallon Middle school. DUSD doesn't provide any bus service and if Wheels takes #2 bus off service - there will be no options left behind for my and neighboring kids for commuting to schools, and you are killing the whole logic behind having a community school where kids can go to school with friends and grow socially. Please don't take # 2 off the route. Regards, Sandeep
7	Rahid Khan	Dear Wheels. I have the following comments on the proposed changes: Route 2 - Yes may be eliminated as there is hardly any ridership;
8	Omar Bourouf	Wheelsbus should allow bus service for Route 2 to continue. Route 2 serves areas in or near Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are probably some of the fastest growing areas in Dublin. Route 2 has significant number of passengers. These passengers take Route 2 to BART and from BART. Route 2 runs only six time a day on weekdays.
9	VenkataKrishnan Thirtala	Wheelsbus should allow bus service for Route 2 to continue. Areas in Dublin Ranch, Positano Parkway, and Jordan Ranch are probably some of the fastest growing areas in Dublin. Many of us rely on this service to go to the BART station and we should encourage connectivity to BART. With the growth in these communities, I am sure many more people will use this service from/to BART. Service should be continued atleast for the commute hours if not throughout the day
10	Shenba Chockalingam	Route 2 is a required route for many passengers who are dependent on it to travel to and from BART. Please do not remove it. Thanks.
11	A Lee	I'm writing to request the route 2 service to be continued. This is the only bus for our community to commute to E. Dublin Bart station. It is very important to keep this route 2 running for our community. Thanks in advance.
12	Sunil	Wheelsbus should allow bus service for Route 2 to continue. Route 2 serves areas in or near Dublin Ranch, Positano Parkway, and Jordan Ranch. Areas in Dublin Ranch, Positano.

Number	Name	Comment on Route 2 Proposal
13	Kallash Bhakare	Positano community reiterated many times there is no other bus from Bart to Positano especially school hours this is very important and even there are 3 or 4 students coming from Bart at 330 pm after the school Makes sense for community. What other options community and students have from Bart after school say at 330 or 346 pm to Positano ? I see many students and volunteer come by this bus around community Thanks in advance. Also during summer there will be classes at Dublin high school starting June 16 to July 22 class time at 8 am to 1 pm is there a bus service during this time from Positano to Dublin. Hignschool ?
14	Latha	Hi, we really depend on route 2 service. please don't remove the service. my kid go to high school/ my husband takes to / and from bart. he can not drive and whole family depend on the one person. we need the bus service for day to day activities. please consider keeping the route 2.
15	Pallav Saikia	Hello, I am a regular user of Wheels Bus Route 2 from Valentano/Positano to BART. However I noticed that the morning time has few inconveniences. Currently it starts from Positano at the hour (7am, 8am, 9am) in the morning, but it would help better if we run on the middle of the hour (7:30am, 8:30am etc). I work in San Francisco and I find that neither 8am nor 9am bus timing suites my schedule. 8am is too early to drop my kids at school and take the bus. If I take the bus at 9am, it reaches BART at 9:18am. That means that I will catch the 9:30 BART to SF and will reach work much after 10:15am. If there was a bus at 8:30am, I could easily send off my kids to school, catch that bus, get the 9am BART and be at SF/Work before 10am. I talked to many of my neighbors and they felt the same. And I will be deeply impacted if this service is stopped altogether. Please consider altering the schedule instead. If you move it to 8:30am, you may not even need a 9:30am bus service in the morning. Thanks, Pallav
16	Jing yi	This is the only bus in our area. My parents don't drive so this is the major transportation if they go to Bart or Emerald park. I strongly oppose the cancellation of the route.
17	Vamsi Reddy	Hello, Please do not eliminate the route 2.our family mostly use the Bus service to and from BART on a daily basis. Thanks Vamsi
18	Anonymous	Fallon Middle school starts at 8:35am. Route 1 leave Central Parkway 7:36am. Then it circles all the way around Silvera Ranch before it gets to Fallon at 8:10am. This is way too early for kids who live in the Central Parkway area. Please provide a bus service that leaves at 8am and gets to Fallon by 8:20.

Number	Name	Comment on Route 2 Proposal
19	Krishna Shanmugam	Hi, There is 1 bus service currently near amador elementary that goes to fallon middle, glen park and hacienda shopping areas. Please continue these services for kids and elderly people who live in the positano community.
20	Santosh Kumar	We use the bus route #2 to Bart every day and it is critical bus service for many who commutes to Bart. Please do not eliminate the route.
21	Kailash Bhakare	Hi Sir/Madam I have reiterated multiple times this route 2 is really required for the school students who come as student exchange program for volunteering in and around Positano , especially from BART to Positano (JM Amador Elementary school) timings 345 pm starting from Dublin E Bart to Positano . This Bus currently starts from BART at about 335 pm and reaches in Positano (JM Amador Ele school dublin) at 4 pm . Please have this bus . It is really critical for few needy students to continue on this bus at this timing may be you can delay by 10 more minutes and say by 345 ., or please have alternate bus in case this route is eliminated Another suggestion if this route is eliminated then have the 503 bus which starts from Dublin Highschool and reaches to Positano , have this bus to take a stop at BART and pick up students at 345 pm Thanks Kailash
22	Kesava Rao Merugumala	hi, Please do not eliminate route 2. me and my family takes this bus for riding to Bart station and this is the only public transport available for us. Also, school students use this bus to go to other schools. So please dont stop this service and also extend this till croak road as more people can use this from the newer community
23	Prabhavathi kolusu	hi, I am public commuter to bart station and i regularly use the rout 2 bus for my commute. I am disappointed to see this service being put up for cancellation. Please do not stop this service and also make sure this is extended till croak road so that few other communities can use this service.
24	Mohit Bhargava	We have one bus coming into our East Dublin Positano Parkway route community and taking stops at middle school, Bart station, Glen park, and Regal cinemas. Please do not stop this service. This will restrict mobility for kids and elders who don't drive. This service needs to be retained and also need to get the bus to start using the stop built at Croak/Volterra Road and Terracina.

Number	Name	Comment on Route 2 Proposal
25	Karthik Nagaraj	Hi, Please continue the service into Positano community in Dublin that takes children to Middle school, Bart station and other places. People without cars will really be stranded and it is important for us to have means of transportation that works for all classes of people. I sincerely request you to continue the service. Thanks Karthik
26	Srikanth E	Please make bus service available for school kids during school hours, to & from JM Amador Elementary School, Dublin surroundings to Middle & High School to BART
27	Lee Jouthas	We are hearing the necessity of having a bus that connects east Dublin residents with the Dublin Library. Any thoughts given to this? Many thanks, Lee Jouthas Dublin Library Manager
28	Pratibha Sampeur	Hi. I was happy to see that there is some kind of option to replace Route 2 from the Positano area to Fallon Middle School but its not clear how this on-demand option will work so please provide more details for discussion. But for sure there MUST be an option to go to and from Fallon Middle school and Positano. Also, there should be bus service during the summer so children can attend camps at the various locations in Dublin. Its a bit ludicrous that there is absolutely nothing and it makes it incredibly challenging for working parents. I also appreciate the addition of a much needed additional bus from the East side to the High School as that is sorely needed, and it needs to cover all areas in the East. Also, with Fallon Middle school being at its limit for the next 2 years, we would need to ensure there is an option for transportation from all areas in the East side to Wells Middle school. I would also strongly request some kind of senior transportation throughout the day from all areas of the East, to central points such as the Library, Fallon Gateway, etc. Its very challenging for seniors to get around! I look forward to an enhanced service!
29	Sanjeeva	We live in KB Homes Heights Community (Vasari Street) and we use this bus a lot please continue this bus service. Right now its only stops at the Elementary school but request you to extend this upto Heights Community. Regards Sanjeev
30	Theresa	I'm a Dublinresident. After reading the proposed changes and speaking to the bus drivers, I am concerned! Dublin has tripled in residency in the last 3 years as well as additional housing and retail has been added. I ride several buses; options are good! Changes: the #2, I understand that being eliminated-less riders there



Number	Name	Comment on Route 2 Proposal
31	Kathy Pentecost	<p>Please DO Not discontinue Route 2....</p> <p>I moved to Silvera Ranch in 2007 and it has taken 9 years to get a bus line up to this new area. I take this bus to BART every morning and evening and it is the only bus line that goes along this route. What should your patrons do during this weekdays?</p> <p>With the building of Wallis Ranch of over 800 homes on Tassajara, a bus line will also be needed for this area. Why discontinue a GREAT bus line now and then have to re-plan a line again later because a bus route will be needed again with all the new homes.</p> <p>Please reconsider discontinuing the route, it is our only transportation to Bart.</p>
32	anonymous	Does not want Route 2 to be cancelled. Takes it to work every day
33	Kwok Lam	<p>We take the Route 2 bus to Dublin bart station and back home everyday. My parents also take Route 2 to visit us every other day. There is no other alternative to service Positano/Valentano. There is a substantial number of passenger and user for this route. Using Public transport is one the key theme to reduce the congestion on 580. This is the same idea behind setting up the carpool lane and along 580 east/west bound. We do need to keep Route 2. Thanks Kwok</p>
34	Ms. Tawfik	Lives in Positano, doesn't want Route 2 to be eliminated
35	Tamara	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.
36	Alex Garcia	<p>We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.</p>
37	Nan Leng	<p>My daughter rely on the wheels bus to commute back to our house in Positano. Our family support the proposal for an additional route that will provide service to high school students traveling from east Dublin to Dublin High School. Thanks, Nan Nan Leng</p>

## Route 3

**Total Comments: 24**  
**Netutral/In Favor: 4**  
**Not in Favor: 20**

Number Name		Comment on Route 3 Proposal
1	WAAC	There needs to be service to the community center in Dublin
2	John	Pulling almost all service for Dublin residents is a major disappointment. Leaving them to be served by County Connection (which is not technically their service area) is short sighted. County Connection does not operate in East Dublin and does not operate at all on weekends.
3	Meredith	Hello, I ride Wheels every day to and from Bart. I live in the Amador Lakes apartment complexes and am served by Route 3. I understand Route 3 is up for elimination, and I am very concerned about this proposed change. I read in The Independent that there will be a Wheels on Demand service to serve constituents who live on this route. Can you please provide information about what this is and exactly how service will be replaced? Thank you, Meredith
4	Rahid Khan	Route 3 - proposed change is endorsed for a direct connection in Pleasanton to the Stoneridge Mall;
5	Anonymous	Route 3 - Dougherty to BART. It's a mistake to eliminate the route - especially with the widening of the Road. There will be more people who need to take the bus. Not the right time to eliminate as there is more development coming up. The widening of the road will cause a lot of traffic and disruption and the bus will take help it. There should be more lines on Dougherty up to San Ramon. Please do not eliminate Route 3. There will be more people who will use it.
6	Ann Pfaff-Doss	I am delighted to see the proposed changes to route 3 and 8, especially that route 3 will now have buses all day rather than just at commute times.
7	Jim	I'm very concerned that the Preferred Scenario shows a significant loss of service to the Dublin/Regional, westbound Dublin/Golden Gate Dr, westbound Foothill/Canyon, and Pleasanton Kaiser stops where I've heard riders having to already walk significant distances from these stops to reach their commercial business destinations on Amador Valley Blvd, San Ramon Rd, Marriott hotel area, etc.

Number	Name	Comment on Route 3 Proposal
8	Jeyaprakash Saibaba	Hi, Me and some other people are using Route No 3 from Stagecoach. If you stop the service in Dublin, there is no public transport to the stagecoach road area. Pls reconsider.
9	Lauri Blackburn	I take route 3 to work several days a week. Without this, I will be driving to BART. I am very disappointed to hear this route is being eliminated. The new proposed route does not come near me. You are putting another car on the road.
10	Howard Hirano	Dear Wheels: I request that you add plans to address unserved areas such as West Dublin. I have attended numerous planning meetings and the standard answer is that the operating budget is zero sum and nothing can be added without subtracting something else, therefore there are no plans to add West Dublin service. Given the longterm need to make extensive transit reach to all areas, it would be good to have a regional transit plan that addresses what is currently not feasible. I am extremely disappointed with the lack of priority and creativity by the LAVTA Board, Wheels management, Dublin City elected officials and Dublin City Staff toward addressing the lack of transit options in West Dublin. Best regards, Howard Hirano
11	Eric Thomsen	Please consider extending the 10 bus farther into Dublin on evenings and Sundays, when the 3 is no longer running. I would suggest using Village Parkway/Alcosta/San Ramon Rd. At those times, the area between the San Ramon Transit Center and Dublin Blvd is a transit wasteland lying between two counties and two transit agencies. However, with Dublin being part of Wheels' territory, you should travel into Dublin just as far as you serve Livermore on the other end of the route. Thank You, Eric Thomsen
12	Renato Serrano	wants Route 3 to operate every 15 minutes
13	Stella Peterson	Seems like you are making it harder for people to use some of the buses. I do ride the 3 bus in the afternoon when I have a chance which isn't always easy because of my work schedule. County CONNECTION 35 and 36 does not run on weekends. It also seems like you are limiting bus service and how many bus routes that goes to Stoneridge Mall forcing people to transfer. It doesn't make sense.

Number	Name	Comment on Route 3 Proposal
14	Harisankar Nair	Hi, I stay at AmadorLakes apartments in stage coach road which is covered by route 3 of wheels service. I work in city and taking BART everyday, this bus service was a boon to me as this was the only service that connects BART to my home. I know couple of other riders in my apartments who utilises this service who will be affected. If low ridership is the reason to stop this service, that can be improved by providing more awareness to people. Being a morning and evening service many folks are not aware of this service. The apartments and other residential communities can help a lot in this regard. Also where can I find more details about the wheelsondemand, proposed as alternatives? Thanks, Hari
15	Lutz	Please don't eliminate Route 3! We need Amador Valley Blvd. Don't leave out Dublin. Lutz
16	Sara Sacks	I live in Amador Lakes and Route 3 is my only affordable option for commuting to BART after 7:30am when the BART parking garage is full. Please keep this route! Also, I rarely take the bus home because it's scheduled to leave BART on exactly the hour or half hour and I get held up in the flood of commuters leaving the station and miss the bus. I've literally seen people sprint off the train to catch buses at both West Dublin and East Dublin so this is a widespread problem. Scheduling the buses even 5 minutes later would make a big difference. Thanks for your consideration, Sara
17	sreedhar chava	Hi, couple of employees and people has been using this bus service Route 3 to commute to Bart to San Francisco from long time, this has been very helpful even though there are only limited trips. now we have been hearing that this Bus route will be changing to a different Route, which leaves us to look for other options. Once again i request to please reconsider keeping the same Bus Route as it is very comfortable for us to commute everyday to reach workplace on time. Thanks, Sreedhar Chava Regular Bus Commuter of Route 3 from Stagecoach Road.
18	Raj	My wife uses Route 3 occasionally to go to her office from Amador Lakes Apts. We choose to live in Amador Lakes Apts because there is a bus availability. Going forward she might use Bus 3 more. It's the only bus route from Stagecoach road and we should have this service(which is already limited).
19	Tayler Ambram	I think that you guys shouldn't take away this route only because a lot of people like me take this bus home after they get off of work. there is no other way to get down to stagecoach and beyond stagecoach. if you take this bus away that will be a bad idea. i have asked a lot of people on this bus do they know about the changes happening to this route. and most people said that they didn't know about it and it wouldn't be right if they did. also all of us that live down this way dont drive at all . i hope this works if not it will be very sad to see people not getting to work or school

Number	Name	Comment on Route 3 Proposal
20	Dawn Halverson	Hi, Please do not discontinue Route 3 bus in Dublin! I live at Amador Lakes and I use the bus to get to BART on the days I don't have a car. I work in SF and it's absolutely necessary to have an alternate way to get to/from Bart. We have over 550 units at Amador Lakes and I often see commuters waiting for this bus to get to Bart in the morning. At least do not discontinue the morning bus to/from BART. It is really necessary to have this available to get to BART without having to pay a ridiculous car fare (at least \$20) by either cab or Uber. If it's necessary to cut somewhere, please make sure that at least the morning bus to/from BART is available to us living at Amador Lakes. Thank you very much!
21	Tamara	I am concerned about Route #3: eliminating service on Stagecoach Rd by Amador Lakes Apartments. You might want to post little bit more info about "Wheels on Demand" demonstration project. How would it work? What would riders have to do to get service from Amador Lakes? Thanks, Tamara
22	Alex Garcia	We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.
23	Lansing Sloan	Kaiser Medical Offices in Pleasanton: I am presently not going there often, but the proposed low-frequency service on #3 sounds unpleasant. If there is a reasonable way for Wheels to improve frequency to Kaiser in Pleasanton (where my primary-care doctor works), I think that would be good. I should say, though, that when I am feeling well I would have no trouble walking between Kaiser and West Dublin/ Pleasanton BART served by Rapid.
24	James	Route 3: Eliminate this. Running it as a shuttle between the 2 Bart stations seems both wasteful at the proposed frequency and span and inconvenient to transfer from other routes. Hardly anyone rides the current Pleasanton section except in the morning between E. Bart & hotel jobs near Chabot/Stoneridge and on Johnson.

## Route 8

**Total Comments: 8**  
**Netutral/In Favor: 5**  
**Not in Favor: 3**

Number	Name	Comment on Route 8 Proposal
1	John	I think the change to route 8 is well considered.
2	Cecile	Passenger Cecile would like to suggest not eliminating the route 8A/8B as she appreciates not having to go to Bart and Transfer to head towards Santa Rita Rd and Downtown Pleasanton . No call back
3	Ann Pfaff-Doss	Making route 8 more direct for service between north Pleasanton and downtown is also a welcome improvement.
4	Julie Nickels	My interest is strictly with the #8 bus. 1. Will the new route now provide service from Valley Ave. to BART on Saturdays and Sundays? (clockwise). At the moment it only goes one way which does not work for me. 2. Start using the words clockwise and counterclockwise instead of, or as well as, A & B route 3.. Hoping the frequency would be moved up to every 30 minutes all day long..
5	Janeen Porter	And, changing routes 10 and 8 gets rid of the route overlap further a more efficient system. I hope this feedback helps. And, I look forward the new plans being put into action. Sincerely, Janeen Porter
6	Tess	Wants the 8 to continue to serve Case Ave. She lives at the senior housing on Case and takes Route 8
7	Susan Daily	I do appreciate the additional #10 buses on Santa Rita but I oppose the changes to the #8. I sometimes take this bus from Santa Rita and Valley to the Pls Senior Center and would like to be able to continue doing that. Thank you/Susan ps: I also want to mention that the drivers are generally very pleasant, very helpful.
8	James	Have the 14 or 8 extended westward along Stoneridge to the Mall area. Better Transfer Connections--

## Route 9

**Total Comments: 9**  
**Netutral/In Favor: 0**  
**Not in Favor: 9**

Number	Name	Comment on Route 9 Proposal
1	Leon Fernando	Hello - I ride route 9 to get between work in the Hacienda Business Park and the Dublin/Pleasanton BART station every weekday. I understand that low ridership on this route is a reason that this route is being considered for elimination. However, I feel that if route 9 is to be discontinued, then the frequency of the alternative routes be reviewed. The proposed routes 3 and 54 are the nearest alternative for me and my coworkers, but I see that these routes run infrequently. Please consider increasing the frequency of these routes during the morning and afternoon commute hours. Thanks!
2	Ramond Ng	As an employee of Gap Inc., I was among the first occupants of the 4th Floor in Building 5 back in 2013. Now that the company has bought Building 4, we're going to have a new influx of our technology employees in the 3rd quarter which will add incremental employee count from our current space. I'm starting to see more individuals from my company who are asking about the transportation options since they are commuting from San Francisco, the Peninsula and other parts of the Easy Bay. Having Wheels continue to drop off at Rosewood Commons would certainly diminish the anxiety that these employees have about making the move to our new building and will increase ridership of your services. Moreover, in just the past 2 months, I'm already seeing more people picking up from or dropping off in Rosewood Commons from not only on my floor BUT from the other tenants in the complex. Hopefully, your drivers have conveyed this feedback to you. In closing, LAVTA has made a significant difference in my work/life balance and has also made working at Rosewood Commons a valuable convenience rather than a hindrance. Again, thank you!

Number	Name	Comment on Route 9 Proposal
3	Patricia Leyva	<p>Hello, I was informed by one of our members that Wheels is eliminating Route 9. After reviewing the proposed route section, the replacement routes listed (3, 14, &amp; 54) are very far from our office Alameda County Child Support Services. My concern is for those members who are disabled and do not have the ability to walk swiftly or walk to the stops that are further away from our office. I've discussed with riders who take Route 9 (coworkers &amp; members), who have stated the reason for low ridership may be due to the frequency of the stops. A suggestion is to eliminate every other bus from the current route. As many riders stay on the bus before and after the bus becomes 9 or 70x, the suggestion is to eliminate the buses on Route 9, that run when the trip does not continue to/from the Pleasant Hill as Route 70x. If looking at the schedule, the non highlighted routes are suggested to be eliminated. As mentioned a main concern is for those riders who are disabled and do not have the same access to walk across buildings or long distances. Please feel free to contact me if you should have any questions. Best regards, Patricia Leyva Alameda County, DCSS Patricia.Leyva@acgov.org</p>
4	Greg Wakida	<p>I understand that several route changes are being considered. In case you're taking votes, I'd like to say that I hope the 9 route does not get cancelled. It's very convenient in that it goes right past my office, and continues as the 70x after the BART station. Thank you.</p>
5	Josh Bailey	<p>As you may be aware, last year Gap Inc. purchased the 4440 Rosewood Drive building within the Rosewood Commons project. This is in addition to the existing lease Gap has at 4450 Rosewood Drive. Currently Gap has over 300 employees and contractors working at the 4450 building and has plans to add an additional 500 employees to the 4440 building this fall. Most of these positions are being relocated from San Francisco. One of the factors that went into the original decision to relocate these positions to Rosewood Commons was the Wheels shuttle service from the BART station to the project. With so many of our employees coming from San Francisco, and other parts of the Bay Area, having easy access to a direct connection to BART is important. Additionally, Gap is very mindful of its impact on the environment and encourages its employees to use alternative means of transportation than driving. We understand the connection from BART to Rosewood Commons has likely been under used in the past, but up until last year, Rosewood Commons was virtually empty. Swift has done much to improve the occupancy of the project in the last year, and if this trend continues the project should be full within the next year or so. Terminating this shuttle connection at this time would be premature. Thank you for your consideration. Sincerely, Josh Bailey Director, Corporate Operations Gap, Inc.</p>



Number	Name	Comment on Route 9 Proposal
6	Beverly Howard	<p>Mr. Michael Tree,</p> <p>I would like to take a moment to express the need to provide quality transit service for our employees here at Rosewood Commons. We are a company of 80 employees, with anticipated growth in 2016-2017. Having a location that is accessible and convenient will impact our recruiting efforts. Our employees value the convenience of the current routes that you have in place. Many of our employees also travel on business trips and use the current bus and Bart connections. Our employees commute from many locations through-out the Bay Area including San Francisco.</p> <p>I encourage you to re-consider reducing any of the current services to Rosewood Commons. Please feel free to contact me if you have any additional questions.</p> <p>Thank you for your consideration.</p>
7	David J. Williams	<p>The elimination of route 9! The 70X and 9 combination has been a lifesaver! I ride the 70x 3-4 times weekly and remaining on the same bus, which turns into the 9, is quite easy and convenient. It has kept me from driving but once or twice a week. I take the 9 to Rosewood Commons, with a stop in my office complex. Eliminating the 9 and extending the 10 will make my commute longer and make car commuting more attractive. Rosewood commons is filling with tenants. The need to keep the 9 will only grow. From an environmental concern, to keep cars off the road, serve a growing complex and personally convenient perspective. It makes good sense to retain the 9 bus. thank you</p>

Number	Name	Comment on Route 9 Proposal
8	James Paxson	<p>Thank you for the opportunity to comment on the LivermoreAmador Valley Transit Agency's (LAVTA) Comprehensive Operational Analysis (COA). We would like to commend LAVTA for undertaking this effort and applaud the precepts used in the COA process to carefully examine routes and services under its management. In particular, like LAVTA, we believe that a positive result of the COA process is one that allows LAVTA to better serve the local area's transit needs through a focus on increasing the effectiveness and desirability of already productive services while staying mindful of the needs of populations that are more transit dependent and whose reliance on LAVTA services is greater. We believe, with one important exception, that the preferred alternative does much to meet this objective. Hacienda would like to acknowledge the difficulties confronting LAVTA in this process; particularly in light of the need to develop a new system design that will operate within the boundaries of financial feasibility. To its credit, LAVTA clearly articulated all of its planning constraints well during the entire COA process and Hacienda was fully cognizant that in order to balance LAVTA's disparate goals and objectives that both service alterations and losses would need to be absorbed in our area. Toward that end, some of the major restructuring, not the least of which was the loss of the Route 9 and modifications to the Route 70, was not entirely unexpected as were other cuts and realignments. As these proposals were initially developed and discussed, LAVTA remained sensitive to our concerns and made alterations in the course of exploring new scenarios on the path to developing the preferred alternative. As a result, for the most part, we believe that the preferred alternative will provide our employees and residents with good service that, among other things, allows for: direct connectivity to other key services such as BART and ACE, the maintenance of our vital link along the Interstate 680 corridor and a means to address the needs of businesses with employees and clients dependent on transit services.</p> <p>One matter we believe warrants further consideration are the changes in service proposed for Rosewood Commons. Our opinion is that an over-reliance on a portion of the methodology used for service proposal development that derives projected outcomes from near-term experience has failed to produce a logical result. In short, service to this center has been curtailed owing to low ridership over the last few years. These low ridership levels are not hard to understand given the severe declines in occupancy this center experienced as a result of the downturn in the economy. However, recent and projected increases in center occupancy with tenants whose employees will be best served by routes that deliver employees on-site directly from the BART station, as is currently performed, suggest that service standards should be retained. The preferred alternative would ask center occupants to either use very infrequent and irregular on-site service or to walk, in some cases given the immense size of the campus, over a half mile from the nearest planned regular service. Such a proposal acts as a strong disincentive to transit use which will likely result in greater numbers of potential transit users to drive alone instead. Given the overall planning constraints that we understand must not create a financially unviable system or that disproportionately distributes services between LAVTA sub-regions, we acknowledge that in order to retain the desired service at this</p>

Number	Name	Comment on Route 9 Proposal
9	Alvia Rios	<p>Dear Mr. Tree:</p> <p>I represent the owners and management of Rosewood Commons located at 4400 to 4460 Rosewood Drive. Rosewood Commons is located in the Hacienda Business Park. The project is an 8 building campus with over one million square feet of office space. When Swift Real Estate Partners purchased the complex in May, 2014 the property was only 10% leased. Today we are 65% leased and have prospective tenants looking to lease large blocks of the remaining space.</p> <p>We would like to take this opportunity to express the importance of retaining the Bart connection service currently offered at Rosewood Commons. A reduction in service will have a negative impact to our tenants, their employees and clients commuting to our property. Direct access to transit and presence of a transit supportive environment is a key consideration when businesses elect to locate and expand their companies in the Hacienda Business Park, Rosewood Commons and the City of Pleasanton. We would like to further mention that having this direct service is key to meeting our and our Tenants sustainability objectives.</p> <p>There are approximately 1,600 employees working at Rosewood Commons with 150 more employees moving in by July 2016 and another 500-600 employees of The Gap, Inc. expanding into Rosewood Commons by September 2016. Many of our existing tenants are growing and poised to add additional employees. As you can realize, not only do we have an extensive pool of people utilizing the Wheels bus service, but the near-term projection of increased ridership is substantial enough to consider keeping the existing service levels. Rosewood Commons is on a direct route to and from the Bart Station, has easy access on and off Owens Drive and Rosewood Drive, and has wide driveways with large entrances and exits that are suitable to routing the Wheels Bus through the property.</p> <p>We, as owners, continue our efforts to bring business to the City of Pleasanton. It is extremely important to us that current and future employees have easy access to public transportation and a means of connecting them to their place of employment.</p> <p>We ask that LAVTA reconsider the reduction of current services and/or relocation of bus stops. We appreciate your consideration and your continued support of the Rosewood Commons community.</p> <p>Sincerely,</p>

## Route 10

**Total Comments: 15**  
**Netural/In Favor: 5**  
**Not in favor of eliminating Stoneridge Mall: 8**  
**Not in Favor: 2**

Number	Name	Comment on Route 10 Proposal
1	WAAC	Route 10 should continue to go to the Mall
2	John	A number of cutbacks to basically support doubling the route 10 service weekdays. Sounds fantastic for route 10 riders but wonder if it will increase ridership on this already popular route. Probably just means twice as many buses with half the people aboard each one?
3	Carmen	Hello! Looking at the proposed changes for later 2016 and I notice that route 10 and rapid will no longer serve stoneridge mall. The only one that mention the mall is route 3, but doesn't specify how often will run and if includes weekends. It is already taking a very long time to get from downtown Pleasanton to stoneridge mall especially during the week when we have to transfer from #10 to rapid and viceversa. But for some people this is the only reliable transportation to work. If you eliminate this options too, what's that going to leave us with? Please find the best options. Thank you for your time! Carmen
4	Erin Uber	I am very concerned about the proposed changes to the bus system. I am disabled. I live on East Avenue. I mostly use the #10 bus, and sometimes the Rapid. I can only walk short distances. If you eliminate the #10 bus, I cannot walk the longer distance to reach the bus stop for the Rapid bus. I don't have enough money to take a paratransit ride for my errands regularly. This would make it impossible for me to get where I need to go, whereas I've been able to successfully use public transit for 20 years now. Please reconsider.
5	Rahid Khar	Route 10 - It should stay as such as it covers pleasanton and dublin and is a lifeline for commuters between the two cities. Increasing frequency to every 15-minutes is a very good idea as many people avail this route. All route 10s should go to stoneridge mall. Note: All Route 10s should go up to Stoneridge Mall if Rpaid is unable to run up to Stoneridge Mall. Thanks for eliciting opinion. I do not have internet so I am submitting my proposals by post, hope they will be given due consideration.
6	Herb Hasti	10: If you intend to end the Dublin Blvd portion of the Rapid You should extend the route 10 from Bart to the Stonebridge Mall. This continue the service to the Kaiser Offices direct service and the West Dublin Bart Station

Number	Name	Comment on Route 10 Proposal
7	Irene Inman	Irene Inman, Route 10. Lives on Valley and Santa Rita and currently rides the Route 10 to the Stoneridge Mall for Kaiser. In checking with the new proposals, she would now have to ride the Route 10 to E. BART, or Owens to transfer to the Route 3. Doesn't like the idea of having to take 2 buses to get to the Mall just from Santa Rita and Valley.
8	Mrs. Condo	Mrs. Condo is not happy with the proposed changes. She would like the route #10 to stay the same as she usually catches the bus on East Ave/Charlotte Way and the Rapid does not service that bus stop.
9	John	Wants to make sure the Rapid stops at additional stops on East Ave if Route 10 service is removed
10	Janeen Porter	And, changing routes 10 and 8 gets rid of the route overlap further a more efficient system. I hope this feedback helps. And, I look forward the new plans being put into action. Sincerely, Janeen Porter
11	Kelly	I am a disabled senior and live at Livermore Gardens and the 10 picks me up and drops me off right in front of the apartments. How will the changes affect me?
12	Harold Finn	Your changes look reasonable, unless you fail to add extra stops for Rapid (replacing 10) on East Avenue. My trip from Pleasanton to LNL will now require a transfer to the R, but the 15 minutes between 10's will make it worth it.
13	Jenny	Stoneridge mall is a very important area that includes Kaiser medical office and Stoneridge medical office. hope Route 10 will still serve the Stoneridge Mall.
14	Andrew	Description: Hello - I'm writing in regards to the "Wheels Forward" plan posted on buses and on the website. Sadly, it seems like the main theme there is to slash all the side routes pretty much regardless of who they serve and why. Ok fine (not really), but why the hit against service in busy areas like downtown Dublin and the Stoneridge Mall area? If I read the map correctly, downtown Dublin will be essentially abandoned with no bus stop west of I-680 in the westerly direction except for the BART station down at I-580. No bus stop on Dublin Boulevard, nothing on Regional Street, nothing on Amador Valley. And on the Pleasanton (mall) side, both the Rapid and the 10 route would be taken out and appear to be replaced by a new stub route from the eastern BART station (which would also run very infrequently, if I understand the online narrative correctly). An equally big concern for me is the severing of links between western Dublin and the Mall area, including Kaiser. Please take the riders concerns seriously, and revise the plan to preserve more elements of the current great Wheels system. I appreciated the posting of the plans on board buses and at some of the bus stops. Thank you - Andrew.
15	James	Please seriously re-consider the overall loss of service and rider inconvenience in the area surrounding Stoneridge mall. This includes Kaiser and numerous other medical offices and office park employers which would be a relatively long, inconvenient walk from the W. Bart station.

Route 11

Total Comments: 1
Netutral/In Favor: 1
Not in Favor: 0

Number	Name	Comment on Route 11 Proposal
1	John	Route 11 changes are good. Should it also make a run down to the lab stop as part of its route?

## Route 12/12X

**Total Comments: 15**  
**Netutral/In Favor: 3**  
**Not in Favor: 12**

Number	Name	Comments on Route 12/12X Proposal
1	John	Service to the businesses in the Livermore airport area has been increasingly scarce and now will be eliminated completely along with service to the Park and Ride lot on Airway Blvd. Another big disappointment.
2	Rahid Khan	
		Route 12 - yes, may be eliminated as Rapid will cover it's route.
		I want to take this opportunity to express a few concerns I have about the Rapid route change/Route 12 elimination. I live in east Dublin, and have at rush hour counted on the Route 12 bus to get me to Bart on time if the Rapid is running late. Though this doesn't happen often, it does happen occasionally and I'm concerned that my "backup" bus is being eliminated.
3	James Hull	
4	Shawn Costello	Concerned about eliminating service to the LAVTA offices along Rutan Dr.
		The "R" would be great to run every 15 mins. I would not take away the #12; if the R is late for some reason, we need options! Please consider this! I speak for other riders, but please No more changes : ( ! The great city of Dublin is popular than every and we depend on YOU!! Thank you!
5	Theresa	Hi. I was reviewing the proposed changes for the bus routes and overall I feel they are good changes. The routes I frequent are the Rapid, 10, 12, 8A & 8B. Elimating the 12 and restructuring the Rapid to cover Las Positas College will improve the frequency of coverage to the college, eliminate the bus stop confusion on Dublin Blvd. near Hacienda Crossings Shopping Center, and contribute to streamlining the entire service route.
6	Janean Porter	#2. Number 12 bus helped serve low-income/ disabled members of our society to get to their ARC program, wheels office, and VFR program. Taking this away, and at the same time reducing the scheduled dial a ride reservations, does not allow them to access the community in the way they need to be fully independent. Per Title VI provisions- Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan. Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Keep this in mind.
7	Amy Mauldin	

Number	Name	Comments on Route 12/12X Proposal
8	Margaret Katen	I am disappointed to read that the Wheels bus will not stop at the Park & Ride lot at Rutan Ct./Airway Blvd. With a lack of parking during the day at the Pleasanton BART station and no bus stops anywhere near Isabel/Concannon neighborhoods, this seems like a move in the wrong direction for south Livermore residents who wish to take public transit to places served by BART. After all, it is a "Park & Ride Lot", shouldn't it have a bus stop?
9	Terry Newman	Terry works at the ARC center on Rutan and doesn't want Route 12 to be eliminated. He has a bad knee and can't walk to Jack London.
10	Victor Almeida	<p>I will not be able to attend the May 2nd meeting because I shall be out of town that day.</p> <p>Also, I think that discontinuing the rt. 12 would have a negative impact on our work environment. First of all, it would make it more difficult to get to our work site if we were ever decide to take the bus to work. Before You decided to re-route the 12 to pass on Rutan Dr., we had to cross Airway, which was dangerous because there were (&amp; still are) no lights. Second, the "proposed" route 14 looks like it does not go through there at all, which probably means that we would have to cross Jack London Bl., in which has a pretty heavy traffic flow, again putting us in danger. So is there any way whatsoever to keep the rt. 12 or getting the rt. 14 to go through Rutan Dr.? Because there are some days I would rather take the bus other than using my bike every day, &amp; without taking our independence away from those who use the regular bus route?? Because that would be unfair for them &amp; myself as well. Because those who take the regular buses would like to continue to do so versus taking private routes to &amp; from work...</p> <p>So I really hope You get this comment &amp; think about it, long &amp; hard! Because obviously NOT everyone is happy about Your decision to discontinue the 12 NOR not going through Rutan at all!</p> <p>So this is something You All might want to check into.</p> <p>Because we do not deserve to be put in danger!</p>
11	Michael Gates	Also not happy with changes to the 12 bus understands
12	Ed Skokowski	#12 rider - takes the bus every day. Wants to maintain a 7:00am bus in the new schedule
13	Lauri Girard	Takes the #12 bus to Rutan/ARC center. Doesn't want the bus to be cut
14	Margaret Murphy	I take the 10 and 12 to get to school, then the 12 to 401 to get home. I don't see why you are eliminating the 12? When I take the 11:27 bus, its not packed, but it still has a lot of people.
15	Rosie Walsh	Help!!! I am begging you not to eliminate the 12X! This line is extremely limited to begin with, but without it I will be walking over a mile each morning and afternoon in order to get to work! I am sure this is not a very well used line, but I need it!



## Route 14

**Total Comments: 25**  
**Netutral/In Favor: 22**  
**Not in Favor: 3**

Number Name		Comments on Route 14 Proposal
1	WAAC	Route 14 should be called Route 12
2	Ray Rychnovsk	I think the stop at Stone Ridge Creek Retirement Center on route 14 is a great addition and will serve a lot of residents and employees. Thanks.
3	Warren Shukis	I am a resident of Stoneridge Creek Retirement Community and would like to see Route 14 implemented. This would allow me, and other residents, to easily access public transportation for local shopping trips plus provide easy access to BART. What a great idea!!
4	Shannon Foge	I am fine with some of the proposed bus service changes. I do have 2 questions for you or whoever is involved. If certain routes on the proposal eliminate services to Stoneridge Mall, then which routes would service to Stoneridge Mall? I am also really familiar with the 10 route but I live farther down Stoneridge Dr. and W. Las Positas Blvd. and the 9 route runs only morning and evening times and doesn't run on the weekends. Since I would have to walk farther down to catch the other route, can you please make a proposal for route 9 to run more frequently during the weekdays and start running on the weekends. I'd love to take the bus to and from where I live and explore other areas of Pleasanton. Last question would the Rapid route be coming to Pleasanton as well? Thank you!
5	Jason	I work at the outlets and I think we need more service to the area Monday-Saturday the outlets close at 9pm but the last rapid is about 7:30. The outlet mall is the largest this side of the Mississippi bringing in international tourists and more bus service would help increase mall profits and could increase revenue to the rest of Livermore Dublin and Pleasanton.
6	Jim	If this routing is not cost feasible, you could instead eliminate the 3 altogether and just have the 14 come straight out Stoneridge to the Mall area more frequently, terminating at the West Bart. I think this 14 would do very well than having the short 3 where usually no one rides along Stoneridge in evenings & weekends. I'm concerned the Rapid in general will no longer be "fast" with having to make extra stops along Dublin Blvd & N. Canyons Pkwy & dealing with college traffic. Maybe just add Dublin/Fallon & the one Costco stop. Maybe have only every other Rapid go to the College or skip it altogether when the College is closed.

Number	Name	Comments on Route 14 Proposal
7	J.C.	Route 14 should be implemented as illustrated on the preferred scenario map as that seems to be the most economical and direct way for the population to move in this area. Thank you for making it possible for us seniors without wheels at Stoneridge to get out on trips of our own.
8	Kate Gong	As a senior living at Stoneridge Creek Retirement Community located on Stoneridge Drive, route 14 is an important route. For quality of life I would take public transportation to the BART station and continue to visit family and friends. It's important to the residents at Stoneridge Creek and to me to maintain independence in our senior years. Route 14 would make that possible. Thank you for making Route 14 happen for us.
9	Alvin Baer	Please keep intact so it stops at Stoneridge Creek.
10	Patricia Baer	Please keep intact so it stops at Stoneridge Creek.
11	Alan Steuer	We would like the proposed Route 14 to be kept as it is. Thank you.
12	William Synde	Route 14 rider - thinks service should not be changed. Commutes via bus to the high school 4-5x per week. Thinks the proposal removes service from areas that need it the most.
13	Joan Shaffler	Please keep Rt 14 as it is
14	Arnold Joyal	I strongly support the new bus route 14 that will directly connect the Stoneridge Creek retirement community with BART and other nearby venues. It only makes sense to provide bus service to this community of nearly 600 (soon to be 800) residents, many of whom no longer drive.
15	Candace Linds	Just wanted to voice my support for the proposed route 14, running by Stoneridge Creek Retirement Community. It will allow me to get to BART. I can also connect with other lines to get around town. Thank you, Candy
16	Carol Joyal	There are almost 600 residents here, with more to come after the the new construction is finished. A stop was built in front of our development, and we really need to be able to access bus transportation now. The average age of our residents is over eighty, and many of us have given up driving.
17	Catherine Johr	I request that Route 14 be kept as presented on the proposed changed route, e.g. to go past Stoneridge Creek Retirement Center to the east Dublin-Pleasanton BART station.
18	Del Krause	We hope the proposed route 14 past Stoneridge Creek Retirement Living on Stoneridge Drive to the BART station will be implemented.
19	Bill Dobbin	I live at Stoneridge Creek Retirement facility, and support route 14. For the residents who can't drive, this change is very important. Please approve.
20	Burt Bassler	I am very much in favor of the proposed changes to route 14 and ask that they be implemented. This will be immensely helpful to the elderly residents of Stoneridge Creek who no longer can drive. And the bus stop is already installed. thank you
21	Marilou Harris	wants service to Stoneridge Creek

Number	Name	Comments on Route 14 Proposal
22	Karen Albertsd	Please keep Route 14 as presented on the proposed changed route. It will stop at Stoneridge Creek Retirement Community and that will be of help to residents and employees.
23	Kathe Curlien-F	Kathe Curlien-Powles And my last concern is the Route 14 bus. Will that bus route run later than the RAPID with the last bus leaving at 7:30? And my last concern is about the schedule. How often will these buses run and how much time will we have to get from BART to the bus. Thank you for the opportunity to voice my concerns, questions, and comments. If you have any questions, please contact me.
24	James	Route 14: This should continue westward down Stoneridge Dr (instead of going to E. Bart), serve the current Mall area routing of the 3 and possibly go over to the heavily commercial Dublin Blvd/Regional intersection which would otherwise have no service. Those wanting to transfer to the 10 could do so at Stoneridge/Santa Rita if well timed. Have the 14 or 8 extended westward along Stoneridge to the Mall area. Better Transfer Connections--Coordinate better with County Connection transfer times and minimize sharing stops with them. Very frustrating for example when the arrival of their 35 or 36 at E. Bart misses the departure of one of your hourly or half-hourly routes by less than 2 minutes.
25	Alex Garcia	Dear WHEELS Staff, My name is Alex Garcia, and I'm the Community Relations Coordinator for Axis Community Health. I'm writing to say thank you for considering the needs of our 14,000 patients – one-third of whom rely on public transportation to get access to healthcare. We're glad that the current draft of your proposal shows strong connectivity to our service six sites, including our new site on W. Las Positas Blvd., which will serve 1,000 patients a week. Here is a list of all of our sites that our patients need to reach using WHEELS: 1) Medical Clinic – 5925 W. Las Positas Blvd., Pleasanton 2) Medical Clinic – 4361 Railroad Ave., Pleasanton 3) Medical Clinic – 3311 Pacific Ave., Livermore 4) Behavioral Health – 6666 Owens Dr., Pleasanton 5) Behavioral Health – 446 Lindbergh Ave., Livermore 6) WIC Program Office – 1991-H Santa Rita Rd., Pleasanton As your plan develops, we hope that you will continue to ensure access for our patients by placing stops as near as possible to our buildings. Many patients are unable to walk long distances, and for some, a walk of just one or two blocks is very difficult. Additionally, we are seeing a growing number of Axis patients traveling from the Dublin area – especially from low-income units at Wexford Way, Carlow Court, and Oak Grove. In meetings with residents of these complexes, some have commented that infrequent service and long walks to stops are barriers to riding WHEELS. We see that routes 2 and 3 are slated to be replaced with the WHEELS On Demand Service, and have heard concerns regarding this change. Axis looks forward to working with you to ensure that people using our services have easy, frequent, and reliable bus service. This will benefit our patients and increase LAVTA ridership.

## Route 15

**Total Comments: 4**  
**Netutral/In Favor: 4**  
**Not in Favor: 0**

Number	Name	Comments on Route 15 Proposal
1	Anonymous	In favor of the changes to the 15. Rides the 15 every day to and from work, likes the idea of adding in extra trips. Lives in Springtown.
2	Tony Landich	The bus routes don't serve me well. I live in Springtown which only has route 15. I have children needing to get to Las Positas College and the Bart station daily, but there is no way for them to get there in an hour. I wish there were more trips, and trips going the opposite direction, and more direct routes. LATER COMMENT: I appreciate the route changes you are proposing. I'm looking forward to those improvements, which I'm sure will translate to increased ridership for Wheels.
3	B. Chinn	1)Please do increase the pickup times from every 60 min to every 30 mins! 2)Any chance of wi-fi service on the routes? thanks much!
4	Lansing Sloan	#15: I use it rarely and don't see any obvious change. If I were to change habits or to become less mobile, my concerns might change, of course. Thanks for the opportunity to comment.

## Route 20X

**Total Comments: 29**  
**Netutral/In Favor: 0**  
**Not in Favor: 29**

Number	Name	Comments on Route 20X Proposal
1	John	<p>Eliminating the 20 line due to "low ridership" seems odd as I have taken this bus regularly and looks like a healthy productivity to me. But the 580X line might be acceptable in its place. Otherwise all of those people I see currently catching the 20 to their jobs in that east Livermore Industrial area will most likely give up on using the bus at all to get to work. The travel time to the transit center and the limited availability of the 11 line would otherwise make the trip less than worthwhile.</p>
2	Jose Milovich	<p>I am currently a regular rider of the 20X bus, which to my surprised it has been proposed for cancellation. I do not have a car and this is my only way to get to Livermore Labs. As it is the ride from San Francisco using public transportation is challenging and very time consuming. Currently I spend approximately 1 hour and 45 minutes each way commuting from my home to work and back. If the 20X route is eliminated I believe that the proposed alternative is the route R. If this is what you have in mind my commute will be even longer in the tune of an additional 15 to 20 minutes each way, if the route R has no change in route. Unfortunately, if I understand the proposed changes there is also a proposal to modify the way that the rapid reaches Livermore by also serving Positas college. I am not sure what the time implication of this additional change will be, but it does not look encouraging. Furthermore, I have noticed several riders that use the 20X route for the Livermore industrial park which as I understand will have no replacement. I would very much appreciate your reconsideration of the elimination of the route 20X. I am hoping you to decide to keep the 20X route for a bunch of us that really depend on it. Thank in advance for your consideration and looking forward to hearing from you. Jose Milovich</p>

Number	Name	Comments on Route 20X Proposal
3	Ivana	I use 20X daily to commute to Lawrence Livermore National Laboratory. If this service is removed I do not intend to use the bus service anymore. R is not acceptable alternative as it is ridiculously slow and inconvenient. I do not feel a need to visit every corner of Livermore, Dublin and Pleasanton on my commute to and back from work. This is how most of my colleagues feel too. If 20X is removed we will start carpooling. We are busy professionals and we need to get from A to B fast. We are reliable customers as long as 20X stays. If 20X is not profitable at the moment, for me it would be totally acceptable to pay higher fare for this service. What is unacceptable is to use R instead.
4	ogden jones	Please don't remove the 20X route. It is by far the best and fastest way to get from BART to LLNL and back via bus. In addition to the LLNL riders, quite a few people that work out in the warehouses between Greenville and Vasco also use 20X. Thanks. Ogden Jones
5	Naveen Kaithi	Please continue the 20X service as it is. For me, this is the only service for the commute to my work and also I don't have a car. If you cancel this service, I have to walk 3miles from East Vasco/ LLNL stop to reach my office. Also, there are many employees I see daily who is using this service. I request you to please consider my opinion and continue this service. Thank you, -Naveen
6	Chris Schroeder	First, thank you very, very much for installing the Clipper Card readers! It really is wonderful to not have to worry about carrying singles for the rides leaving the BART station. Next, please, please, please do not get rid of the 20X. It will make a long commute (from Emeryville to LLNL, 1:40 each way) even longer, and it is hard enough to find time in the day as it is. I do support more cost-effective public transit, but isn't the footprint of the 20X small enough already? Would you at least consider cutting back from 3 trips each way to 2 trips, instead of no trips? Also, I have ridden with most of the 20X drivers over the past year, and I want to say that they've all been terrific. It would be truly saddening if any of your drivers who are doing great work were to lose their livelihoods due to the proposed changes.
7	Scott Sepke	The 20X bus service is a very important part of my daily commute. Being able to catch an express bus that connects BART to Lawrence Livermore National Lab makes using mass transit a viable option when coming from Berkeley. Having to catch the R --- which admittedly also makes this connection --- adds so much time to my commute that public transit becomes intractable. I urge the committee to reconsider dropping this service. Perhaps a middle ground would be to run one less 20X in the morning and the evening. Thank you.

Number	Name	Comments on Route 20X Proposal
8	Peter Amendt	I strongly oppose the proposed elimination of route 20X from the Dublin BART station to LLNL/SNL. A number of my colleagues at LLNL use this bus route and would be severely inconvenienced by this proposed change. Not having this route that provides a potential transportation means to a BART hub for nearly 7000 employees is a giant step backward in my view. Please keep route 20X! Peter
9	William Smith	Although the elimination of the 20X will increase my commute time by a few minutes each way, the increase will be tolerable if my Actual commute times on the R from East Dublin BART to the Lawrence Livermore National Lab is reliably reduced by at least 5 minutes to the currently scheduled 35 minutes or so. The convenience of a bus leaving every 15 minutes will make my morning commute less stressful than trying to hit the 45 minute Window for the 20X - which I can miss if BART is late. My major concern is the service from BART to the industrial center just north of LLNL. Those riders will have to transfer at the Transit Center - making a long commute still more difficult.
10	Yiming Yao	Eliminating 20X will make bus compute slower between BART and Lawrence Livermore Lab, the largest employer in Livermore, and other companies along the route, contradictory to the "faster" service claim. The current low ridership can be overcome by a little reaching out campaign to the lab employees, and it could easily result in ten more regular bus riders from about seven thousand workers there. Most of them are not aware of the express service of 20X. Please keep 20X. Alternatively, 580X can be extended to Vasco and East Ave, adding about 8 minutes. The route changes should not result in slower compute service between East Dublin/Pleasanton BART and Livermore's largest employer. Thanks for your consideration.
11	Gregory Markham	Rather than eliminating the 20X route, have you considered raising the fare for this "express" service? I, for one, would be willing to pay a premium for the convenience of the current 20X route which does not require an intermediate transfer, like the new one you're proposing.
12	Mikey	I usually take 20x from Dublin Bart to the west gate at LLNL. Would anything be replacing that bus since its up for elimination? Thanks.

Number	Name	Comments on Route 20X Proposal
13	Paul Durack	To whom it may concern, I am a frequent user of the 20x service to and from the BART direct to LLNL. I have just noted that the 20x service is scheduled for closure. The closure of the 20x will negatively impact me and a large number of colleagues that use this service to efficiently connect between BART and LLNL on a daily basis. I would strongly advocate for the maintenance of the 20x service and its current schedule. For more information please contact me on my office telephone (925) 422 5208. Thanks, Paul
14	Alexander Ames	The proposed changes make access to Lawrence Livermore Lab take even longer. Especially troubling is the loss of 20X service.
15	Kevin Ng	Hi. I noticed that the 20X is proposed for removal, and that it would be replaced with the proposed RAPID route for going between LLNL and the East Dublin BART. I would like to express opposition because I depend on the 20X daily to get me to/from LLNL and the BART in a timely manner. Currently, the 20X is the fastest route from LLNL to the BART, and it makes a stop at the West Gate (which is much closer to my office than the East Ave LLNL stop). I save time by using the 20X rather than the RAPID. If the 20X is eliminated, will there be a faster route from the West Gate to the East Dublin BART?
16	Mo Mosallej	I recently noticed that there are some discussions about creating new routes and elimination of others. I think the lack of a good North-South route on Vasco has been a problem for some time. The new arrangement takes away the little bit of presence on Vasco that we already have. Also, it appears that with the elimination of route 20X, there will no longer be a direct route from Bart to the Labs (LLNL and Sandia). The 2 labs combine to be Livermore's largest employer. With the proposed plans, there will also be no ACE train (Vasco station) link to the labs. This is a big concern as there are a lot of lab employees that ride the ACE. Another negative aspect of eliminating route 20X is the waste of the existing infrastructure on Vasco (All the very nice existing bus stops). My proposal is this: Instead of having yet another redundant and congestive route going to the transfer Center, have the new 58X route stay on the highway and go all the way to Vasco and go South on Vasco from there. This way you have a direct route from Bart to the labs, you maintain a route to the Vasco ACE station, and you use the beautiful Vasco infrastructure. I really believe this will be a very popular route if it is used that way. Thank you for your consideration. Thank
17	Mark Parella	Wants to have service up Vasco Road to serve the west gate of LLNL. Location of the East Ave/Vasco Transit Center is not convenient for Lab employees. Internal shuttle stops running at 445p. Thinks we need to continue service to other gates.



Number	Name	Comments on Route 20X Proposal
18	Chan Pang	I am using Wheels route 20X from BART station to LNL work every day. I heard that Wheels is considering to eliminate 20X and change Rapid R route with considerably longer time to reach the Livermore Lab. Please keep the 20X and R in present form so that I (and other numerous riders in the lab and in North Livermore industrial area) can keep riding the public transit instead of driving from east bay area. Thank you for your considerations. Organize a van pool from BART station to lab is definitely not a practical solution.
19	Ellen Edwards	3. When I reverse-commuted to Livermore I rarely used the 20X because the Rapid was just as good, and ran during more hours (I purposely avoided normal commute times). So getting rid of it is good in my opinion, except it had the Daphne & Vasco Rd stop. It would be nice to have a stop there with the new routes. 4. I don't like the vanpool idea because of the strict schedule. Plus I usually have my bike (not sure if this is an issue for most people).
20	Samuel Nagasc	I heard about service discontinuation of the 20X bus. I have taken the bus to commute to work for a few years and find it to be more convenient for me and many other people. I strongly suggest to keep the line running.
21	Laura Fredriksen	I ride from Berkeley out to a small business on South Vasco near to the 580. I and several other low-income workers rely on the 20X to get us from the BART out to Vasco/Las Positas businesses. Without this bus route, we would either have to spend an hour more on our commute (which is unacceptable) or quit and work somewhere else. This is a disservice to small businesses in the still-developing Vasco/LasPo area. I see no reason why, if I were to start a business, I would want to put my business here if there were no way to get low-wage workers out here.
22	John Edminston	I'm affected by the route changes and would prefer the 20X continue. It seems as well populated as any other route. However I understand the motivation to try drive R-ridership higher by eliminating it. Last comment is that I would pay a higher fare, up to a \$5 fare one-way for a route from BART to the Lab, which took under 30 minutes, and would only leave the Dublin BART when the BART coming from SFO arrived.

Number	Name	Comments on Route 20X Proposal
23	Greg Sommer	I'm writing to voice my support to retain the 20X bus route on behalf of my employees who regularly use the route for their daily work commute. Our office is located near the Vasco/580 intersection and eliminating this route will significantly increase their travel time to and from work. I have had several employees use this route over the past three years since we moved in, and having it available is part of our recruiting package for new employees who rely on BART to get to Sandstone. While offering a direct-to-the-Labs route makes sense, there are many other businesses that rely on our public transportation system for their employees and I ask that you please reconsider the decision and keep the 20X route in service.
24	Caroline Romero	I am a regular user of bus 20X and I am very concerned about the proposal of deleting the route. I commute to Lawrence Livermore Nat. Lab. from Castro Valley and therefore need a fast route to transfer from the BART station to the lab. The proposed routes would increase my commute which is currently already long at 75 minutes each way. Wheels should try encourage the use of transit over driving and you could do so by increasing service not decreasing it. There are many people commuting to the lab from BART and I think more people would do so if the service was more efficient (faster and/or more frequent). Sincerely, Carolina Romero
25	William	Doesn't want Route 20X to be cut. Works out on Greenville and I-580. There are lots of business moving out to that area. Eliminating the 20X will put more cars on the road
26	Rob	I ride the 70x from Pleasant Hill to the East Dublin/Pleasanton BART Station every morning. I also ride the Rapid in the morning to East/Vasco in Livermore. I would prefer to take the 20x for this second stretch to East/Vasco, but the 70x arrival time does not make this feasible, as both the 70x and 20x are pretty rare buses. In any event, I see the proposal to end 20x service to the East/Vasco area, leaving the only bus headed in that direction the Rapid.

Number	Name	Comments on Route 20X Proposal
27	Jennife Knipe	<p>Hi Christy,</p> <p>Thank you for coming to LLNL today to clarify the logic and procedure behind the proposed route changes. As a 3x/week rider of the 20X, I would like to offer my input on what I think are the best replacements for this route. If the 580x route were extended to the lab for two trips in the AM and PM I think many people would plan their schedule accordingly. As it is, I only consider taking the 7:45 or 8:30 AM runs and the 5:20 or 6:05 PM runs on the 20X as the Rapid takes far too long for my liking. I always have my bike with me when I ride, and I use it frequently at work, so a vanpool would not accommodate my needs. As I will soon be moving from Dublin to Oakland, I think I speak for many commuters when I say that it is essential to have a direct route from Bart to the lab that will reliably take less than 30 minutes (the closer to 20 the better) or I have little incentive not to drive my personal vehicle from Oakland daily.</p> <p>Again, thank you for your transparency and willingness to entertain our questions and comments. I will make every effort to attend the meeting on May 21</p>
28	Jens von der Lind	<p>Concern over 20X However, I am very concerned that the deletion of the 20x will make it very difficult for employees of Sandia and LLNL to commute by bus from the East Bay. I would like to note that the study underestimated the ridership because it ignored the many lab interns and students that take the bus in the summer months. If these are taken into account the 20x should be closer to the wheels ridership target. I take the 20x every week to on my way to the Oakland airport to visit my financee. I have meet many of the riders that commute daily from the East Bay. They are the young people the labs are now trying to attract and they will grow in number. Without the 20x their commute time would grow to over 2 hours from 1.5 hours. This would make a commute with public transit impossible, pushing them to drive, where they would contribute to traffic jams.</p>
29	Sandrine Herriot	<p>Hi, I am riding the 20X everyday from the Bart to the Lawrence Livermore national lab. I have a long commute already with actual bus route as I come from Fremont. Indeed I have to take 2 bart from Fremont to Bay Fair and from Bay fair to Dublin/pleasantan. Then I take the 20X. This all trip is 1h30 each way at the least. I do not drive so I only rely on public transportation. The 20X is the best solution for me or as mentioned last time you were at Livermore, extending the 580 to the Livermore lab. I would greatly appreciate if you could take into your consideration all those impacts. Thank you in advance, Sandrine Herriot</p>

Route 51

Total Comments: 1
Neutral/In Favor: 0
Not in Favor: 1

Number	Name	Comments
1	Michael Gates	Does not want the 51 to be eliminated.

## Route 54

Total Comments: 6  
 Netutral/In Favor: 1  
 Not in Favor: 5

Number	Name	Comments on Route 54 Proposal
1	John Harrison	The proposed changes completely cut off all Koll Center stops. This is not a viable option for me, or a number of others that currently rely on the service to get us from the ACE Train to our work. Personally I'm a disabled Vet. I cannot easily walk the distance from the proposed drop off location on Valley Rd to my work on Koll Center.
2	Aaron Barkhousen	There are a quite few people that use the 54 route to get to the businesses on Koll Center Parkway. Removing that route is not a good idea.
3	Travis Beedy	I love the proposed changes to route 54. The bus is late every day and we often come close to missing ACE (we actually have missed it a few times recently). Having fewer stops and a more streamlined route would certainly reduce the chances we miss ACE. Thank you for putting this together.
4	B. Mendoza	I work on Willow and Gibraltar but it looks like there will not a 54 stopping at the bus stops anymore. How do I get to and from work from the Ace train?
5	Nicole Barraza	Hello, I currently ride bus 54 from the ACE train everyday. I get on in the afternoon 4:55pm at Hopyard and Gilbrtar dr. I found out my bus stop will be cancelled from bus 54 route. Do you know, when the new routes will go into effect and have any suggestions where how I will get to the ACE train? I am not really that familiar with Pleasanton and I am really not sure what busses I can take to catch the ACE train. Any suggestions would be helpful. Thank you!!!

Number	Name	Comments on Route 54 Proposal
6	Dan Leavitt	<p>Hi Michael,</p> <p>I hope you are doing well. We would greatly appreciate your help with an urgent issue relating to your Wheels Forward program. It has been brought to our attention that LAVTA is trying to change Route 54. Please see the e-mail trail below. Unfortunately there has been a real breakdown in communication between our agencies. I believe the LAVTA staff know John G. well and that he has been responsible for our end of the Shuttle program for a number of years. While the 54 is operated by Wheels, this shuttle is primarily for the purpose of serving ACE passengers who work in Pleasanton. Nearly all the passengers who ride the 54 are not from the Tri-Valley. We believe that we are your partner with this service and any proposed changes need to be made working together. The two "ACE" representatives who attended a Wheels Forward meeting or meetings were an outreach staff person and consultant who have no expertise with our shuttle service. Neither even knew enough to let us be aware of what was being proposed. We believe the proposed changes would be harmful for ACE ridership and your proposal is already causing problems with our passengers. This route is critical to ACE ridership to the Hacienda Business Park. John developed a number of points for your consideration: 1. The contract with BAAQMD it states on Page 3 paragraph 9 of the contract: "The project sponsor may not make any changes to the operational status of the Project without the prior approval of the Air District. Failure to obtain prior approval is a breach of this agreement"</p> <p>2. ACE is responsible for 60% of the allocated costs of the shuttle and no changes should be done without our permission. Our costs for 54 is \$87,834 while LAVT's is \$58,556</p> <p>3. The proposed route change has eliminated Koll Center would make the passengers walk approximately 15 to 20 minutes to their place of business. Approximately 20 passengers use this bus to get to work. We are already receiving complaints about this proposed change. This has a potential to eliminate ridership for ACE and the shuttle.</p> <p>4. New route would eliminate totally any growth on Hopyard where Washington Mutual use to be and not allow for any growth in this location.</p> <p>5. We cannot make any changes to this route at this time, the application process starts now and must be submitted for the new application that take effect January 1, 2017.</p> <p>6. Any changes or requested changes must go through and be approved by the ACE Operations only, no other department at ACE has authority to change the route. We may be able to agree to some of the proposed changes. But LAVTA staff need to work with SJRRC staff responsible for the 54 and the changes would need to be approved by BAAQMD through the proper process.</p>

## Rapid

**Total Comments: 53**  
**Netutral/In Favor: 32**  
**Not in favor of eliminating Stoneridge Mall: 11**  
**Not in Favor: 10**

Number	Name	Comments on the Rapid Proposal
1	WAAC	The Rapid should continue to serve the Mall
		Rapid service to the college will bring you ridership and fix the productivity problem but makes me wonder what qualifies this new route now as "Rapid" service. It doesn't seem any different than the route 12 it is replacing. Does this new configuration qualify for BRT funding sources? If I was in Livermore and needed to get to BART I would probably choose the 10 or the 14 instead. It seems quicker. They don't go all the way out to the college and fight the traffic and speed bumps there. Rapid also doesn't serve the Transit Center directly and it looks like that will continue to be the case. Have you ever tried to transfer to a bus at the Transit Center after coming off the eastbound Rapid? It can take several minutes to cross the heavy Railroad Avenue traffic and make that hike into the transit center. More often than not you will arrive just in time to wave goodbye to the bus you were hoping to catch.
2	John	
3	Mark Kearney	Currently the Rapid only stops at certain "R" stops. Will it stop at all #12 stops in Livermore? I work by Costco at North Canyons Parkway and Independence Dr.
		Hello! Looking at the proposed changes for later 2016 and I notice that route 10 and rapid will no longer serve stoneridge mall. The only one that mention the mall is route 3, but doesn't specify how often will run and if includes weekends. It is already taking a very long time to get from downtown Pleasanton to stoneridge mall especially during the week when we have to transfer from #10 to rapid and viceversa. But for some people this is the only reliable transportation to work. If you eliminate this options too, what's that going to leave us with? Please find the best options. Thank you for your time! Carmen
4	Carmen	
5	Mac Smith	I currently take Rapid to/from RLCC and East Dublin Bart. If the new route past LPC does not increase the time, I'm all for it.
6	Rahid Khan	The Rapid should continue to run to stoneridge mall as it does now;
7	Dante Johnson	Can We have San Francisco Premium Outlets time stamp for the Rapid on Weekdays Monday-Friday Please
8	Cindy Nelson	I have looked at the Preferred Routes that you recently released. I actually think they look pretty good. I live in Springtown and have a couple of concerns. First and most importantly, I travel to Cornerstone Fellowship (Across from Costco on North Canyons Parkway) three days a week and would hate to lose that bus stop because it is the Rapid Route.

Number	Name	Comments on the Rapid Proposal
9	Cindy Nelson	And secondly, would it require 3 buses to get from Springtown to Stoneridge Mall? That would not be good
10	Pavan	The new rapid route to BART through Las Positas college is god send. Most of the BART riders coming from the city in the evenings come between 6:10 PM and 6:20 PM due to the office timings and standard BART delays (1-5 mins) during peak hours. If new the rapid route's 15 min frequency can be extended to 6:30 PM compared to proposed 6 PM, it would help a lot of BART riders.
11	Stephanie Wilcox	I fully support re-structuring the Rapid. I take it weekdays and have been using it since inception. Jack London can be at time slow when cars move from I-580 to Jack London to avoid traffic, so taking it off Jack London makes sense.  I am writing to inform you of my concerns regarding your plans to make changes to several routes in the Wheels fixed route service and the Dial Ride service. Listed below are my concerns about the following routes. Please understand that many of these changes will effect a large amount of passengers who live with disabilities and seniors.  Rapid: Removing the Dublin Blvd portion will not allow people to go to several shopping centers. It also removes a direct service for a Dublin resident to go to the Kaiser medical offices in Pleasanton and the Stonebridge Mall. Moving the Rapid to 580 wasn't part of the original intent of the service. You stated in your original plan this route would never be on the Freeway. To remind you the system has a stop light over ride system installed in the bus. This system was installed to allow a Rapid bus to continue through a stop light. As I am aware this device is not in use. This device was paid by the Tax payers from transit funds from the Alameda County Transit Commission. My request and solution regarding this route is to activate these devices in all of the Rapid fleet. Both Dublin and Livermore cities should allow this to be used. There are other agencies that run this system. By using the system it will help the on time performance for the Rapid.
12	Herb Hastings	
13	Yama Warda	I took the bus few times from Bart East Dublin but was very disappointed and dissatisfied for these reasons: 1. no bus stop near my home 3579 Rimini Ln Dublin, CA closest stop was like half a mile away, 20 minute walk. Waste of time, energy, sweat literally. 2. the routes are not efficient for going to East Dublin, east of Tassajara Rd. It is like the last stop. Need direct routes heading east. 3. depart frequency after 6PM is inadequate. Many commuters arrive after 6PM at Bart. Then you have more obstacles like no stops or skipped stops around 630PM, making it miserable, unreal to take the bus. It's simple, I want to get to/from Bart from near my home, no more than a 7 minute walk to the bus stop.
14	Joe Ledbetter	The proposed route changes look great for me, especially the Rapid route which will include LPC and run til midnight allowing easier access to Bart. Great changes IMO to create a leaner system focused on popular destinations.



Number	Name	Comments on the Rapid Proposal
15	Bonnie Wolfe	Also stating having to transfer to two different buses just to get to the Mall is unacceptable, very inconvenient and she is sure Stoneridge Shopping Center will lose a lot of business because of it.
16	Bonnie Wolfe	Mrs. Wolfe is a Senior whom resides at Heritage Estate here in Livermore and she would like to request for the Rapid to Continue down Stanley Blvd as it makes it so much easier to get to Bart. Now with the new proposed changes she is very unhappy she has to ride through downtown Pleasanton.
17	Jim	I'd suggest having westbound Rapid turn left off Dublin Blvd and follow the current afternoon 3 routing which goes briefly onto I-680 & comes around to the PLEASANTON side of the West Bart station, and then exiting the area onto Foothill and going to the Dublin/Regional (Burger King) stop. The route terminal could be at Burger King (for drivers' restroom convenience) or the West Bart station with peak time afternoon layover possibly in the preceding block at Stoneridge Mall Rd & Embarcadero (since the curb in front of Bart is painted as a white, not red zone).
18	William Cabo	I very much approve the proposed Rapid route; it's much more convenient for LPC/Isabel Neighborhood riders to get to BART and the Labs. This change and losing route 12 makes getting to the Outlet stores more difficult from the northwest side, but serious shopping trips there usually require a car in any case.
19	James Hull	So I hope that the Rapid's on time dependability is not diminished by this change. Also, without the Route 12, there will be more patrons on the Rapid at rush hour, and I would hope that the "baby" (29') buses might be utilized on a lighter route other than the Rapid. My last concern is that the Rapid will no longer stop at Golden Gate Dr in Dublin, and that I will have to walk an extra couple of blocks from downtown to the Bart station to board. Not a big concern, but I wish there was a better solution. On the whole I'm very pleased with the service Wheels provides me. Thanks. Jim Hull
20	Abby Shullert	Sounds like a great idea. Quicker bus service = more convenient for Las Positas Students
21	Matt Duarte	I'm a Las Positas Student and I would have to have a faster way to Las Positas
22	Devin Patel	Have Rapid come to LPC and Transit Station ever 15 minutes!
23	Tailia Carmer	I'm a student at LPC and really depend on the bus to get to campus or back home. So if we can keep a route from here to Dublin it would be reall important
24	Paul Hazel	I use Wheels Route 12 twice a day 5 days a week to a from BART to LP College

Number	Name	Comments on the Rapid Proposal
25	Janeen Porter	Hi. I was reviewing the proposed changes for the bus routes and overall I feel they are good changes. The routes I frequent are the Rapid, 10, 12, 8A & 8B. Eliminating the 12 and restructuring the Rapid to cover Las Positas College will improve the frequency of coverage to the college, eliminate the bus stop confusion on Dublin Blvd. near Hacienda Crossings Shopping Center, and contribute to streamlining the entire service route.
26	M.E. Carveth	Very happy if the Rapid were available on weekends. Would like the 15 to run every 30 minutes on Saturdays. I can't find a direct route to Stoneridge Mall in your changes. Unlikely to continue shopping there without a direct route
27	Amy Mauldin	1. Rapid bus- I would like you to add one more stop after the w.Pleasanton BART stop, and that would be to Kaiser hospital, and then turn around. That would add very little added time to route since it's just down the street. This would allow patients from Livermore & Dublin to take the Rapid directly to their doctors appt's without having to take that extra time to transfer. Pleasanton has a bus that takes them directly to Kaiser without transferring and Livermore and Dublin should as well. This one extra stop would extremely make a huge difference in residents getting to the doctor, and without having to rely on dial a ride/ paratransit service. It wouldn't add much time to the route, but would make a huge difference in the lives of many that depend on taking the bus to their doctors appt's. WIN/ WIN solution!
28	Ellen Edwards	In general it looks good. I'm glad you're increasing the frequency and extending my favorite routes (Rapid and 10) to late at nights and weekends. Will the new Rapid take the same amount of time from LLNL to BART? That's where most of my bus trips are. Not going by Livermore Outlets will probably help with the speed.5. In summary, my main concern is the lack of choices between LLNL and BART, but I'm happy if the Rapid takes the same amount of time (or shorter). There are also non-lab people who live east of the transit center who probably have similar concerns. I'm really excited for the all-day and weekend Rapid and the more frequent 10 (when I don't go all the way to the lab)! As a whole I think this plan is better than the current system.
29	Ellen Edwards	I'm surprised by the lack of routes between Livermore and Stoneridge. I personally don't care but maybe other people do. Or maybe not.

Number	Name	Comments on the Rapid Proposal
30	Mickey Kunde	<p>PLEASE, PLEASE develop a route that allows people without personal transportation attend church with their families on Sunday. There has to be a way to include most of the larger churches, St. Charles, Holy Cross, Cedar Grove, Asbury, First Presbyterian, St. Michaels, Celebration, Cornerstone Fellowship and Crosswinds. Current statistics indicate that 90% of the East Bay is 'unchurched' - a direct correlation to crime and the break-down of the family. Hoping our community can step up and make a positive change here. I believe most of these churches will provide bus tickets for attendees. That would be amazing!</p> <p>o Email Mickey.Kundert@Comcast.net</p>
31	Tony Landich	<p>The bus routes don't serve me well. I live in Springtown which only has route 15. I have children needing to get to Las Positas College and the Bart station daily, but there is no way for them to get there in an hour. I wish there were more trips, and trips going the opposite direction, and more direct routes. LATER COMMENT: I appreciate the route changes you are proposing. I'm looking forward to those improvements, which I'm sure will translate to increased ridership for Wheels.</p>
32	Lisa Cabot	<p>I recently moved to Dublin and thoroughly enjoy taking the R bus to and from the East Dublin Bart station. The drivers are wonderful and polite. The Dublin/Pleasanton Bart line in the evening is often over-crowded at Embarcadero Station and impossible to board. I am always on the R bus between 7 and 7:30. Please add a 7:45 and an 8pm bus. After which, I hope you will run busses every 30 minutes until 10pm in consideration of those who work late or have classes that don't end on the hour.</p>
33	Andrew	<p>Description: Hello - I'm writing in regards to the "Wheels Forward" plan posted on buses and on the website. Sadly, it seems like the main theme there is to slash all the side routes pretty much regardless of who they serve and why. Ok fine (not really), but why the hit against service in busy areas like downtown Dublin and the Stoneridge Mall area? If I read the map correctly, downtown Dublin will be essentially abandoned with no bus stop west of I-680 in the westerly direction except for the BART station down at I-580. No bus stop on Dublin Boulevard, nothing on Regional Street, nothing on Amador Valley. And on the Pleasanton (mail) side, both the Rapid and the 10 route would be taken out and appear to be replaced by a new stub route from the eastern BART station (which would also run very infrequently, if I understand the online narrative correctly). An equally big concern for me is the severing of links between western Dublin and the Mall area, including Kaiser. Please take the riders concerns seriously, and revise the plan to preserve more elements of the current great Wheels system. I appreciated the posting of the plans on board buses and at some of the bus stops. Thank you - Andrew.</p>

Number	Name	Comments on the Rapid Proposal
34	John Edminst	I would be happy taking the R more if it moved faster or more frequently, particularly in the evening. During peak commute hours if it ran at double frequency it would help a lot. Using R to get to BART on time simply does not work, though I think part of the blame there is with the individual drivers, who are strangely universally lackadaisical and drive at about 15 mph, compared to say drivers on the 10 route. I also do not like the side seating layout on the R buses. Ultimately I think eliminating service to the lab will result in me riding less often, unless the new service is closely integrated with BART to the level of knowing when each BART train arrives in real-time.
35	Autumn Pat	wants to keep the Rapid as it is today. wants to maintain weekend service on Dublin Blvd
36	Rob	The Rapid is fine in the morning, albeit an incredibly long journey with an insane number of stops for a bus with "Rapid" as its name, while headed to East/Vasco from the East Dublin/Pleasanton BART Station. However, the Rapid is rarely on time or reliable for the return trip from East/Vasco to the East Dublin/Pleasanton BART Station. Traffic congestion and the stop at the outlets always - ALWAYS - presents an issue. Unless there are plans to increase the reliability and route speed of the Rapid, it will simply spiral downhill to nothing better than the 14 Mission in San Francisco. That bus never is anywhere close to being on time. But I digress. I don't understand how the primary public transportation service in the valley here is going to neglect the largest employer by far in the valley. Why would the Wheels bus line only offer one route (Rapid) to get to the laboratories? Not everybody takes the ACE train in from the Central Valley. It is sort of like the 70x... Only runs a few times in the mornings and afternoons, but vital for those who take it. This proposed route will force people to either cram into Rapid buses (if they are even reliable) or transfer from one transit center in East Dublin to the other in Livermore, only to get on another bus (11 line) to catch a laboratory shuttle that goes so far as to where the Wheels bus drops people off anyway. Too many transit centers and transfers. What is the point of bus lines with multiple routes only to head to two different spots (East Dublin/Pleasanton BART transit center to the Livermore transit center)?
37	Mona	Hi I'm everyday traveller in rapid as I work in the stoneridgemall also shop at downtown Dublin The new proposed route where in you have eliminated the stop at the mall is not only make me quit in future the reasons being I will be missing my connection bus 35 to San Ramon as the last bus is at 7.45 and I will have to ask for lesser hours as I will have to walk to the Bart station to catch my rapid which is far off from the mall It's going to be so dark in the winters and it so lonely at the Dublin/ Pleasanton Bart which is not even brightly lit. It's no use starting the rapid on weekends cause San Ramon doesn't have a bus on weekend And as the last rapid is at 7 it's going to be impossible catching the last 35

Number	Name	Comments on the Rapid Proposal
38	Kathe Curien-	The other route that affects my daughter is the route from downtown Livermore to Las Positas College. Currently she has to wait an hour for a bus to pick her up after classes have ended. Will this route be made more convenient with buses running more often? I do understand why the buses are no longer running to Stoneridge Mall because it is probably much easier to ride the BART train.
39	Tamara	Hi, The changes on key routes relevant to me (#1, #2, Rapid) all make sense to me. The other routes, I can't tell for sure, because I don't take them.
40	Lansing Sloan	Hello, I live on East Avenue in Livermore, near East Avenue Middle School, and am 68 years old, and usually mobile. My most frequent destination (once per few weeks) is probably East Dublin/Pleasanton BART; it sounds as if the revised RAPID will stop closer to home and be a little faster. Also it avoids the occasional traffic snarl when the factory outlets have a grand opening or Black Friday. This all seems positive. Also this may aid a couple destinations I rarely use now: Costco and the Lucky store in north Livermore. West downtown Livermore shopping (mainly Grocery Outlet, Trader Joe's, and Nob Hill); service seems less adequate if I am unable to walk, because of a likely need to transfer between Rapid and 10. A slight plus is that the Rapid will stop closer to home. But this still seems useful enough.
41	Leanne Styczi	I am a student at Las Positas College. I use the ACE and Wheels Route 12 bus three times a week. I like the proposed changes to the rapid Route. Especially the more direct route to the college, the frequency of buses, and the earlier start time in the morning. The current service to the college seems to be inadequate. I recommend making the proposed changes to the Rapid Route to better serve the college.
42	Diane Brady	To LAVTA - I think the proposed changes are a great idea. Being able to connect people more easily to BART and ACE trains improves commuting convenience, reduces traffic congestion, and is more environmentally friendly. Providing a better connection to Las Positas College will also improve options for the students and help the environment. I think the new proposed routes are a big step in the right direction & I look forward to using the new service. Thank you, Diane Brady, Livermore
43	James	Please seriously re-consider the overall loss of service and rider inconvenience in the area surrounding Stoneridge mall. This includes Kaiser and numerous other medical offices and office park employers which would be a relatively long, inconvenient walk from the W. Bart station.
44		I am a student at Las Positas community college. We would really enjoy more buses to access and leave campus.
45	Jessica Chan	Please increase bus service to LPCI Having the bus come by more frequently will really help me and my fellow classmates.

Number	Name	Comments on the Rapid Proposal
46	Kiranjeet Thia	Las Positas College would like an increase in bus services for the students attending the college. Cause buses come every once and a while but if there was buses every like 15 min then it would be very beneficial to the students.
		Hello I represent Las positas college as our student body president I have had a multitude of students come up to me expressing concerns about the lack of busses coming to our campus, more specifically the frequency of them. I think it would be highly beneficial if we can increase the frequency of the busses to every 15 minutes. Thanking you in advance President LPC student body
47	Michael Kape	
		Las positas college serves nearly 8,500 students who are eager to earn a quality degree or certification, or to develop skills that lead to additional educational or employment opportunities. One key to success for students is their ability to manage transportation to and from the college. Our faculty and staff are excited by the opportunity to have the Tri-Valley Rapid serve the College. This premium service will be a "game changer" for students accessing the college from BART, ACE, and other connection points on the Wheels bus system. Please accept this letter as our support for your consideration in making changes to the fixed route system, including the realignment of the Tri-Valley Rapid to the college. We are eager to work with Wheels staff moving forward to ensure that students are aware and take advantage of the Tri-Valley Rapid service.
48	Barry Russell	
		My friends and I now take the R bus to BART from the Murdell/Stanley stop. It looks as if this stop will be eliminated. We are seniors and park on Murdell to get the bus. We all live at least a half mile from the bus stop. If we had to drive where parking is not as available, it would be a real hardship. Taking the 10 bus East to the transfer station so we can go west to BART hardly seems worth the time and effort. As the R bus is now, it is quick and convenient for us. Please do not forget those less able to get to a bus stop when realigning the routes.
49	Sally Leonard	
		VERY supportive of the Rapid realignment.
50	Kanishka	
		While I live off of east ave, its going to make it difficult for people who live in the Granada area to catch the bus to Las Positas. It's going to have them back track and then cross the street to catch the bus.
51	Margaret Mu	
		Hello! I reviewed the potential routes changes and I'm surprised to see it will take longer time to get to and from Stoneridge mall to downtown Pleasanton. It was already pretty complicated, please find a way to make it easier. Same thing with the access to Paragon Outlets. It takes a long time to get there from Pleasanton. That's pretty inconvenient for seniors and for people who work there or who might seek employment there. Thank you for your time! Carmen
52	Carmen	
		I am now taking Bus 12 at Dublin Blvd/Fallon Stop from/to Bart station. After Route 12 is eliminated, will Bus R stop at Dublin Blvd/Fallon Stop?
53	Bill Chen	

## Routes 401/402/403

**Total Comments: 2**  
**Netutral/In Favor: 0**  
**Not in Favor: 2**

## Number Name

## Comments on the Routes 401/402/403 Proposal

1	Amy Mauldin	#3. The school routes in Livermore are being dropped, while the school routes in Pleasanton and Dublin remain. There aren't any bus routes serving South Livermore. More travelers are coming to Livermore to experience the wine country. There is no bus service to these areas. Many people will be drinking and should have access to public transportation. There needs to be some route for the south side of Livermore.
2	Margaret Murphy	As for the 401, I don't see why you guys want to eliminate the route? Maybe during the morning, but the 3:12 bus is fairly packed. It also helps people who live further into the development who have to walk a mile or two with their heavy books. Why fix something that isn't broken?

## Route 70X/XV

Total Comments: 4  
 Netutral//In Favor: 2  
 Not in Favor: 2

## Number Name

## Comments on the Routes 70X/XV Proposal

		Since March 4, 2013, I have been a loyal rider and supporter of Wheels route - 70X. During my numerous trips up and down highway 680, I am very appreciative of the LAVTA planning team that allows me the convenience of the pick-up/drop-off at the Pleasant Hill BART station and right to the Rosewood Commons facility near Building 6. During inclement weather such as the recent rain storms and even during the stifling heat in the summer, I consider myself fortunate that I don't have to walk far or suffer through the weather due to the safe haven of the blue/red/white bus. Additionally, I am thankful for the helpful and courteous drivers who take the brunt and chaos of rush hour traffic every day to allow me the time to organize my day on my planner, catch up on my emails on my laptop, or help me relax in the comfort of the bus after a taxing day. I'm productive when I arrive in the office and I'm de-compressed for my family when I come home. As a resident of Martinez, I'm glad I don't have to drive and it's another car off the road.
1	Ramond Ng	
2	Sarah Robinson	Uses the 70X to get to the pleasant hill BART station - wants to keep the 630AM departure from Dublin and the 551PM departure from Pleasant Hill. She connects to County Connections routes. Also wants an additional PM trip around 6/605pm
3	Gary Cedervall	If Route 70XV is going to be deleted then the bicycle rack capacity of the Route 70X buses needs to be increased. I take the 70XV mainly because I can't rely on being able to put my bicycle on the 70X buses. Without that assurance I will be forced to revert to driving.



4 Judi Henry	<p>I am one of the ten riders of the 70XV on the West Side. Some of us work for Safeway, Stoneridge Mall, Workday, Kaiser Hospital and other surrounding businesses. It would impose hardship for me and others to loose the 70xv route. The alternative if this route is eliminated will add at least 30 minutes to our commute. We would have to take the Rapid to Civic Center in hope to connect with the 70x bus to Walnut Creek. The 70x runs 6 routes in the AM/PM to the East Bart Station. Why not eliminate either the 7:41am or 8:11am 70x routes and keep the 70xv and eliminate the 6:30pm 70x route from East Dublin Bart and keep the 70xv pm route. This will ensure there is a well rounded service available to East as well as the West side areas. If you have any questions, please contact me at 925-596-3703.</p>
--------------	--

## Route 580X

Total Comments: 11

Neutral/In Favor: 6

Want an extension to the Lab: 4

Not in Favor: 1

Number	Name	Comments on Route 580X Proposal
1	Mac Smith	The new 580X is also a possibility for me as it may be even quicker than the Rapid. One caveat though...I put my bike of the front of the bus and the double rack may not accommodate all of the bike riders. Is it possible for the 580X to have an additional bike rack added to the rear of the bus? Thanks for constantly trying to make the service better!
2	Yiming Yao	Alternatively, 580X can be extended to Vasco and East Ave, adding about 8 minutes. The route changes should not result in slower compute service between East Dublin/Pleasanton BART and Livermore's largest employer. Thanks for your consideration.
3	Robert Allen	While this new route is better than the early proposals, it is no substitute for the ABLE commute route I have proposed. BART trains run dependably on 15 minute headways all day; 580X would run only every half hour and only during peak hours. Station parking at BART fills early and often not available mid-day; when it is full, one is forced to drive all the way to destination, or hope to find parking at another BART station. The Transit Center parking structure is out of direction for most Livermore BART users. As parking becomes harder to find in downtown Livermore, the structure would better be used for business parking than for all-day commuter parking. For the decade until full BART can reach Livermore, ABLE - rather than the blue line - more closely matches what over 8300 Livermore voters sought when they signed an initiative petition in 2011 asking for the initial BART station at Isabel/580
4	Stephanie Wilson	Also the 580X looks like a great route as long as there are few stops. I do have a question/comment - will either the Rapid or 580X still pick up people at the parking garage in Livermore? It is next to the Transit Center but for people driving to the Rapid it is extremely convenient. If not, I would suggest adding the stop in front of the Livermore parking garage. These are great ideas and having the Rapid run on weekends is great. Thanks
5	Evelyn Wakeman	I noticed at the proposed 580x route only runs til 7pm. On weekday evenings, 580x should run long enough after 7:00pm in order to pick up riders at East Dublin Pleasanton BART arriving off the last 70x bus (arrives at 6:53pm).

Number	Name	Comments on Route 580X Proposal
6	Fred Mallon	Regarding 580X, I like the idea. I have two questions. First, will there be fast transfers between the Rapid and 580X? (I would be interested.) Second, where will the 580X bus stop be for the Livermore transit center? I am hoping that the bus does not have to waste time crossing first street twice like the 10 bus does.
7	Chan Pang	If 20X is to be eliminated, please consider to extend the proposed 580X route from Livermore downtown to Livermore Lab during the commute hours. Also, if budgeting is a concern for Wheels, you might consider to compensate the extension by shortening Route 10 or R to downtown only during commute hours. (In section from downtown to the lab, Route 10 and R run unnecessary duplicating service.) This would be win-win for both Wheels and riders who depend on 20X bus service from BART to work.
8	Ellen Edwards	The 580 seems pointless to commuters to LLNL because of I think part of the reason the 20X ridership is low is it's only certain hours for a certain direction so I expect 580X to have similar issues. the transfer. It's a great idea for non-commuters who want to go between BART and downtown Livermore (except the hours). For commuters it would be easier just to use the Rapid.
9	Rob	Why not have the proposed 580x head to East/Vasco instead? From how it looks, the 580x will only exclusively serve the proposed 11 and 15 lines, both of which are the only lines passing through the Livermore transit center that don't also go to the East Dublin/Pleasanton BART transit center. The function, then, of the 580x appears to simply travel back and forth between two points, which is what all of the other lines will do that pass through the Livermore transit center. This hardly appears to be reducing inefficiencies and duplications of effort. The 580x would be much more popular with riders if it went all the way to East/Vasco. Remember: People getting to the labs have already made one or two commutes. In my case, it's a car ride to the Pleasant Hill BART station to the 70x from Pleasant Hill at 5:43am. In other peoples' cases, it's a car ride to BART then riding BART to the East Dublin/Pleasanton from wherever they started. Without some reasonable options to get to East/Vasco from the East Dublin/Pleasanton BART transit center, these proposed changes are only going to a) crowd the Rapid or b) force people who have already made one or two commute stretches to make two additional transfers. Too many moving parts. Without options beyond the Rapid line, these proposed changes will force people to transfer lines more often, leading to lower ridership and increase cost to the customer and taxpayer. For the love of anything rational, cut the 51 line and all of the non-major lines that duplicate efforts or are not crowded to be economically feasible to run as shown in your PowerPoint presentation. Leave more than just the Rapid bus line to service the largest employer in your jurisdiction. Thank you - Rob

Number	Name	Comments on Route 580X Proposal
10	Kathe Currien-Pow	I currently ride the Rapid from the the bus stop by the downtown garage in Livermore to BART. My concerns are the amount of time it will take to get to BART and back in the event there is a lot of traffic on the freeway on the new Route 580X. I assume from reading the description there will not be any stops along the way. I think it would be a great way to get people out of their cars, off the freeway and onto the bus if information is provided to the public about the new routes. My other concern is the time that this bus will start running. I currently catch the Rapid at 5:40 A.M. and the description doesn't state what time this bus will start and the last pick up time from BART back to Livermore.
11	Jens von der Lind	Remedy: Additional 580X Stop at Labs I understand that Wheels only has a set amount of bus hours but I urge you to consider adding a stop at Westgate and or East & Vaso to the 580X in the reverse commute direction: Mornings from Bart to Livermore and Evening from Livermore to Bart. This would only minimally increase bus hours and will probably increase ridership since it would be even faster than the current 20x ( no loop in Vasco area). You could work with Sandia and LLNL to advertise this new line and encourage the internal lab taxis to set up an internal shuttle that would take people from all over the lab to the Westgate or East & Vasco bus stop, as the lab currently does for the ace train.

# No Routes Specified

<b>Total Comments: 9</b>
<b>Neutral/In Favor: 3</b>
<b>Not in Favor: 6</b>

Number	Name	General Comments on the Service Change Proposal
1	WAAC	Don't change the route numbers,
2	Edwin Hernandez	I think these will be fantastic, it will help getting more people to use public transportation. Edwin
3	Renee	Hello, I am a long time bus rider, and have seen all the changes, good, bad and everything in between. The changes Wheels is proposing is set to lose a good portion of ridership, as your changes are going to not only make it much harder to get to the bus; much longer walks just to get to a bus stop, and when you are physically or mentally challenged, that adds a lot more stress in all regards. Also, these changes will have riders having to take multiple buses, just to get even partially close to where they are going. When County Connection butchered all there lines, and removed the main arteries of the system, they lost nearly 40% ridership, and they have not recouped that loss. Your imposed changes will likely have the same result. The bus is supposed to be accessible and affordable to everyone, not just a select few. Not everyone has a vehicle where they can drive to a bus stop and commute to work, or school. Most of us have to rely on our feet to get us to the bus stops. Don't make the bus so hard just to get to, or packed so thick that you cannot even get on the bus. Las Positas College should have its own shuttle, since there is a high volume of people taking it in both directions, making it impossible for others getting the bus after to get on.
4	Jens von der Linden	Hi, I wanted to express my support for the plan and voice one concern and propose a remedy. Overall Plan As a Livermore resident I look forward to more Rapid weekend service and the new 14 line. I can't see this from the plan but I trust the busses will be well time aligned so that transfers between bus and bart and 580x and rapid are possible with minimal wait times. I appreciate that these changes are based on data to maximize ridership and use of public funds. You have done a great job!!

Number	Name	General Comments on the Service Change Proposal
5	James Beggs	<p>I find it interesting that Routes 2, 3, 8 and 14 are proposed as means to get to the Bankhead for the hearing and that those routes are also destined for elimination or re-alignment. I'd also like to see a much better breakdown as to how ridership data was collected. Are rider/hr means values? If so how are they calculated and what is the variation in the value? Is low ridership at certain hours, bringing down the average ridership value? If so, might it be better to re-visit schedules before eliminating services completely?</p>
6	Robert Allen	<p>Please add a weekday all-day bus at 15-minute headways between BART park/ride at the planned Isabel station site and the station - early AM thru the evening commute. I have given LAFTA a draft schedule: three buses, each making nineteen loops per day, just over 14 hours/day. Plan to use the new HOV lanes between Airway and Hacienda freeway interchanges. Consider a stop at the Livermore Airport/Golf Course. Make station berth for this bus as well as your new 580X close to the fare gates (by the bicycle lockers). Enter from Dublin Blvd. Exit via Owens/Hacienda. Time this bus to and from the berth to coincide with train arrival and departure times. Ask BART to install Train Arrival light similar to ones at Bayfair. Base Livermore end of this bus at your Rutan facility for driver rest/relief, bus changeout as needed, and attended waiting room/ticket office in LAVTA office. Request interim expansion of the little-used park/ride on adjacent vacant, level BART-owned land, compatible with future station parking when BART rail comes. Work with BART, the City of Livermore, and others to limit use of the park/ride to vehicles registered in Livermore. Provide for taxi, Uber/Lyft, bicycle, and kiss-ride access there.</p>
7	Robert Allen	<p>Ten years before BART rail might reach Livermore? I'll be age 100 by then! Until BART rail comes, link the Isabel station site with every weekday BART train from early AM through the evening commute, as I have long proposed. A simple three-bus route would do the job well at low cost. Pair it with improved park/ride for Altamont commuters, enlarging the Airway Park/Ride, and improved bus berths near the station fare gates.</p>
8	Ian and Arthur Munro	<p>Why would you change everything? Its going to screw up everything. What about the special needs (like my brother, Arthur), its going to effect them, because most don't like change. As for the , its going to effect my daily schedule a lot. it is going to take me and my brother another half hour to walk to the bus stop now. Why screw up everyone's schedules? the current routes seem fine right now. Maybe just eliminate the 12x and the rapid?</p>
9	Ellen Edwards	<p>6. What is the real-time ridesharing? I've been looking for that kind of thing without success. Please make it available by calling or text, for those of us (few, I know) without smartphones.</p>

**RESOLUTION NO. 15-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING FALL 2016 SERVICE CHANGES**

WHEREAS, LAVTA projects that the agency can financially sustain to operate 125,759 revenue service hours in FY 2017, and

WHEREAS, LAVTA conducted a Comprehensive Operational Analysis (COA) of the Wheels bus system to identify changes that would make the bus system easier to use, less duplicative, and create more frequent service to key destinations in the Tri-Valley in order to grow ridership and reduce inefficient service, and

WHEREAS, the COA involved extensive public outreach to riders, non-riders and local stakeholders; and

WHEREAS, staff, with help from the community, has identified a package of service changes to improve Wheels bus service; and

WHEREAS, all such service changes were thoroughly discussed with the public and a public hearing was held on May 2, 2016; and

WHEREAS, staff has separately examined the potential environmental impacts of the service changes and has determined that there is no possibility of a significant environmental impact due to the service changes; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes implementation of the Fall 2016 service changes as briefly described below and more thoroughly in the accompanying staff report, and authorizes staff to implement these measures as described herein:

Route 1 – Realign Route to provide direct service to the Santa Rita Jail from BART via Hacienda

Route 2 – Eliminate Route; operate additional school-focused service in its place

Route 3 – Realign Route to provide direct service to the Stoneridge Mall area from Pleasanton; operate Route every 45-60 minutes on weekdays and weekends; Eliminate Route 3 service in Dublin

Route 8 – Realign Route to provide direct service to southern Pleasanton via Hopyard and Valley; operate Route every 30-60 minutes on weekdays and every 60-minutes on weekends

Route 9 – Eliminate Route

Route 10 – Truncate Route at E. Dublin BART Station and Livermore Transit Center; operate Route every 15-minutes until 7pm and every 30-60 minutes until midnight on weekdays, and every 60-minutes on weekends

Route 11 – Realign route to terminate at the Vasco Road ACE Station

Route 12 – Eliminate Route  
Route 12X – Eliminate Route  
Route 14 – Realign Route to provide service along Jack London and Stoneridge Drive, W. Las Positas and Willow to the E. Dublin BART Station; operate route 7-days per week  
Route 15 – Remove service on Enos and Portola for streamlined service on Junction Ave; operate route every 30-minutes on weekdays  
Route 20X – Eliminate Route  
Route 30/Rapid – Realign Route to provide service to Las Positas College; truncate Route at W. Dublin BART Station; operate Route every 15-minutes until 7pm and every 30-60 minutes until midnight on weekdays, and every 60-minutes on weekends  
Route 53 – No Changes  
Route 54 – No Changes  
Route 51 – Eliminate Route  
Route 70X – No Changes to Routing  
Route 70XV – Eliminate Route  
Route 401 – Eliminate Route  
Route 402 – Eliminate Route  
Route 403 – Eliminate Route  
Route 501 – Modify route to provide service from Positano Parkway – Fallon Road – Tassajara Road – Gleason Drive – Hacienda Drive – Dublin Boulevard – Village Parkway to Dublin High School  
Route 502 – Modify route to provide service from Dublin Boulevard – Lockhart Street – Central Parkway – Hacienda Drive – Dublin Boulevard – Dougherty Road – Wildwood Road – Amador Valley Boulevard – Village Parkway to Dublin High School  
Route 504 – Implement new route to provide service from Gleason Drive – Fallon Road – Antone Way – Dublin Ranch Road – Tassajara Road – Dublin Boulevard – Village Parkway to Dublin High School  
Route 505 – Implement new route to provide service from Positano/East Dublin to Fallon Middle School  
Route 580X – Implement a new limited-stop, peak-only route to operate to and from the Livermore Transit Center and the E. Dublin/Pleasanton BART Station via the I-580 Express Lanes on weekdays

BE IT FURTHER RESOLVED that the Board of Directors finds that the proposed service changes will have no possible adverse impacts on the environment.

PASSED AND ADOPTED this 2nd day of May, 2016.

---

Don Biddle, Chair



ATTEST:

---

Michael Tree, Executive Director

APPROVED AS TO FORM:

---

Michael Conneran, Legal Counsel

# **AGENDA**

## **ITEM 7**

## EXECUTIVE DIRECTOR'S REPORT

May 2016

### 1. **Statistics: Ridership, On-Time Performance and Complaints**

Fixed route ridership in the month of March was flat over the same time period in 2015 (.001 percent decrease). Year-to-date the fixed route ridership is up 1.1%. Additionally, the number of trips on the Paratransit system were up 16% in March over the previous year.

On time performance in March was at 82.2%, up 1.3% over the same time period last year. With complaints on the fixed route system, the industry standard is 1 per 10,000 boardings. In the month of March the fixed route system incurred 1 complaint per 13,092 boardings; YTD is 1 per 15,040 boardings.

### 2. **Rebranding Study Kick Off**

During the month of April the Rebranding Study for Wheels was awarded to the firm of PAVLOV, a nationally recognized marketing firm that has led several successful rebranding projects across the country, including recently the Dallas Area Rapid Transit System. The consulting team will first engage in research and anticipates their first discussion with the LAVTA Board in June.

### 3. **Functional Assessments for Paratransit Service**

LAVTA will begin functional assessments for applicants wishing to use the Wheels paratransit service in May. Functional assessments will assist the agency in ensuring that only those who truly need paratransit services are using the system.

### 4. **CHP Inspection Results**

In March the CHP completed their annual inspection. The random inspection included a look at Wheels buses and maintenance records. The inspection also included a thorough look at operator training records and the agency's drug and alcohol program for operators. For the 13<sup>th</sup> consecutive year the CHP inspection found no deficiencies.

### 5. **Financial Award for LAVTA**

For the 20<sup>th</sup> consecutive year, LAVTA has earned the Certificate of Achievement for Excellence Award in Financial Reporting. The Government Finance Officers Association established the award to encourage agencies to exceed minimum requirements in preparing their annual financial reports.

### 6. **Historic Train Depot Relocation Project**

The Livermore Historic Preservation Commission met in April to review the renovation and relocation plans for the Livermore Historic Depot. The project was well received. Next, the Planning Commission will review the plans on May 31<sup>st</sup>. In other news on this project, LAVTA received formal authorization in April from the Federal Transit Administration to move forward with the relocation of the Historic Depot (and correspondingly the demo of the current restrooms and customer service buildings).

#### Attachments

1. Management Action Plan w/updates
2. Board Statistics February FY16
3. Board Statistics March FY16
4. FY16 Upcoming Committee Items

# FY2016 Goals, Strategies and Projects

Last Updated– April 18, 2016

# MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development

Strategies (those highlighted in bold indicate highest Board priority)

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"> <li>Development of RFP/Selection of Contractor</li> <li>Completion of scope of work</li> <li>Approval of route improvements</li> </ul>	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. Draft preferred alternative created. P&S Committee has provided comment. <u>Board has reviewed twice. Public comment open until April 22<sup>nd</sup>. Public Hearing on May 2<sup>nd</sup>.</u>	X  X
Short Range Transit Plan (S RTP is a 10-year plan)	<ul style="list-style-type: none"> <li>Create preferred alternative</li> <li>Create 10-year S RTP based on direction of planning efforts.</li> </ul>	DP	Projects/ Services	May 2016	→ Preferred alternative in draft form  → Kickoff meeting held with consultant team on August. Consultant rewrote COA to meet MTC S RTP specs. <u>Draft S RTP completed. P&amp;S reviewed S RTP in March. Will review again in April for May approval.</u>	X  X
Long Range Transit Plan (LRTP is a 30 year plan)	<ul style="list-style-type: none"> <li>COA planning firm will conduct the LRTP</li> </ul>	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"> <li>Develop timetables for each route, with time points, running times and schedules.</li> </ul>	DP	Projects/ Services	Apr 2016	→ This project will begin after preferred alternative is identified in COA.	
Fare Analysis	<ul style="list-style-type: none"> <li>Evaluate fare analysis proposal of firm with best COA submittal</li> <li>Fare analysis conducted with COA/SRTP/LRTP project.</li> <li>Implement fare changes</li> </ul>	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 ACE	<ul style="list-style-type: none"> <li>Provide guidance on bus routes in four alternatives being considered as part of the environmental study. Coordinate with LAVTA COA/Short &amp; Long Range Planning. Establish Advisory Group to provide input on rail planning in region.</li> </ul>	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. Next TAC meeting on April 19 <sup>th</sup> . Ridership #s to be discussed.  → Inaugural meeting of Altamont Regional Rail Working Group held. <u>Legislation introduced/retracted in Sacramento for new authority plan and construct the project.</u> <u>Next working group meeting on May 4th.</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>
MTC Plan Bay Area Update	<ul style="list-style-type: none"> <li>• Provide technical expertise</li> <li>• Participate in public workshops to ensure Priority Development Areas and public transit in Tri-Valley area is adequately planned.</li> </ul>	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"> <li>• Serve on TAC and participate in public workshops.</li> </ul>	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"> <li>• Serve on TAC.</li> </ul>	DP	Projects/ Services	Apr 2016	<p>→ Kickoff meeting with DKS and project TAC held. DKS working on potential park &amp; ride locations/modeling. <u>Next TAC meeting is April 26<sup>th</sup> to review modeling on potential P&amp;R lots.</u></p>	
CCTA: I-680 Express Bus Study/I-680 Transit Investment & Transit Relief Study	<ul style="list-style-type: none"> <li>• Serve on TAC and participate in public workshops.</li> </ul>	DP	Projects/ Services	Apr 2015	<p>→ Projects are ongoing. Geographic focus on Walnut Creek to Dublin. Existing conditions report completed. <u>Looked at full range from full BART to light bus. Enhanced bus/intelligent vehicle technology in corridor was preferred alternative.</u></p>	X

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Clipper Project	<ul style="list-style-type: none"><li>• Policy development</li><li>• Site work</li><li>• Installation</li><li>• Implementation</li></ul>	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"><li>• Feasibility study for queue jumps on lanes</li><li>• Secure final FTA approvals and transfer the FHWA funds to FTA to admin</li><li>• Engineering of signalization improvements and queue jumps</li></ul>	DP	Projects/ Services	Jan 2016	→Scope of Work completed. Feasibility study by Kimley Horn completed. <u>3 intersections identified for queue jumps.</u>	X
				Mar 2016	→FTA moved to TRAMs from TEAM program. <u>Done.</u>	X
				Jun 2017	→RFP for active signalization project on street. Due end of April. Board award in July. <u>Queue Jump project to follow active signalization project.</u>	
Goal: Marketing and Public Awareness						
Strategies (those highlighted in bold indicate highest Board priority)						
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.

<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>
Website Redesign	<ul style="list-style-type: none"> <li>Develop/Advertise RFP/Evaluate proposals/execute contract</li> <li>New website goes live</li> </ul>	DP	Projects/ Services	Mar 2015 Dec 2015	→RFP advertised. Planeteria awarded contract  → Draft final version of website reviewed by staff. Final graphics and design work being performed. New website is live.	X  X
Social Media Engagement	<ul style="list-style-type: none"> <li>Development of LAVTA goals with Facebook/Twitter</li> </ul>	DP	Projects/ Services	Jun 2016	→ <u>Recrafting goals with Social Media engagement. Interns posting on Facebook with staff. Goal is 3 to 5 posts/week.</u>	
Phone App w/Real Time Info	<ul style="list-style-type: none"> <li>MTC reviewing funding availability on secured grant.</li> <li>Create scope of work/RFP</li> <li>Phone app live</li> </ul>	DP	Projects/ Services	Mar 2015 Jun 2016 Sept 2016	→ Funding has been allocated and staff is awaiting MTC clearance to begin project. <u>Some issues with contract language resolved. GTFS feed purchased. Looking to release phone app RFP this summer for fall launch.</u>	X
Google Transit Trip Planner	<ul style="list-style-type: none"> <li>Submit data for review/approval to Google</li> <li>Go live with planner on new website</li> </ul>	DP	Projects/ Services	Sept 2015 Oct 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  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>
Wayfinding at BART Stations	<ul style="list-style-type: none"> <li>Plan new wayfinding signage</li> <li>Seek funding and install signage</li> </ul>	DP	Projects/ Services	Feb 2015  Jun 2016	→ Staff has taken pictures and provided conceptual of wayfinding signage to BART.  → <u>Signage being budgeted in FY2017 budget.</u>	X
High School Ambassador Project	<ul style="list-style-type: none"> <li>Finalize program</li> <li>Appoint ambassadors and train</li> <li>Implementation of program</li> </ul>	DP	Projects/ Services	April 2015 Aug/Sept 2015 Oct 2015	→ Applications for Ambassadors being developed for all high schools. No students signed up for program. Regrouping for sign-ups in September.  → Five applicants selected. Training of ambassadors performed in December. <u>50 students mentored on how to ride the bus thus far.</u>	X
LAVTA Rebranding Project	<ul style="list-style-type: none"> <li>Create RFP</li> <li>Award consultant</li> <li>Finish project</li> </ul>	DP	Projects/ Services	Jan 2016 Mar 2016 Jun 2016	→ Project to look at agency logo, naming and logos of services, and bus paint/graphics design. <u>PAVLOV awarded contract. Kick off mtg on April 21<sup>st</sup> and 22<sup>nd</sup>.</u>	X
Comprehensive Dial-A-Ride Rider Publication	<ul style="list-style-type: none"> <li>Review dial-a-ride policies</li> <li>Publisher to design and create publication.</li> </ul>	DP	Projects/ Services	May 2016 Jun 2016	→ Staff currently reviewing policies. Looking to insert policy regarding reasonable modification rules into document. Project on track.	

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>
Dial-A-Ride Customer Service Survey	<ul style="list-style-type: none"> <li>Hire consultant/Develop Survey/Conduct Survey</li> <li>Report to Board survey results</li> </ul>	DP	Projects/ Services	Oct 2015 Nov 2015	→ 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.	X X
<p><b>Goal:</b> Community and Economic Development</p> <p><b>Strategies (those highlighted in bold indicate highest Board priority)</b></p> <ol style="list-style-type: none"> <li>1. Integrate transit into local economic development plans</li> <li>2. Advocate for increased TOD from member agencies and MTC</li> <li><b>3. Partner with employers in the use of transit to meet TDM goals &amp; requirements</b></li> </ol>						
<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"> <li>Attend ACTC meetings on student pass program development.</li> <li>Assist in the development of a timeline for policy and project implementation</li> </ul>	DP	Projects/ Services	Jun 2016 Sept 2016	→ Staff assisted ACTC in interviewing/scoring the potential consultants. Contract awarded to Nelson/Nygaard. <u>Livermore HS, Del Valle Continuation HS, Wells, Christianson, East, Hart middle schools on short list to be chosen. Program to begin in the fall.</u>	
Las Positas College Student, Faculty, Staff Pass Program	<ul style="list-style-type: none"> <li>Discuss financing of pass program, including student fee and potential demonstration project</li> <li>Implementation of pass demonstration project to coincide with implementation of COA improvements.</li> </ul>	Exec Dir	Projects/ Services	Nov 2015 Apr 2016	→ Researching appropriate method to introduce easy pass. 9,000 students. Chabot college vote failed. Made presentation to Student Senate in Sept. Met with administration in Dec to discuss Easy Pass 1-year pilot program that could coincide with implementation of improvements. <u>College on board. Project a go. Working through demonstration project funding. ACE has offered ½ price discount as part of project.</u>	X X

<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>
-----------------	------------------------	--------------	------------------------	--------------------	---------------	------------------

**Goal: Regional Leadership**

*Strategies (those highlighted in bold indicate highest Board priority)*

- 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"> <li>• Creation of Advocacy Group</li> <li>• Establish goals and regular meeting schedule</li> </ul>	Exec Dir	Projects/ Services	Oct 2015 Jan 2016	→ Board approved the Working Group in October. <u>Inaugural meeting held. Legislation introduced and retracted to create authority. Strategic Planning for future of bill ongoing. Next working group meeting May 4<sup>th</sup>.</u>	X
2016 Legislative Plan	<ul style="list-style-type: none"> <li>• Research on common issues within regional planning agencies and transit agencies</li> <li>• Creation of 2016 Legislative Plan and review/approval by the Board</li> </ul>	Exec Dir	Finance/ Admin	Dec 2015 Jan 2016	→ 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  X

<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>
-----------------	------------------------	--------------	------------------------	--------------------	---------------	------------------

**Goal: Organizational Effectiveness**

**Strategies (those highlighted in bold indicate highest Board priority)**

1. Promote system wide continuous quality improvement initiatives
2. Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
- 3. Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity**
4. HR development with focus on employee quality of life and strengthening of technical resources
5. Enhance and improve organizational structures, processes and procedures to increase system effectiveness
6. 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"> <li>• Work through custom software issues</li> </ul>	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"> <li>• Staff setting up aggressive monitoring of key performance metrics. <i>Focus on actions to improve on time performance (OTP).</i></li> </ul>	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

**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

<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>
-----------------	------------------------	--------------	------------------------	--------------------	---------------	------------------

<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>
Leasing Opportunities at Atlantis	<ul style="list-style-type: none"> <li>Conduct outreach to private and non-profit organizations.</li> <li>Work with agency attorney to bring good offers to the Board for consideration.</li> </ul>	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"> <li>Complete financial audit and all required reporting to Board, local, regional and state agencies.</li> </ul>	DA	Finance/ Admin	Dec 2015	→ Audit completed Oct 2015. Final presentations to Board Dec 7, 2015. 19 <sup>th</sup> year of excellence in reporting.	X
<i>Other:</i>						
Bus Shelter Rehab/Replacement Project	<ul style="list-style-type: none"> <li>Refinish Rapid bus shelter benches</li> <li>Dozens of bus shelters throughout the system have reached their life expectancy and are in need of rehabilitation or replacement.</li> </ul>	DA	Projects/ Services	Oct 2016  Dec 2016	<p>→ Glass/stripping repair of Rapid shelters completed. 43 benches to be rehabbed in Spring, Summer, Fall of 2016. <u>Project pushed to 2017 to deal with COA changes.</u></p> <p>→ Bus stop inventory of current conditions completed. Planning underway to phase rehabilitation of shelters. <u>Shelter maintenance specialist out on surgery.</u> <u>Project initiated in April.</u></p>	
Security Lighting at Transit Facilities (Bus Shelters)	<ul style="list-style-type: none"> <li>Purchase security lighting in/at bus shelters in high priority areas</li> <li>Install lighting. Focusing on key corridors with a high level of evening service.</li> </ul>	DA	Projects/ Services	Mar 2016  Aug 2016	<p>→ Funded through FY14 &amp; FY15 CalOES Security Program ,(Total \$73,392). Funds released Jan '16.</p> <p>Installation will focus on key corridors identified and programmed for night service in COA.</p>	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Replace Info Stations on Kiosks at Livermore Transit Center	<ul style="list-style-type: none"> <li>Get quotes for repairs and complete project</li> <li>Replace Info Stations at Kiosks</li> </ul>	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"> <li>Negotiate acceptable terms for rehab of Depot to be used for customer service.</li> <li>Create agreement</li> </ul>	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
2016 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> <li>Board approval of purchase. Purchase order and notice to proceed to Gillig.</li> <li>Final details for buses performed with Gillig.</li> </ul>	DA	Projects/ Services	Aug 2015 Aug 2016	→ Approval granted in mid-2014. Purchase order and notice to proceed provided to Gillig.  →LAVTA met with Gillig in Dec to finalize details on buses. <u>Buses scheduled for deliver in July and August of 2016.</u>	X X
2017 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> <li>LAVTA releases RFP for minimum of 20 hybrid replacement buses</li> <li>Agreement and notice to proceed to manufacturer</li> </ul>	DA	Projects/ Services	Jun 2016 Nov 2017	→ RFP has been advertised. Electric bus option within the RFP. <u>Addendum #1 and #2 with requested deviations by manufacturers completed. RFP due in May of 2016.</u>	X

<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>
Atlantis Phases I, II Fare Vault Project	<ul style="list-style-type: none"> <li>Phases I and II completed with exception of \$134,000 in miscellaneous projects (funded).</li> <li>Select vendor for Fare Vault.</li> <li>Select engineer for design</li> <li>Bid and perform construction. Close grant.</li> </ul>	DA	Projects/ Services	Feb 2015  Nov 2015  Nov 2015  Jun 2016	→\$134,000 left for future improvements. Fare vault is selected as project.  → Genfare GFI selected vendor. Will complete work in June.  → OLMM selected engineer. Engineering work completed.  → Will close out project in June.	X    X
Atlantis Security Video Equipment Project	<ul style="list-style-type: none"> <li>Identify and spec the type of security system desired at Atlantis. To include license plate camera.</li> </ul>	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"> <li>\$537,000 grant awarded for shop floor replacement and for parking lot improvements.</li> <li>Initiate and execute procurement for Shop Floor Replacement.</li> <li>Initiate and execute procurement for parking lot slurry sealing and ADA upgrades</li> </ul>	DA  DA	Projects/ Services	Dec 2015  May 2016  Jun 2016	→ Grant funds available  Shop Floor → IFB issued. Ryan Co. awarded contract. <u>Some delays with construction schedule. Expect Jun, Jul, Aug for 130 days construction timeline.</u>  Parking Lot Rehab/ADA Upgrades → <u>Kimley Horn engineering work completed. Project to be bid in May for June construction.</u>	X

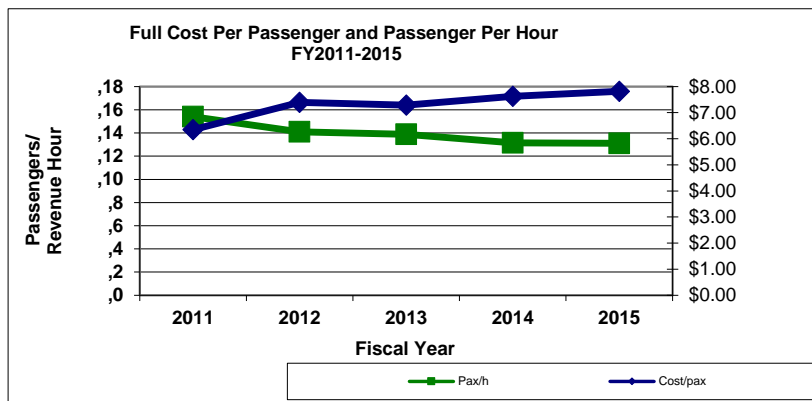
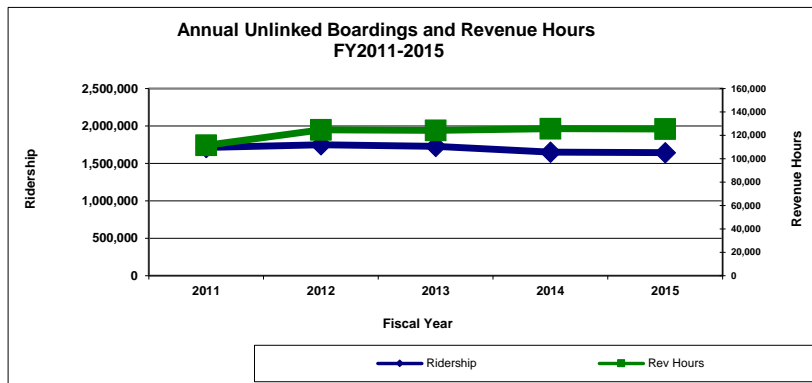
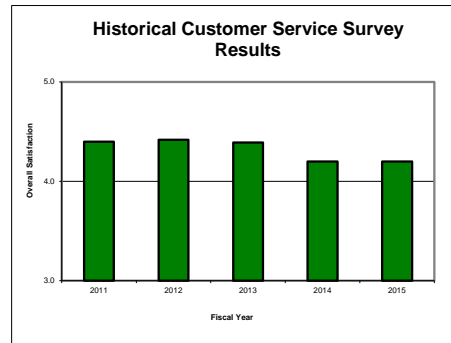
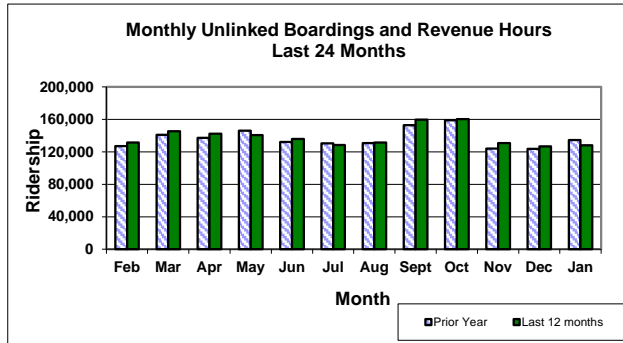
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Rapid Projects	<ul style="list-style-type: none"> <li>Identify remaining projects to fix productivity issues on Rapid. Also complete Rapid shelters.</li> </ul>	Exec Dir	Projects/ Services	Jun 2016	→ Approximately \$300,000 in federal funding remaining for Rapid project. Staff working with FTA on moving the 17 Rapid shelters in Rapid realignment. Shelter inventory provided list of incomplete Rapid shelters.	



## Monthly Summary Statistics for Wheels

February 2016

FIXED ROUTE						
	February 2016			% change from one year ago		
Total Ridership FY 2016 To Date	1,100,769			1.3%		
Total Ridership For Month	135,496			3.0%		
Fully Allocated Cost per Passenger	\$7.67			4.8%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	6,007	1,999	1,338	-0.3%	-11.5%	-6.4%
Passengers Per Hour	13.2	10.3	10.8	-4.1%	-14.4%	-14.1%
	February 2016			% change from last month		
On Time Performance	80.7%			-2.1%		



## Monthly Summary Statistics for Wheels

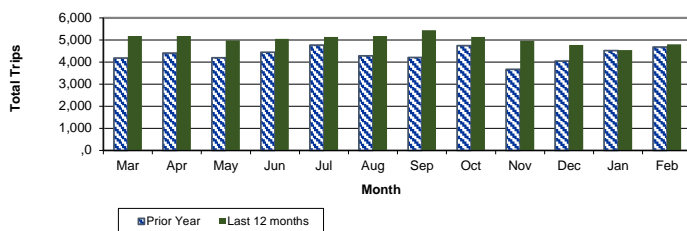
February 2016

### PARATRANSIT

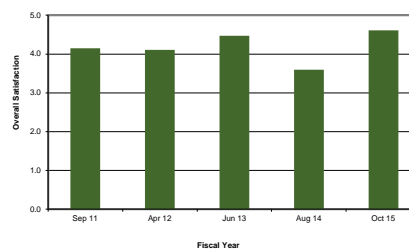
General Statistics	February 2016	% Change from last year	Year to Date
Total Monthly Passengers	4,804	2.8%	39,559
Average Passengers Per Hour	1.80	-50.0%	
On Time Performance	98.3%	0.2%	
Cost per Trip	\$32.51	2.0%	
Number of Paratransit Applications	19	-26.9%	303
Calls Answered in <1 Minute	92.10%	-2.7%	

Missed Services Summary	February 2016	Year to Date
1st Sanction - Phone Call	6	37
2nd Sanction - Written Letter	2	10
3rd Sanction - 15 Day Suspension	3	3
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

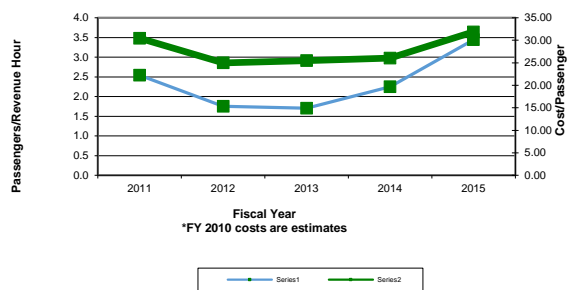
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



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



## Monthly Summary Statistics for Wheels

**February 2016**

SAFETY								
ACCIDENT DATA	February 2016				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	5		0		32		1	
Preventable	4		0		14		0	
Non-Preventable	1		0		21		2	
Physical Damage								
Major	4		0		5		0	
Minor	1		0		28		0	
Bodily Injury								
Yes	0		0		9		1	
No	5		0		26		0	

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$8,377.77
To Date This Fiscal Year	\$75,580.29
Budget	\$100,000.00
% Expended	76%

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	February 2016	Year To Date
Praise	0	0
Bus Stop	3	22
Incident	0	1
Trip Planning	0	3
Fares/Tickets/Passes	2	14
Route/Schedule Planning	3	50
Marketing/Website	0	15
ADA	1	7
TOTAL	9	112

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	10	0	0	0	2
Safety	1	1	1	9	0	0	2	1
Driver/Dispatch Courtesy	1	8	1	7	2	0	0	4
Early	1	0	0	4	0	0	0	0
Late	6	3	1	30	1	0	0	3
No Show	3	0	0	20	1	0	0	2
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	0	0	1	11	0	0	1	3
Maintenance	0	0	0	1	0	0	0	0
Bypass	0	5	1	7	0	0	0	0
TOTAL	12	17	5	89	4	0	3	13
Valid Complaints								
Per 10,000 riders	0.89							
Per 1,000 riders					0.83			

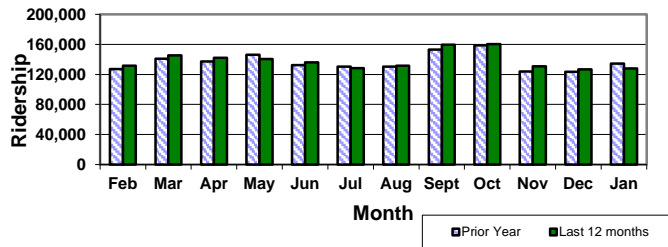
# Monthly Summary Statistics for Wheels

March 2016

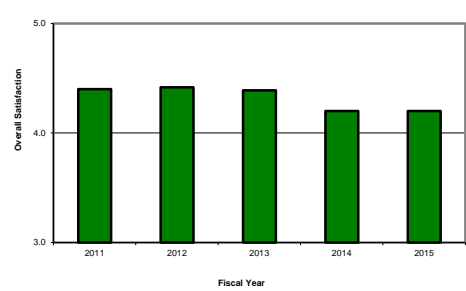
## FIXED ROUTE

	March 2016			% change from one year ago		
Total Ridership FY 2016 To Date	1,245,728			1.1%		
Total Ridership For Month	144,959			-0.2%		
Fully Allocated Cost per Passenger	\$7.96			7.5%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	5,767	1,853	1,228	-1.2%	-19.0%	-19.8%
Passengers Per Hour	13.3	12.2	10.8	-1.5%	0.0%	-20.0%
	March 2016			% change from last month		
On Time Performance	82.2%			1.9%		

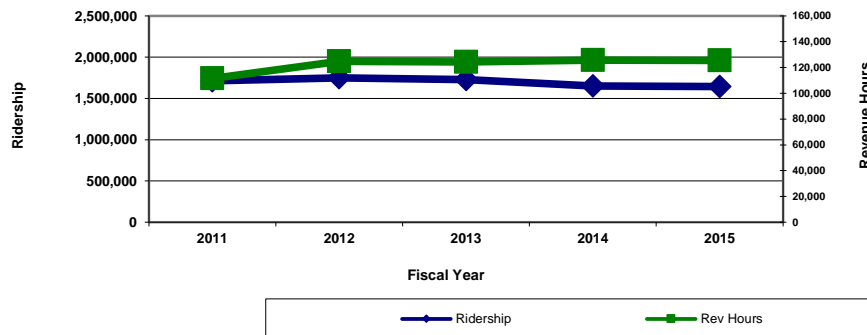
Monthly Unlinked Boardings and Revenue Hours  
Last 24 Months



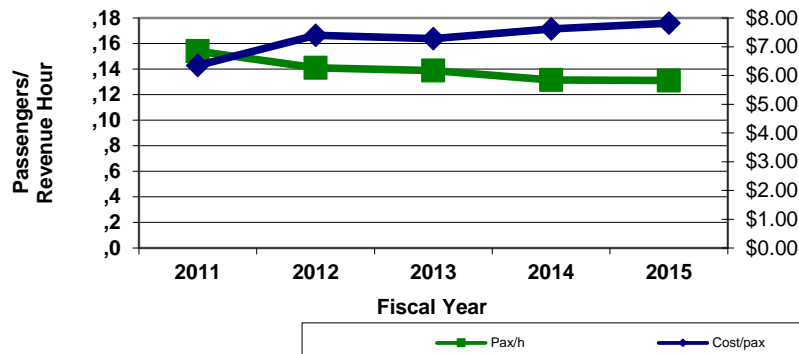
Historical Customer Service Survey  
Results



Annual Unlinked Boardings and Revenue Hours  
FY2011-2015



Full Cost Per Passenger and Passenger Per Hour  
FY2011-2015



## Monthly Summary Statistics for Wheels

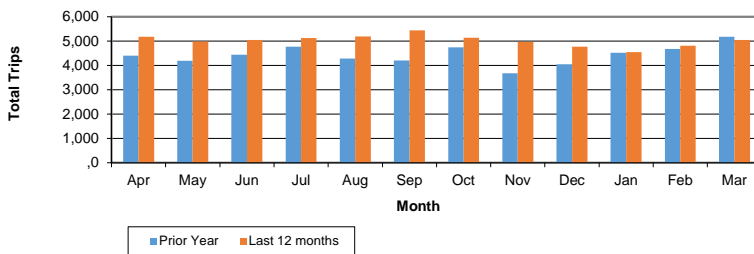
March 2016

### PARATRANSIT

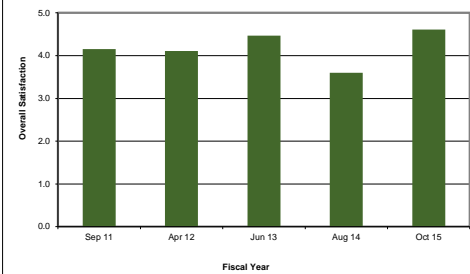
General Statistics	March 2016	% Change from last year	Year to Date
Total Monthly Passengers	5,038	-2.7%	44,597
Average Passengers Per Hour	1.90	-48.6%	
On Time Performance	98.3%	1.4%	
Cost per Trip	\$32.51	2.0%	
Number of Paratransit Applications	32	88.2%	335
Calls Answered in <1 Minute	87.80%	2.1%	

Missed Services Summary	March 2016	Year to Date
1st Sanction - Phone Call	16	53
2nd Sanction - Written Letter	4	14
3rd Sanction - 15 Day Suspension	1	4
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

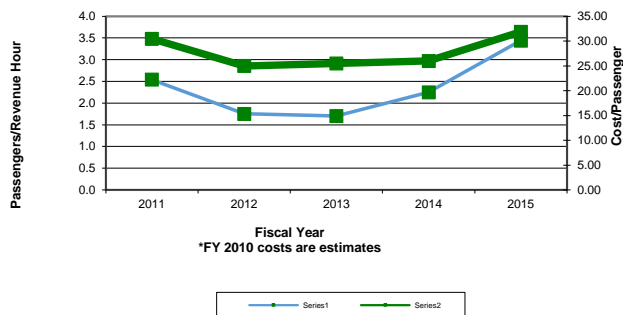
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



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



## Monthly Summary Statistics for Wheels

**March 2016**

SAFETY							
ACCIDENT DATA	March 2016				Fiscal Year to Date		
	Fixed Route		Paratransit		Fixed Route	Paratransit	
Total	2		0		34		1
Preventable	2		0		16		0
Non-Preventable	0		0		21		2
Physical Damage							
Major	0		0		5		0
Minor	2		0		30		0
Bodily Injury							
Yes	0		0		9		1
No	2		0		28		0

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$4,596.17
To Date This Fiscal Year	\$80,176.46
Budget	\$100,000.00
% Expended	80%

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	March 2016	Year To Date
Praise	0	0
Bus Stop	3	25
Incident	1	2
Trip Planning	0	3
Fares/Tickets/Passes	0	14
Route/Schedule Planning	7	57
Marketing/Website	1	16
ADA	0	7
<b>TOTAL</b>	12	124

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	1	0	0	11	0	0	0	2
Safety	3	7	0	12	0	2	0	1
Driver/Dispatch Courtesy	1	6	2	8	0	0	0	4
Early	2	0	0	6	0	0	0	0
Late	5	2	1	35	3	2	0	6
No Show	0	1	0	20	2	0	1	4
Incident	0	0	0	0	0	0	0	0
Driver/Dispatch Training	1	0	0	12	3	3	0	6
Maintenance	0	1	1	1	0	0	0	0
Bypass	2	5	2	9	0	0	0	0
<b>TOTAL</b>	14	22	6	103	8	7	1	21
Valid Complaints								
Per 10,000 riders	0.97							
Per 1,000 riders					1.59			

# LAVTA COMMITTEE ITEMS - MAY 2016 - SEPTEMBER 2016

## Finance & Administration Committee

### May

	Action	Info
Minutes	X	
Treasurers Report	X	
LAIF	X	
Quarterly Budget & Grants Report		X
Draft FY17 Budget	X	
Annual Org Review	X	

### June

	Action	Info
Minutes	X	
Treasurers Report	X	

### July

	Action	Info
Minutes	X	
Treasurers Report	X	

\*Typically July committee meetings are cancelled

### August

	Action	Info
Minutes	X	
Treasurers Report	X	
Legislative Update	X	
Quarterly Budget & Grants Update		X

### September

	Action	Info
Minutes	X	
Treasurers Report	X	
Financial Audit		X

## LAVTA COMMITTEE ITEMS - MAY 2016 - SEPTEMBER 2016

### Projects & Services Committee

#### May

	Action	Info
Minutes	X	
WAAC Appointments	X	
Quarterly Operations Report		X
Quarterly Marketing Report		X
Relocation of Livermore Historic Train Depot		X
FY2017 Marketing Work Plan	X	

#### June

	Action	Info
Minutes	X	
Fare Study Recommendations	X	

#### July

	Action	Info
Minutes	X	
*Typically July committee meetings are cancelled		

#### August

	Action	Info
Minutes	X	
Comprehensive Operational Analysis Update		X
Quarterly Operations Report		X
Quarterly Marketing Report		X
WAAC Bylaws Modification	X	
LAVTA Fares & Clipper Day Pass Accumulator	X	

#### September

	Action	Info
Minutes	X	
Comprehensive Operational Analysis Update		X
On Time Performance Action Plan Update		X
Paratransit Strategic Planning		X
Clipper Card Implementation		