

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

**BOARD OF DIRECTORS MEETING**

**DATE:** June 6, 2016  
**PLACE:** Diana Lauterbach Room LAVTA Offices  
1362 Rutan Court, Suite 100, Livermore CA  
**TIME:** 4:00pm

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**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. Wheels Accessible Advisory Committee Meeting Minutes**

**Recommendation:** None – information only.

**5. Consent Agenda**

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

**A. Minutes of the May 2, 2016 Board of Directors meeting.**

**B. Treasurer's Report for the month of April 2016**

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

**C. LAVTA Annual Organization Review**

**Recommendation:** The Finance and Administration Committee recommends the Board

of Directors approve the attached organization chart and Resolution 19-2016 adjusting the rates of salary bands for LAVTA employees.

**D. Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF)**

**Recommendation:** The Finance and Administration Committee recommends the Board of Directors approve Resolution 20-2016 reauthorizing investment of LAVTA monies in LAIF.

**E. Wheels Accessible Advisory Committee Appointments for FY17**

**Recommendation:** Staff has compiled the Board's appointments into Resolution 21-2016 for adoption at the June 6, 2016 Board meeting.

**F. FY 2017 Marketing Plan**

**Recommendation:** The Projects and Services Committee recommends approval of the FY2017 Wheels Marketing Plan.

**6. Election of LAVTA Chair and Vice Chair**

**Recommendation:** Nominate and elect a LAVTA Board Chair and Vice Chair for FY17 in accordance with the agency's bylaws.

**7. LAVTA's Operating & Capital Budget for FY 2017**

**Recommendation:** The Finance and Administration Committee recommends approval of LAVTA's FY 2017 Operating and Capital budget.

**8. Final Comprehensive Operations Analysis Route Changes**

**Recommendation:** The Projects and Services Committee recommends approving Routes 11, 20X, and 580X as described above, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

Staff recommends approving Wheels on Demand as described above and in the attached documents.

Staff recommends reinstating Route 2 as described above, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

**9. Shared Autonomous Vehicle Technology Demonstration Project**

**Recommendation:** The Board is requested to review and consider approval of a proposal for LAVTA to sponsor a demonstration project in the City of Dublin for the implementation of a shuttle service to the Dublin BART stations using Shared Autonomous Vehicle (SAV) technology. The \$1 million two-year demonstration project is proposed to be funded with a grant from the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for

Clean Air (TFCA) Program.

**10. Agency Rebranding Presentation**

**Recommendation:** None – Information Only

**11. Executive Director’s Report**

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

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

**13. Next Meeting Date is Scheduled for: July 11, 2016**

**14. 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*

*6/2/2016*

*LAVTA, Administrative Assistant*

*Date*

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

*Executive Director  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551  
Fax: 925.443.1375  
Email: [frontdesk@lavta.org](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:** Wednesday, May 11, 2016

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

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

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**DRAFT MINUTES**

**1. Call to Order**

WAAC member Shawn Costello called the meeting to order at 3:32 pm.

Members Present:

Connie Mack	City of Dublin
Shawn Costello	City of Dublin
Nancy Barr	City of Livermore
Mary Anna Ramos	City of Livermore – Alternate
Jennifer Cullen	Social Services Member
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
Joey Hogan	MTN

Members of the Public:

Robert Allen	Livermore resident and Wheels rider
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**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)**

Robert Allen told the committee he is interested in having Wheels provide an express bus service between the Airway Park and Ride in Livermore and the Dublin/Pleasanton BART station. He said it would take 3 buses to meet every train in every 15 minutes.

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

Approved.

Waltz/Mack

**4. WAAC Recruitment for FY 2017**

WAAC reviewed the seven applications that were received for the FY2017 committee positions.

**5. Comprehensive Dial-A-Ride Riders Guide**

In January 2016 WAAC commented on the Comprehensive Dial-A-Ride Riders Guide Table of Contents and were also encouraged to provide feedback on the Guide based on the Dial-A-Ride Operational Policies that were distributed at the meeting. LAVTA staff received comments from three members and shared these comments with the rest of the committee.

**6. COA Update**

Staff provided an update on the Wheels fixed route Comprehensive Operational Analysis/Service Changes. Staff said that the LAVTA board had approved about 90% of the changes at the May 2<sup>nd</sup> public hearing/board meeting, which about 60-70 people attended to provide their feedback on COA service changes. The Board directed staff to do more work on how to provide express bus service to the Lawrence Livermore Lab. The proposed service changes are needed for the Wheels service to be more productive. LAVTA is working on getting the COA implemented by August 15, 2016.

**7. 2<sup>nd</sup> Quarter Dial-A-Ride Operational Analysis**

Staff updated the committee that the ridership continued to increase during the months of October to December 2015 compared to the year before. The OTP was above 97% and the number of complaints remained under one valid complaint per 1,000 passengers during both years. Staff told the committee that the agency will start conducting in-person eligibility assessments in a few weeks.

**8. PAPCO Report**

Esther Waltz reported on the latest PAPCO meeting, which was a strategic planning meeting about taxi service.

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

None

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

Esther Waltz said that when coming to the WAAC meeting on Route 12 she had to leave her house 1.5 hours earlier. The committee members asked about access to the LAVTA office after the COA changes. Staff said the closest bus stop will be on Jack London Blvd.

**11. Adjourn**

The meeting was adjourned at 4:22 pm.

**AGENDA**

**ITEM 5A**





**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

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**MINUTES**

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

Meeting was called to order by Board Vice Chair Steven Spedowfski at 6:07 pm

**2. Roll Call of Members**

**Members Present**

Scott Haggerty – Supervisor, County of Alameda  
Don Biddle – Councilmember, City of Dublin  
Karla Brown – Vice Mayor, City of Pleasanton  
Jerry Pentin – Councilmember, City of Pleasanton  
Laureen Turner – Councilmember, City of Livermore  
Steven Spedowfski – Councilmember, City of Livermore

**Members Absent**

David Haubert – Mayor, City of Dublin

**3. Meeting Open to Public**

No comments.

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

No questions.

**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**

The Board of Directors approved the February 2016 and March 2016 Treasurer’s Report.

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

The Board of Directors approved Resolution 09-2016 for a repeat of last year's accommodation for the LARPD ESS summer program operating route 403, DUSD and DPIE summer programs operating route 501, and PUSD summer school in 2016, operating routes 605 as outlined.

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

The Board of Directors approved the 2016 Alameda County Fair and Livermore Fireworks service plan Resolution 07-2016 and 08-2016.

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

The Board of Directors approved Resolution 13-2016 LAVTA's Short Range Transit Plan 2016-2025.

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

The Board of Directors approved the cost neutrally partition of the two current eastern Dublin High School into three routes for logistical purposes, effective with school starts on August 15, 2016. Resolution 14-2016.

**G. 5311 Authorizing Resolution**

The Board of Directors approved Resolution 10-2016 authorizing staff to submit requests for FTA Section 5311 Funding to the Caltrans.

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

The Board of Directors approved 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**

The Board of Directors accepted the report as presented and adopted the legislative positions recommended herein and directed 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.**

The Board of Directors approved Resolutions 11-2016 and 12-2016 authorizing the filing of a claim with MTC for Allocation of TDA Articles 4.0, 4.5, and STA Funds for Fiscal Year 2016-2017.

Approved: Pentin/Brown  
Aye: Brown, Pentin, Turner, Spedowski  
No: None

Absent: Biddle, Haubert, Haggerty

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

Scott Haggerty, Supervisor from County of Alameda, and Don Biddle, Councilmember, City of Dublin, arrived during the Comprehensive Operations Analysis (COA).

The Public Hearing was opened at 6:16 p.m. by the Vice Chair, Steven Spedowski, for a staff presentation and then public comment.

### **A. Staff Report**

Executive Director Michael Tree informed the public that LAVTA staff took significant steps advertising the public comment period and public hearing, and have received numerous comments to date. He also explained that the purpose of the public hearing is to receive testimony on the service changes that could be effective in August if adopted by the Board.

Thomas Wittmann from Nelson Nygaard gave the public a brief PowerPoint presentation regarding the service changes being discussed with the community.

Christy Wegener reported to the public that LAVTA used various methods to advertise and market the proposed August 2016 service changes to the community.

Announcements to notify the public included published media, radio advertising, the Wheels website, community outreach at local libraries, and senior centers, notices at major transit hubs. Notices on bus shelters, and notices onboard all Wheels buses. Ms. Wegener explained that LAVTA provided many channels through which the public could participate and let LAVTA know their opinions on the proposed changes. The public provided feedback to LAVTA using email, telephone, fax, US postal mail, and the Public Hearing for final input. As of April 22, 2016, LAVTA received 261 comments and these were included in the Staff Report.

### **B. Public Hearing**

Chair Don Biddle then opened the podium for public comment.

Cecile Cando, is a Livermore resident and lives at Livermore Gardens Apartment which is about two blocks from Lawrence Livermore National Laboratory (LLNL), so when the number 10 bus loops around the first stop is her stop. They are talking about taking that bus stop away from us and I says no. We have too many wheels chairs too many walkers and I have asthma and allergy problems and can't walk all the way to Charlotte which is about ¾ to 1 ½ miles down the street. So please do not take that bus stop away from us. Thank you.

Madison Martin, is a Dublin resident and works at Lawrence Livermore National Laboratory (LLNL). She imagines that there are other people from here as well. I'm actually mainly a 3 bus rider and a Rapid bus rider and occasionally take the 20x. I know a lot of people at the Lab disagree with me and take the 20x primarily, but we had that outreach meeting and I just wanted to take an opportunity to go through a couple of the main points that people made as comments there. For one we got a presentation about

how they collected their ridership data and it was done during only one time snap in the year, so LLNL gets hundreds of summer school students and their primary way of commute from Dublin to Livermore is the bus and I imagine that most of them take the 20x and then some of them take the Rapid. We feel that that ridership was not included in the metric that you guys used to determine to delete the 20x. I personally would be interested to know what that number looked like to see if that makes up the difference for the other two or three seasons of the year. I know this one you've heard many times, because it's all over your comment sheet. People do not want the 20x deleted, because it is the quickest route to the lab and the alternatives would take significantly longer to get to the lab. So by getting rid of the direct route you are going to end up turning people to van pools or car pools or driving instead of taking bus ridership. Which is going to lose you ridership in the long run. I can't come up with numbers off the top of my head except that you do have 29 comments against deleting the 20x. One of the alternatives is to take the 580x and then transfer to the Rapid and there's a concern that even if the 580x is quick if you miss the transfer to the Rapid your stuck sitting there for 15 minutes and it defeats the purpose of us using the 580x to get to the lab. You might as well just jump on the Rapid and take it all the way which can take longer than even how the Rapid takes now from BART. That's the only thing I had to say about the lab, but I did want to say that I think your general changes are really good. Especially increasing the Rapid service on the weekends and I live in west Dublin and it really kinda stinks that we're going to be losing service there, but I'm really excited to hear more about Wheels on Demand as it comes available. Thanks.

Raymond L Smith, is a Livermore resident that works at LLNL. I often use the Rapid and number 10. I was concerned for the 10 if there still going to be routes going back to Livermore especially after sporting events from Dublin like going to A's, Giants, Sharks or Warrior games in the evenings. Often that's ten o'clock at night when one of those events end. I want to make sure I can still be able to get back to town. The Rapid has few stops on East Avenue and I was wondering if there is any interest in proposing adding a few more stops possibly East Avenue. Something like that in the elimination of the 10 frequency that would help. Also frequently I will be using Kaiser for appointments. I see that the number 3 route will take me by there the Kaiser in Pleasanton, so that's good and I'm pleased to hear that. As well, I've had appointments along Dublin Boulevard, so I'm not sure that direction. Hopefully the Rapid or I guess that's the only one the Rapid will be stopping near Dublin Boulevard and Golden Gate still. Okay that's all I had. Thank you.

Robert S. Allen, is a Livermore resident. I'm aghast that this Comprehensive, this plan would do away with the direct bus service between a Park-N-Ride that was provided and the BART station. If the service is miserable now, but I'm certain this does away completely, so that you don't even serve the BART Park-N-Ride. It's my intention that you should have what I call "ABLE commute (Allen's Bart Livermore Express)" a commute bus that would run every fifteen minutes direct from the Park-N-Ride by the Airway Boulevard by the future BART station and the East Dublin/Pleasanton station. A bus every fifteen minutes connected with every train. It would take approximately 3 buses to do that. I don't have time to show it, but I have a sheet here with twenty-one reasons why this is better. Among them it would take away the overload on the BART parking. People would have...It would cost them less to take the bus to BART on the ABLE Commute. Cost them less to commute than it does to actually pay the Parking fee at BART. I guess the twenty-one reasons I would be glad to share this with anybody. I

think you all have a copy of it and I would urge that you...it may not be part of the comprehensive plan you could do it independently. I wouldn't object to that, but you need to have a direct shuttle bus the "ABLE commute" concept connecting weekdays between early in the morning and late in the evening commute and that would serve everybody that would normally be having to pay the parking fee (save them that) and they have a Taxi or bus, bicycle, any ride to Park-N-Ride. Thank you

Julie Hopkins wanted to say thank you very much for giving us the 403 service for this summer. My 400 children, plus myself, and other coordinators that run before and after school programs will now be able to take our children to venues in Dublin, Pleasanton, Livermore areas, so I can't thank you enough. I will look forward to working with you hopefully again next year, so we can have the same prosperous ending. Thank you, thank you, thank you.

Libby Jacobsohn, a Pleasanton resident that works at Stoneridge Creek Retirement Community. We represent both Stoneridge Creek and the assisted living nursing facility. There are currently almost 600 residents and close to 400 employees. In two years when our second phase is completed we'll have 800 residents approximately and about 500 employees. Where on the proposal the proposed route 14 changes and there are eighteen of us here today representing Stoneridge Creek and we just want to make sure that you know we still want that bus route, so thank you.

Jens Von Der Linden, a Livermore resident that work at LLNL. I'm a graduate student right now at the University of Washington, Seattle and for a year at LLNL and will probably come here after my PhD in December. First, I live right now on Chateau Way a Livermore resident. I think the plan is great and I like increases to the Rapid especially in the evenings and on weekends, but I have a concern for the commute between BART and the Labs (LLNL and Sandia). The deletion of the 20x will make the commute from the East Bay to the lab over 2 hours and right now I do ride the 20x frequently to go to events in the East Bay and also to the airport. I know many of the commuters there and right now it's one and a half hours and it's very doable, but deleting it would make that commute very hard and force some to use a car or other unfriendly ways. Also I think for the Labs to be able to attract young talent it's important to have a good commute connection. One proposal would be to add a stop during reverse commute times to the 580x at the Labs, so in the mornings from BART to the Labs and to the Transit Center. In the evenings from the Transit Center to the Labs and then to BART.

Trudy Fabian, a Pleasanton resident. Good evening Board members and fellow Wheels riders. I live in Pleasanton on Case Avenue and I'm very fond of the 8 bus. It provides also a direct means of transport to downtown Pleasanton along Santa Rita. On Tuesday morning I go directly to BART. My understanding is it is going to be eliminated completely and I am an avid rider. I ride Wheels at least once a day and the number 8 also connects to the number 10. I know that Pleasanton does not have the Rapid, so we are not privileged to have that service and so I really would ask you to reconsider some provision for the number 8 to go be Case Avenue, so that it can connect. Thank you very much.

Arnold Joyal, a Pleasanton resident. I'm one of the 595 old geezers that lives at Stoneridge Creek and when phase 2 of our construction is completed; which is now underway we'll have about 1300 people at Stoneridge Creek. We have a nice bus stop

place there, but no buses stop. So doesn't it just make sense for Route 14 to come in and stop in front of our facility and take use to BART and take us to all the commercial areas nearby? I was going to say a lot more, but I gave Libby my speech and she's already said what I was going to say. We are here in support of Route 14. There's a whole bunch of us and we would like to see that new Route in place. Thank you.

Sara Siddiqi, a Pleasanton resident that works at Stoneridge Creek Retirement Community. I am the Executive Assistant. We have about 590 residents and the things that Libby and Mr. Joyal said I'm not going to repeat it all. I just wanted to take this time to tell you guys about CCRC's with me and my boss' dealings with a lots of professionals and hospitals. People don't always know what a CCRC is. They think that it is just a bunch of old people that live there. That is not how it is. It's very evolved and active retirement living very high end. There are residents here representing Stoneridge, but there is 590 of them and eventually 800 plus. They move around. They go on excursions. They go to San Francisco once a week or twice a week. They go on shopping trips. They do a lot. They are not just sitting at home retired and want to be bored or anything. I just wanted to make sure that everyone understands CCRCs are not like a skilled nursing or assisted living community it's a retirement living. Everybody is very active, very independent. They don't have care givers. They don't have CNAs. They live there. It's like living at home technically, so when you see retirement living next to Route 14 it means 590 plus (eventually 800) seniors that are very active. Okay, thanks.

Valerie Jonas, a Pleasanton resident that works at Axis Community Health. I would just like to thank you for continuing to be sensitive to the needs of the population that we serve throughout the Tri-Valley. We've already submitted some written comments, so I'm not going to go further, but I just want to say we have six service sites. We serve 14,000 plus people right now. A third of them rely on public transportation, so for our patients and 150 staff it's not about getting to and from BART so much as it is getting around the Tri-Valley to our different service sites. I understand about Route 12 and our Lindburgh site and that's okay. I know I've come to you in the past to fight for that, but I'm letting go. I do want to let you know that our newest site that just opened in March is now partially opened and will be fully operational around August and that is a very large site, so we expect to see increased ridership. That's the 5925 West Las Positas site. So thanks again and always appreciate the willingness of staff to work with us to make sure our patients get to their health appointments. Thanks.

Robert Palasek, a Livermore resident. Good evening, I live out East Avenue and about 1/2 mile north of the Firehouse and the Robert Livermore. My family is served by the R and the 10 lines. Where we catch the buses about a mile and a half at its end out at the Lab. I'm a fan of public transportation even when I was a kid. In Cincinnati I could take the bus downtown and transfer and get out to Saturday programs at the Natural History Museum, take in movies, and do shopping downtown. I'm a little farther out here in Livermore, but my wife and I do use public transportation. I use to take a class and go in every week for a year to the city. It took me 25 minutes to drive to the BART station and this was a reverse commute, because I left at 6:30pm. My son, before he drove, took the 10 from Pleasanton back home for his job and my wife presently takes it to the airport twice a year when she goes back to see her mom. Most recently two weeks ago and again tomorrow night when she comes back. When I first took Route 10 back from the BART station it took me 55 minutes to get from BART to my bus stop and that was not counting the transfer time waiting. In comparison if I were to take BART from Embarcadero to

Dublin/Pleasanton it would take 43 minutes. The 10 bus normally take 46 minutes, so we were very pleased to see that the Rapid came about and we see that now the Rapid takes 37 minutes to get from turn at the Lab to the BART station and it takes 27 minutes for the Rapid to get from the parking garage here to BART. When I saw that you were going to move the Rapid and bring it out to Livermore Las Positas College I said well that's good it will certainly fill a need, but the nice thing about the Rapid was there were five stops between the Lab and the parking garage. Five stops from the parking garage to Isabel Avenue and then it just shot out Isabel and over the road to the Outlet Mall with one stop and then it went in to Dublin again. I thought that there were way too many bus stops in Dublin and the people in Dublin could take a different bus and still get to where they were going. So the proposal to add more stops in Dublin and in Livermore seems to me that the Rapid is no longer going to be Rapid. We should maybe call it 10R for historical sake and slow it down. I would also point out that the Rapid was good, because four or five years ago we went through a series of meetings about whether we should site a BART station in Livermore and I was in groups with a lot many angry people that said we don't want it going by the train right away and we don't want it coming down this avenue and that avenue, but I would hope that you could run BART south of the airport run it through town and have it end up by the Lab. It takes 4 minutes for BART to get from West Dublin to Dublin. It takes 10 minutes from BART to get from Castor Valley to West Dublin. It takes 4 minutes for BART to get from Bayfair to Castro Valley, but you know I'm looking at Rapid taking more than 37 minutes again just like the 10 use to. Thank you.

Shaine Klima Athey, a Livermore resident that works at Sandia National Laboratory. I work at Sandia National Laboratory and my husband works at Lawrence Livermore. The only reason I heard about this is, because you went to Lawrence and my husband works there. Sandia was not notified at all. We didn't hear anything about this. We live in Livermore just on Estates just off East, so the 20x is our Route. We take (both my husband and I) intermittingly the bus 20x to work and one of us stays with our daughter. We are a one car family. We try to reduce our carbon footprint. I have several staff members (co-worker's) who take 20x. They live in Oakland (live in the East Bay) and take 20x and terminate at the Labs. Sandia is also a Lab. It's separate from Lawrence. Two things two places, but it's also something that we have several people they travel they go to Albuquerque, because that's where another Lab is. They take BART and they take the bus to get to BART, so they don't have to park their car at the BART station or airport. They just hop on the bus and hop off and it's easy. When you take that route away you're adding another hour and more to their routes. That is something that's kinda unrealistic for a lot of us who are commuting to work. Especially for those who come from further away. These are people who try to do the best they can in order for the environment. I understand that not everything is going to be rosy, but I also think that you missed a lot of comments, because when you came to Lawrence it was just a couple of days before the comments period closed and nobody had heard anything about it. There was an email petition that went around that was submitted to keep the 20x, because people were so irate and god smacked that they did not hear anything about it. I would think that with Lawrence and Sandia being two of the biggest employers in Livermore that the ridership that they have that is something to consider. When you add hours to routes you're going to increase traffic, because people are going to start taking their own cars since it is more convenient than hoping on the Rapid. They're going to add to traffic. They're going to add to their emissions. All things that we try to reduce. All things that they try to be conscientious of when they ride. These are the people that I work with and

I know this is what they do. I would ask that you consider that when you look at eliminating the 20x and also look at who you left out when you were notifying people. You left out about 3,000 plus people who look at that and take that bus route. Thanks.

Olivia Sanwong, a Pleasanton resident that works at Thermo Fisher Scientific. Good evening Don Biddle and the members of the LAVTA Board and Staff and everyone in the audience. I am here on behalf of my employer Thermo Fisher Scientific. We have a fairly large site on Sunol Boulevard in Pleasanton. I caught wind of the need for us to recommend service out to our site on Sunol Boulevard and I only heard about this last Thursday and actually got routed through Washington DC through Congressman Swalwell's office. Certainly when I heard about this I thought we could really get involved write a letter, come to this meeting this evening. I will say in my corporate culture attending these types of meeting and writing letters isn't something that we do at the local level. Luckily I am familiar with this process, so I was able to make some quick recommendations for today. I understand that we are late in the process in terms of what you're trying to put together, but I did listen to some of the previous speaker and I notice that there is a theme in there is a lot of growth here in the Tri-Valley that maybe wasn't fully captured in the current proposed routes. What we would really be interested in is being part of whatever that next phase is and how you are going to work with large employers and those that anticipate growth here in the Tri-Valley and how we can be involved in route modifications and updates. For us specifically I did send a letter earlier today that I believe most of you received. We are on Sunol Boulevard near the Pleasanton Senior Center along Route 8 (I think you might be keeping, but heard from a previous speaker possibly not). When we built our site in 2001-2002 the City of Pleasanton required us to build a bus stop, as well as a turnaround for the bus and I want to specify that is not going to be a U-turn on Sunol Boulevard. There's an actual turnaround on our campus. We are also required to maintain that bus stop and the trash receptacle at the bus stop at the Thermo Fisher Scientific campus and that's a requirement from the City of Pleasanton. I do have those documents and did not send it to you quite yet, but I will share it with my City Councilmembers in the City of Pleasanton for sure. As I wrap up I would just like to say keeping up with that theme of organization and other companies that do have projected near term growth which is really exciting from a strong local economy prospective. I do think there are other groups that you could reach out to and work with to spread this message and also think about modified routes. When I take off my Thermo Fisher hat off I do serve on City of Pleasanton's Economic Vitality Committee and that group would be an excellent group to collaborate with to also think about future and near term growth of our local companies. Thank you.

Robert Martin, a Dublin resident. Hello everybody, I'm a Dublin resident of fifteen years. I'm so happy to be in that growing city. I'm concerned about the Route 2 bus that's in that area. That area is still going through growth and the budget that LAVTA has for that bus service is not helping for the fast pace growth in East Dublin. Ten years ago, I was younger then, I came in front of the Board and advocated for that area and the Mayor at the time insisted that it should be a bus service and then we had bus service for ten years now. I want to see that bus keep thriving and keep going. I know you have a new plan that you want to do for that using Uber or Lyft. Uber or Lyft are still a new company and there's a lot of kinks and problems they are still having in surcharges that effects a lot of things. Like the lady just mentioned about the growth of this area. I mean there are a lot of people still moving to this area and the budget need to kick back up. There's money flowing into this area that bus service can still expand and help the community at large



and I think that you guys should add more budgeting to that service and improve it and increase it. Thank you very much everybody.

Jim Young, a Pleasanton resident that works in the Stoneridge Mall area. I actually speak for two co-workers. We work in the Stoneridge Mall area over by the Kaiser side. I'm concerned about the big loss of service over there and inconvenience and having to transfer to the 3 or to walk all the way over from the West BART station on the Dublin side. There are also some stops along Dublin and Regional/Dublin and Golden Gate a lot of retail workers (relatively low wage) they're transit dependent and are going to be cut off or be majorly inconvenienced. I would suggest that maybe you could extend the Route 14 it would help the seniors who may have to get to Kaiser medical appointments, shopping and they can still access the West BART station and then the 3 would end up being redundant. So that is my suggestion I hope you consider that seriously. Thank you.

Letta Joseph, is a Livermore resident. I would like to thank you for your time. I've been a resident of Livermore going on 16 years. I catch the 8a every morning at the BART station at 6:15am. I would like to thank Edward who's the Driver who has the bus warm every time I step on the bus. I have transitioned from the East Bay, so I've known the AC Transit line. AC Transit don't have nothing on Wheels. I want to thank you for having your bus clean, on-time, and not only are the drivers informative you have someone speaking and telling you what stop you are going to. So by saying that I would like for you to continue the 8 going through Koll Center Parkway. I have met people coming on that bus who have travelled from all around the bay area coming to get training. For me to have to walk early in the morning it's kinda spooky over there with all that darkness, so I want you to just consider keeping the 8. Still letting it go in to your business park area. Over there you have a lot of development going on. Less people to drive less pollution. Then the 10 is a traditional bus line from here. I could get the schedule together, put my son or daughter on the bus and I know there safe, because they are going to a destination. Now I have to worry about taking them off the bus to transition to somewhere else. The 10 has been serving this community for I guess as long as Wheels has been going on, so now we can put our grandmother on a bus or our child on a bus and they only have one way. The R is the best thing since sliced bread, but now you are about to make it longer. See we liked the R because it's short, quick, and sweet. Now you are about to make it longer and it beats the purpose, so my thing is why fix it if it's not broken. You have one of the best staff, best clean buses out here and we have a lot of relationship with the drivers. Congratulations on the 14. That is a great idea and the Wheels on Demand is a great idea, but my main concern is the 10 going to the mall. Why build the mall if we can't get there? We need an outlet for our kids to go to and outlet for our senior citizens to go to. Why can't we get there? Is there something going on that we do not know? It's easy access for the BART. You know that's my concern and as far as the 8 please let Edward keep going to Koll Center Parkway at 6:15am. Thank you.

Jennifer Knipe, a Dublin resident that works at LLNL. I'm a frequent rider of the 20x and I just want to echo the sentiments you've heard from many of my co-workers and also Sandia National Lab. We really rely on this bus, particularly the students and interns that come during the summer months. I am a fairly new resident, so I have not ridden the bus throughout the summer yet, so I cannot attest to the ridership. I can say that in the time that I've been here there has been at least ten people on the bus every time I've been on it, so I think again the snapshots are not accurate to keep up with the growth of this community.

I would encourage you to consider either keeping the 20x or extending the 580x to the Lab. Thank you.

Carmen Rivera Hendrickson, a Pleasanton resident. As you see there are a lot of comments that not all the information got out. I had consumers on the bus asking me why is that banner is on the door/thing, because the information was not placed below it until I talked to Christy. I said "Christy we need to fix this." There is a lot of people that did not know about this information when I asked them if they were going. They informed me "what are you talking about? We never got any information." These are people that live on the 9, 54, and 70x. We need to do something about this. We need to improve the way we get out our information to our consumers and to the public and to business that are willing to work with us. We have several consumers that are not here, because they were not able to know, what, exactly how to get here. The explanation was not done properly even for a person that has cognitive deficiency. I am here to represent WAAC, as well as to represent 15 other consumers that were not able to be here.

James Begg, a Pleasanton resident that works at LLNL. I'm a Staff Scientist at LLNL. I think Wheels does a great service. I actually came to my interview flying when I started here six years ago. I actually flew from London to SFO and took BART. It took me ten to do. It's actually rare to do I didn't drive a car here. I'd just like to reiterate that I don't think the usage/ridership data actual provides a decent snapshot. I'm here to advocate for the 20x. I really think this is going to impact summer students who don't even know that these services won't be available anymore. We know of at least more than 30 people at LLNL who use the 20x frequently and they will be largely impacted. I think public transport needs to be reliable and also needs to be consistent, because my partner and I made life decisions based on existing public transport options. I do think we need a better solution than those that have been offered. The extension of the 580x for example to the Lab for a few minutes a day could be a solution. Thanks.

Rod Collings, a Pleasanton resident that works at Rosewood Commons. Yes, hi, good evening. I'm the General Manager of Rosewood Commons which is located at 4400-4460 Rosewood Drive in Pleasanton. Formerly known as Carr Center and currently called Rosewood Commons. Rosewood Commons is the home to some very large and growing office tenants. It's a one million square foot project on Owens Drive and direct line of site and route to BART and our concern (a couple of concerns) is we are actively and proactively releasing this project that was at 10% when we purchased it two years ago. We are now at 65% leased rate. Major tenants like Gap clothing store has elected to bring a big presence into Pleasanton and we've been working very closely with them to help facilitate that. Within the next couple of months they will bring in another 500-600 people into our site. Currently we had a large multi-floor user approximately (if we're lucky here) 140 thousand square feet a potential of 1,000-1,500 additional employees coming to this location. What our concern is, I think we are on route 9 currently which is going to be eliminated and replaced by Route 54. What I can't tell on the map is the time and frequency of the bus lines, so our concern is to not have a reduction of the number of buses traveling from and to BART and our site in the morning and evening hours. You know pre 9:00am and post 4:00pm is really our ridership period. I wanted to thank the Board, I also wanted to acknowledge the difficult task that's before you and I do appreciate. You know my son, we are residents of Pleasanton and we have enjoyed using Wheels for not having to drive our son to school and we do appreciate that. Thank you.

Rajiv Lakhanpal, a Dublin resident. I'm here to speak for bus number 2. I'm a resident of the East Dublin side. A few years back (5 or 6 years) that I moved here the bus use to only come up to Fallon Middle School and the frequency was much less. We advocated very hard throughout the Dublin community that this bus service should be extended and come up to Fallon Road, so it can cater to as many of the residents living and at Positano Community was also growing at the time. Wheels very thankfully did acknowledge that request and brought the service into that part of Dublin and for these past few years this community has been growing, as this gentleman also mentioned, that community is growing very rapidly. A lot of homes are getting built there. All those families that are living there want to be very environmentally conscience, they want to keep one car, they want to reduce independence on vehicles and at the same time they also take the BART to connect to different parts of the city or Oakland, where somewhere BART goes. The issue is the BART parking lot is not big enough. It gets filled up very quickly there are not enough spaces there. People can't park in the parking lots available within the shopping centers. Elimination for bus number 2 is a bad idea, because it gives a very wrong message back to the community. That here there is a growing community of people moving in there and basing their decisions on the fact and adopting more and more of the public ridership and sending a message to their kids also to the good aspects of public ridership and then we are suddenly after extending that service into Fallon and into Positano Community eliminating it, so I think it's going to effect a lot of people. I don't know on what basis the data was collected there's not enough ridership, because I know Monday through Friday in the mornings and evenings there are a sufficient number of people who are using that bus to connect with the BART or coming back from BART or beyond. I for one take it to the BART station and definitely I think coming up with new ideas is good, but I don't think it's at the expense of eliminating a public route. Also the fact that the fare on that literally will be nearly double, because today if I look at it I pay \$2.00 and \$1.00, something like \$3.00 in total using bus number 2. The average fare of \$3.00 I'm pretty much looking at doubling up that fare for myself it would be more like \$6.00. These are new things and it's great to try these experimental things and battle them and see how they do well. I really feel it's a little premature to eliminate bus number 2 right now especially given the fact that it is extended. A lot of us would be okay if Rapid could be taken a little inside into Fallon and there was a way Fallon taking Rapid, kinda bringing it back making a u-turn back on Fallon back to that road. I think that if there is some kind of connectivity that would do, but I think a lot of us didn't come her because they are coming from San Francisco and other places. My request is that reconsider the proposed elimination of bus number 2. It's a very valuable service for that community that is growing fast. Thank you.

Sauthosh Kumor, a Dublin resident. I came here in support of route number 2. I live in the Positano area. We are primarily the city kind of commuters. That is actually my lifeline in the morning, so we don't want to take BART just because of the commute hassles in the morning. We don't want to drive to the BART, because of parking and other hazards. We do take the bus in the morning and early evening. It's also actually a very good commute for students who go to Fallon Middle School, so as other supporters mentioned there are a lot of growing communities in that area. I can count four communities coming up that are not fully occupied yet. A lot of new communities in the Jordan Ranch and a new community coming up in the Tassajara Camino and Fallon, so that is actually a convenient draw for people who are going to commute to Dublin. Every day the parking is going to get worse and definitely people ridership will increase, so I would like to request a reconsideration of the elimination of that route and help us out in

the community. Thank you.

Lisa West. I was actually an hour late getting here. I guess there was a fire this morning and I will say that I believe there may have been other people that wanted to get here that were not able to get here. I know there was a lady that stepped off of my bus, because she figured it was just too late to get here and she came off of BART to get here today. My concern is I am a commuter (I have to be a commuter, because I don't have a car) and I see several issues that make me wonder what your statistics are providing. For example I could be on a morning bus whether it's the Rapid or the 10 and it's a short bus and it's crowded, so there aren't enough seats for people. In the morning during the commute why is there a short bus and not enough seating for people? Or during the evening when it's slow there is a long bus, so you may only have 4-5 people riding the bus. So I'm wondering where the statistics are coming from and I'm concerned that some routes may be eliminated that may not need to be eliminated and we may need enhancement in areas where we are losing. Unfortunately I have not reviewed, so I was hoping to come and sit through this meeting alone to have a more educated comment for you this evening. Unfortunately I do not have that, so I have just learned from this lady here (Jan Cornish) that there is going to be a video of this and I heard also there were other people representing businesses that were not informed of this, so maybe you could mention to us when that video was going to be available online for review. Would there be an opportunity to give a more educated or informed comment after review of the video of this presentation this evening? Thank you.

Don Biddle responded to the video request and explained that the Public Hearing was not videotaped. Don Biddle thanked everyone for coming to the Public Hearing

Christy Wegener responded to the public regarding data collection and the recommendations that were included as part of the COA were compiled and based on ridership data in two different ways, Fare boxes and Automatic Passenger Counter sensors. LAVTA did look at LLNL summer ridership data and did not see an increase in ridership during July.

Laureen Turner requested the length of time it takes to go from BART to the Labs on the 20x versus the 580x or Rapid. Ms. Wegener responded that currently the 20x takes 26 minutes from BART to the Lab. We have heard it can take longer (35 minutes to an hour). We conducting running time check on proposed Rapid alignment and based on preliminary running time data it might take 35-40 minutes to get to the Lab.

Don Biddle gave a brief background on the start of the COA guidelines. They were to improve ridership and fare box recovery of the Rapid. Improve access to BART. Reduce duplication of service and simplify service. Our goal was to do this with no fare increase and this has been a difficult process. Don Biddle asked LAVTA Legal Counsel for a brief summary and description of the action required at this time

Legal Counsel Michael Conneran thanks Chair Don Biddle. Staff has presented the purpose of this hearing, a brief description of the possible service changes, and identified how the public was notified of the potential changes. You have afforded the public an opportunity to comment on the proposed changes, and you have satisfied all legal requirements. You may now proceed to close the public hearing.

Chair Don Biddle closed the public hearing at 7:36pm.

### C. Discussion & Action

Thomas Wittmann from Nelson Nygaard briefed the public on an overview of the COA and then allowed the Board to discuss and take action on the recommendation.

Karla Brown thanked everyone for coming to the Public Hearing. Karla Brown requested further offline discussions regarding Thermo Fisher bus service with the P&S Committee in the future.

Jerry Pentin asked about Route 54 changes, due to them not being in the BOD packet. Christy responded that LAVTA proposed no changes to Route 54 and will continue to run 2 buses in the morning and 2 in the evening that are timed with the ACE trains.

Scott Haggerty mentioned that he remembers the Joint Exercise of Powers Agreement (JEPA) stating that service must be distributed evenly between the three cities. Legal Counsel Michael Conneran responded that the provision is based on population. Michael Conneran explained that it cannot vary more than 15% based on population based numbers. Christy explained that the population formula can be plus or minus 15% then reported the numbers based on percentage of hours are as follows:

- Percentage of hours to be in Dublin 21.2%-28.7%
  - LAVTA is recommending 21.6% of hours
- Percentage of hours to be in Pleasanton 30.1%-40.7%P
  - LAVTA is recommending 38.8% of hours
- Percentage of hours to be in Livermore 33.7%-45.6%P
  - LAVTA is recommending 39.6% of hours

Jerry Pentin asked if the Wheels on Demand gets added to the percentages of hours. Scott Haggerty responded that he doesn't believe the public is going to want to pay more to use Uber or Lyft and that they would prefer to pay less using LAVTA buses.

Scott Haggerty asked why we are no longer servicing the Airway Park-N-Ride location with our buses. Thomas Wittmann explained that there are less than five passengers a day right now using Route 12 and 12x, so our bus service will no longer serve that location. Alternatively we will be servicing the Park-N-Ride on Portola using the Rapid and utilizing Route 580x to serve patrons at the Livermore ACE parking garage.

Scott Haggerty does not like that the 20x will be eliminated and LAVTA has the 70x that will continue service, but is not within our county. Scott Haggerty requested that we look into options to serve the Labs. Christy Wegener responded and explained that LAVTA did suggest a vanpool. When that idea was pitched to the Lab employees they did not like the idea, due to leaving at different times in the evening.

Steven Spedowski proposed either restructuring Route 11 or keeping the 20x and eliminating Route 11. Steven Spedowski would like considered Route 20x to go to Greenville and then back down Vasco. Steven Spedowski explained that the Board will

be reevaluating every change in the near future to see performance levels and then tweaking the system, if needed. Steven Spedowski pointed out that LAVTA has always struggled obtaining Lab ridership. Christy responded that the Board think about utilizing the Route 11 resources and adding that to the 580x, so that we can service opposite commute Lab ridership.

Jerry Pentin made a motion to accept the COA recommendation with the 20x/11 modifications be studied further and then brought back to the Board.

The Board approved the service changes recommended as a part of the COA Preferred Alternative as detailed in Resolution 15-2016 and the Board recommended authorized staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

Chair Don Biddle stated that he would be casting the vote for Boardmember David Haubert as well as his own.

Approved: Pentin/Turner

Aye: Brown, Pentin, Turner, Spedowski, Biddle (cast 2 votes)

No: Haggerty

Absent: Haubert

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

The Executive Director's Report provided information on Ridership Increases, Rebranding Study Kick Off, Functional Assessments for Paratransit Service, CHP Inspection results, Financial Award for LAVTA, and Historic Train Depot Relocation Project.

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

A motion was made by Karla Brown to look at Wheels on Demand for rapid growth of large businesses that come into the valley. She would like this agenda item for a future meeting.

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

## **10. Adjournment**

Meeting adjourned at 8:13pm

**AGENDA**

**ITEM 5B**



**S T A F F   R E P O R T**

SUBJECT: Treasurer's Report for April 2016  
 FROM: Tamara Edwards, Finance and Grants Manager  
 DATE: June 6, 2016

**Action Requested**

Review and approve the LAVTA Treasurer's Report for April 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 April 1, 2016	\$4,467,885.93
Payments made	\$1,852,073.96
Deposits made	\$417,965.46
Ending balance April 30, 2016	\$3,033,777.43

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

Beginning balance April 1, 2016	\$80,027.28
Deposits made	\$88,183.05
Ending balance April 30, 2016	\$168,210.33

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

Beginning balance April 1, 2016	\$4,646,523.63
3 <sup>rd</sup> Quarter FY 16 Interest	\$5,362.93
Ending balance April 30, 2016	\$4,651,886.56

***Operating Expenditures Summary:***

As this is the tenth 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 83.33%. The agency is at 76.8% overall.



***Operating Revenues Summary:***

While expenses are at 76.8%, revenues are at 89.2%, providing for a healthy cash flow.

**Recommendation**

The Finance and Administration Committee recommends the board approve the attached April 2016 Treasurer's Report, to the Board for approval.

Attachments:

1. April 2016 Treasurer's Report

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

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
April 30, 2016**

**ASSETS:**

101 PETTY CASH	500	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	3,033,777	
106 CASH - FIXED ROUTE ACCOUNT	153,525	
107 Clipper Cash	280,123	
120 ACCOUNTS RECEIVABLE	54,726	
135 INVESTMENTS - LAIF	4,651,887	
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>53,333,251</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	(9,391)	
211 PRE-PAID REVENUE	1,452,175	
21101 Clipper to be distributed	263,036	
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	(1,329)	
22090 WORKERS' COMPENSATION PAYABLE	9,762	
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	77,106	
23102 UNEMPLOYMENT RESERVE	20,000	
<b>TOTAL LIABILITIES</b>		<b>2,663,591</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	1,936,114	
<b>TOTAL FUND BALANCE</b>		<b>50,669,661</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>53,333,252</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
April 30, 2016**

<b>ACCOUNT</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
4010100	Fixed Route Passenger Fares	1,603,894	161,462	1,327,906	275,988	82.8%
4020000	Business Park Revenues	141,504	14,949	131,536	9,968	93.0%
4020500	Special Contract Fares	195,001	43,056	134,588	60,413	69.0%
4020500	Special Contract Fares - Paratransit	33,600	0	12,387	21,214	36.9%
4010200	Paratransit Passenger Fares	155,050	(49)	161,845	(6,795)	104.4%
4060100	Concessions	38,500	5,270	33,600	4,900	87.3%
4060300	Advertising Revenue	115,000	0	95,000	20,000	82.6%
4070400	Miscellaneous Revenue-Interest	2,000	5,363	10,026	(8,026)	501.3%
4070300	Non transportation revenue	0	6,286	42,535	(42,535)	100.0%
4090100	Local Transportation revenue (TFCA RTE B	126,250	63,125	63,125	63,125	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,476,889	0	9,476,888	1	100.0%
4099500	TDA Article 4.0-BART	85,033	7,233	62,124	22,909	73.1%
4099200	TDA Article 4.5 - Paratransit	129,379	10,662	91,577	37,802	70.8%
4099600	Bridge Toll- RM2	-	0	0	-	#DIV/0!
4110100	STA Funds-Paratransit	49,123	0	22,669	26,454	46.1%
4110500	STA Funds- Fixed Route BART	537,422	0	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	0	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	5,001	6,667	67,850	8.9%
4130000	FTA 5311	43,683	43,683	43,683	-	100.0%
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	53,865	584,212	283,131	67.4%
4640100	Measure B Paratransit Funds-Paratransit	164,161	10,195	110,573	53,588	67.4%
4640200	Measure BB Paratransit Funds-Fixed Route	648,000	41,684	440,697	207,303	68.0%
4640200	Measure BB Paratransit Funds-Paratransit	277,910	17,877	189,005	88,905	68.0%
<b>TOTAL REVENUE</b>		<b>16,383,345</b>	<b>489,660</b>	<b>14,598,226</b>	<b>1,785,119</b>	<b>89.1%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
April 30, 2016**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$1,293,880	\$146,042	\$1,087,468	\$206,412	84.05%
502 00 Personnel Benefits	\$686,556	\$56,517	\$635,076	\$51,480	92.50%
503 00 Professional Services	\$580,806	\$37,471	\$426,121	\$154,685	73.37%
503 05 Non-Vehicle Maintenance	\$489,090	\$15,605	\$479,007	\$7,883	97.94%
503 99 Communications	\$10,500	\$97	\$2,198	\$2,802	20.93%
504 01 Fuel and Lubricants	\$1,541,300	\$43,769	\$510,040	\$1,031,260	33.09%
504 03 Non contracted vehicle maintenance	\$2,500	\$0	\$6,415	(\$3,915)	256.58%
504 99 Office/Operating Supplies	\$53,000	\$833	\$16,085	\$36,915	30.35%
504 99 Printing	\$60,000	\$384	\$24,302	\$35,698	40.50%
505 00 Utilities	\$264,300	\$15,153	\$191,183	\$73,117	72.34%
506 00 Insurance	\$536,162	(\$2,810)	\$211,365	\$324,797	39.42%
507 99 Taxes and Fees	\$152,000	\$10,192	\$80,890	\$71,110	53.22%
508 01 Purchased Transportation Fixed Route	\$8,855,346	\$724,340	\$7,227,650	\$1,667,296	81.62%
2-508 01 Purchased Transportation Paratransit	\$1,608,930	\$2,305	\$1,391,781	\$217,149	86.50%
509 00 Miscellaneous	\$66,975	\$3,606	\$75,735	(\$10,215)	113.08%
509 02 Professional Development	\$49,000	\$4,446	\$20,007	\$28,993	40.83%
509 08 Advertising	\$133,000	\$5,293	\$49,604	\$83,396	37.30%
<b>TOTAL</b>	<b>\$16,383,345</b>	<b>\$1,063,244</b>	<b>\$12,434,926</b>	<b>\$3,978,864</b>	<b>75.90%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**April 30, 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>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:  
 April 30, 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)	-	5,000	5,000	(5,000)	#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	-	0	13,054	(13,054)	#DIV/0!
5550907	IT Upgrades and replacement	114,500	0	23,269	91,231	20.32%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
5552407	Security upgrades	36,696	0	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	238	45,288	16,612,390	0.27%
	<b>TOTAL CAPITAL EXPENDITURES</b>	<b>17,715,368</b>	<b>5,238</b>	<b>180,318</b>	<b>17,535,050</b>	<b>1.02%</b>
	<b>FUND BALANCE (CAPITAL)</b>	<b>-30000.00</b>	<b>(5,238)</b>	<b>(180,318)</b>		
	<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>	<b>-30,000.00</b>	<b>(576,516)</b>	<b>1,995,942</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)  
 May 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

April 2016 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
4/15/2016	4/14/2016	QRD	1497815	SYSTEM	5,362.93

Account Summary

Total Deposit:	5,362.93	Beginning Balance:	4,645,775.03
Total Withdrawal:	0.00	Ending Balance:	4,651,137.96

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-16	H6235	04/20/16	TX145 (EDWARD DON MARTINEZ)		(20.00)	.00	(20.00)	Ck# H6235 Reversed
	H6255	04/08/16	OAK01 (OAKS BUSINESS PK OWNERS)		2,165.00	.00	2,165.00	OAK01, 2016 QTR BUSINESS
	H6256	04/08/16	INT05 (INTERSTATE OIL COMPANY)		11,763.79	.00	11,763.79	INT05, D2741FG-IN, 3/29/1
	H6257	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,523.21	.00	1,523.21	PAC02, 6062256368-6, ATLA
	H6258	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		541.21	.00	541.21	PAC02, 7264840356-5, BUS
	H6259	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		1,615.06	.00	1,615.06	PAC02, 9007202117-4, MOA
	H6260	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		635.00	.00	635.00	PAC02, 9800031052-8, TRAN
	H6261	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		107.07	.00	107.07	PAC02, 7649646868-7, DOOL
	H6262	04/08/16	PAC02 (PACIFIC GAS AND ELECTRIC)		5,239.64	.00	5,239.64	PAC02, 5809326332-3, MOA
	H6263	04/08/16	CAL04 (CALIFORNIA WATER SERVICE)		498.56	.00	498.56	CAL04, 9098655555, MOA WA
	H6264	04/08/16	CAL04 (CALIFORNIA WATER SERVICE)		63.23	.00	63.23	CAL04, 0198655555, BUS WA
	H6265	04/08/16	PAC01 (AT&T )		33.29	.00	33.29	PAC01, 232-351-6260, CONT
	H6266	04/08/16	PAC01 (AT&T )		131.47	.00	131.47	PAC01, 925-243-9029, ATLA
	H6267	04/08/16	PAC01 (AT&T )		426.16	.00	426.16	PAC01, 436-951-0106, ATLA
	H6268	04/08/16	VER01 (VERIZON WIRELESS)		187.64	.00	187.64	VER01, 9762596307, MAR-16
	H6269	04/08/16	INT05 (INTERSTATE OIL COMPANY)		11,400.92	.00	11,400.92	INT05, D390387-IN, 3/22/1
	H6270	04/08/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,817.50	.00	2,817.50	MTM01, MTM-112047, 3/23-3
	H6271	04/08/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,135.00	.00	2,135.00	MTM01, MTM-112048, 3/30-4
	H6272	04/08/16	MTM01 (MEDICAL TRANSPORTATION MANAG		133,129.45	.00	133,129.45	MTM01, FEB-2016 MONTHLY S
	H6273	04/08/16	MVT01 (MV TRANSPORTATION, INC.)		50,007.14	.00	50,007.14	MVT01, 66817, FEB-16 FIXE
	H6274	04/07/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 66788, MAR-16 1ST
	H6275	04/07/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 66790, MAR-16 2ND
	H6276	04/08/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		36,167.87	.00	36,167.87	DIR02, PR DIRECT DEPOSIT
	H6277	04/08/16	MOC01 (DENNIS MOCHON)		65.88	.00	65.88	MOC01, MAR-16 TRAVEL REIM
	H6278	04/08/16	MOC01 (DENNIS MOCHON)		186.80	.00	186.80	MOC01, MAR-16 CAL ACT CON
	H6279	04/08/16	SWA01 (ANGELA SWANSON)		136.97	.00	136.97	SWA01, MAR-16 TRAVEL & OF
	H6280	04/08/16	WEG01 (CHRISTY WEGENER)		238.75	.00	238.75	WEG01, MAR-16 TRAVEL REIM
	H6281	04/08/16	TAX14 (KAREN ADAMS)		16.86	.00	16.86	TAX14, PARATAXI REIMBURSE
	H6282	04/08/16	TX116 (JACQUELINE POPE-JENKINS)		298.00	.00	298.00	TX116, PARATAXI REIMBURSE
	H6283	04/08/16	TAX58 (LARRY JENKINS)		216.15	.00	216.15	TAX58, PARATAXI REIMBURSE
	H6284	04/08/16	TX125 (VIRGINIA RAUCH)		50.58	.00	50.58	TX125, PARATAXI REIMBURSE
	H6285	04/08/16	TAX67 (CHRISTEL RAGER)		189.55	.00	189.55	TAX67, PARATAXI REIMBURSE
	H6286	04/08/16	TX113 (RODGER RAGER)		141.10	.00	141.10	TX113, PARATAXI REIMBURSE
	H6287	04/22/16	AME06 (AMERICAN FIDELITY ASSURANCE		336.35	.00	336.35	AME06, MAY-16 SUPPLEMENTA
	H6288	04/22/16	AME06 (AMERICAN FIDELITY ASSURANCE		1,105.80	.00	1,105.80	AME06, MAY-16 FLEX SPENDI
	H6289	04/22/16	MUT01 (MUTUAL OF OMAHA)		1,090.15	.00	1,090.15	MUT01, MAY-16 LIFE INSURA
	H6290	04/22/16	PER03 (CAL PUB EMP RETIRE SYSTM)		36,795.52	.00	36,795.52	PER03, MAY-16 HEALTHCARE
	H6291	04/22/16	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,708.19	.00	2,708.19	DEL05, MAY-16 DENTAL INSU
	H6292	04/22/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6293	04/22/16	PER01 (PERS )		2,898.48	.00	2,898.48	PER01, PERS NEW CONTRIBUT
	H6294	04/22/16	PER04 (CALPERS RETIREMENT SYSTEM)		905.13	.00	905.13	PER04, PERS 457 CONTRIBUT
	H6295	04/22/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,274.26	.00	2,274.26	EMP01, STATE TAX PR 3/25-
	H6296	04/22/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,659.31	.00	6,659.31	EFT01, FEDERAL TAXES PR 3
	H6297	04/22/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		36,093.91	.00	36,093.91	DIR02, DIRECT DEPOSIT PR
	H6298	04/22/16	STA05 (STATE BOARD OF EQUAL)		1,122.14	.00	1,122.14	STA05, 1ST QTR 2016 BUS O
	H6299	04/22/16	STA04 (STATE BOARD OF )		2,194.88	.00	2,194.88	STA04, 1ST QTR 2016 STORA
	H6300	04/22/16	CAL04 (CALIFORNIA WATER SERVICE)		59.05	.00	59.05	CAL04, 4616555555, TC IRR
	H6301	04/22/16	CAL04 (CALIFORNIA WATER SERVICE)		39.16	.00	39.16	CAL04, 3616555555, TC WAT
	H6302	04/22/16	CAL04 (CALIFORNIA WATER SERVICE)		64.11	.00	64.11	CAL04, 2575555555, TC FTR
	H6303	04/22/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 5755555555, CONTRA
	H6304	04/22/16	CAL04 (CALIFORNIA WATER SERVICE)		85.48	.00	85.48	CAL04, 4755555555, MOA FI
	H6305	04/22/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,572.50	.00	2,572.50	MTM01, MTM-112049, 4/7-4/
	H6306	04/22/16	STA01 (STATE COMPENSATION FUND)		2,280.42	.00	2,280.42	STA01, MAY-2016 WORKER'S
	H6307	04/22/16	CAL15 (CALTRONICS BUSINESS SYS)		677.25	.00	677.25	CAL15, 1989646, BIZHUB MO
	H6308	04/22/16	STA13 (STAPLES CREDIT PLAN)		279.28	.00	279.28	STA13, APR-16 STATEMENT O
	H6309	04/22/16	NEL01 (NELSON\NYGAARD CONSULTING AS		290.25	.00	290.25	NEL01, 66784, MAR-16 TASK
	H6310	04/22/16	NEL01 (NELSON\NYGAARD CONSULTING AS		13,646.51	.00	13,646.51	NEL01, 66783, MAR-16 PROF
	H6311	04/22/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 67250, APR-16 1ST
	H6312	04/22/16	SHE05 (SHELL )		48.66	.00	48.66	SHE05, 659981641604, APR-
	H6313	04/22/16	INT05 (INTERSTATE OIL COMPANY)		12,409.37	.00	12,409.37	INT05, D2750FG-IN, 4/14/1
	H6314	04/22/16	MER01 (MERCHANT SERVICES)		178.76	.00	178.76	MER01, MAR-16 MOA CC FEES
	H6315	04/22/16	MER01 (MERCHANT SERVICES)		167.74	.00	167.74	MER01, MAR-16 TRANSIT CEN
	H6316	04/22/16	MTM01 (MEDICAL TRANSPORTATION MANAG		2,306.50	.00	2,306.50	MTM01, MTM-112050 4/13-4/
	H6317	04/22/16	TAX72 (JUSTIN HART)		143.65	.00	143.65	TAX72, PARATAXI REIMBURSE
	H6318	04/22/16	TAX76 (MARY ANN HANDZUS)		143.25	.00	143.25	TAX76, PARATAXI REIMBURSE
	H6319	04/22/16	TX137 (HIMATLAL R MEHTA)		46.99	.00	46.99	TX137, PARATAXI REIMBURSE
	H6320	04/22/16	TAX98 (ROHAN NG)		200.00	.00	200.00	TAX98, PARATAXI REIMBURSE
	H6321	04/22/16	TAX91 (VIVIAN MARIE MILLER)		100.94	.00	100.94	TAX91, PARATAXI REIMBURSE
	H6322	04/29/16	USB01 (U S BANK)		6,461.68	.00	6,461.68	USB01, MAR-16 CC STATEMEN
	H6323	04/29/16	MVT01 (MV TRANSPORTATION, INC.)		329,090.00	.00	329,090.00	MVT01, 67251, APR-16 2ND I
	H6324	04/29/16	VSP01 (VSP )		551.92	.00	551.92	VSP01, MAY-16 VISION INSU
	H6325	04/29/16	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, APR-16 BOD STIPEND
	H6326	04/29/16	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, APR-16 BOD STIPEND
	H6327	04/29/16	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, APR-16 BOD STIPEND
	H6328	04/29/16	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, APR-01 BOD STIPEND
	H6329	04/29/16	SPE04 (STEVEN G. SPEDOWFSKI)		100.00	.00	100.00	SPE04, APR-16 BOD STIPEND
	H6330	04/29/16	BAN03 (BANKCARD CENTER)		115.00	.00	115.00	BAN03, MAR-16 CC STATEMEN
	H6331	04/29/16	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		36,364.43	.00	36,364.43	DIR02, PR DIRECT DEPOSIT
	H6332	04/29/16	PER01 (PERS )		3,756.47	.00	3,756.47	PER01, PERS CLASSIC CONTR
	H6333	04/29/16	PER01 (PERS )		2,898.48	.00	2,898.48	PER01, PERS NEW CONTRIBUT
	H6334	04/29/16	PER04 (CALPERS RETIREMENT SYSTEM)		904.55	.00	904.55	PER04, PERS 457 CONTRIBUT
	H6335	04/29/16	EFT01 (ELECTRONIC FUND TRANSFERS)		6,615.31	.00	6,615.31	EFT01, FEDERAL TAX 4/8-4/



Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-16	H6336	04/29/16	EMP01 (EMPLOYMENT DEVEL DEPT)		2,277.92	.00	2,277.92	EMP01, STATE TAXES 4/8-4/
	019070	04/08/16	ACT01 (AC TRANSIT DISTRICT)		2,599.50	.00	2,599.50	Automatic Generated Check
	019071	04/08/16	AIM01 (AIM TO PLEASE JANITORIAL SER		280.00	.00	280.00	Automatic Generated Check
	019072	04/08/16	ART01 (ART'S SECURITY LOCKSMITH)		6.57	.00	6.57	Automatic Generated Check
	019073	04/08/16	ATT02 (AT&T )		794.00	.00	794.00	Automatic Generated Check
	019074	04/08/16	ATT03 (AT&T )		895.67	.00	895.67	Automatic Generated Check
	019075	04/08/16	BAY08 (BAY CITY ELECTRIC WORKS)		250.00	.00	250.00	Automatic Generated Check
	019076	04/08/16	CALL3 (CALIFORNIA TRANSIT)		3,759.95	.00	3,759.95	Automatic Generated Check
	019077	04/08/16	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	019078	04/08/16	EME01 (EMERALD LANDSCAPE CO INC)		750.00	.00	750.00	Automatic Generated Check
	019079	04/08/16	GOL01 (GOLDEN GATE PRINT & MEDIA SE		1,732.29	.00	1,732.29	Automatic Generated Check
	019080	04/08/16	HAN01 (HANSON BRIDGETT MARCUS)		12,741.62	.00	12,741.62	Automatic Generated Check
	019081	04/08/16	IND01 (THE INDEPENDENT)		149.44	.00	149.44	Automatic Generated Check
	019082	04/08/16	JTH01 (J. THAYER COMPANY)		86.11	.00	86.11	Automatic Generated Check
	019083	04/08/16	LIV10 (LIVERMORE SANITATION INC)		2,317.40	.00	2,317.40	Automatic Generated Check
	019084	04/08/16	MIG01 (MOORE IACOFANO GOLTSMAN)		8,903.00	.00	8,903.00	Automatic Generated Check
	019085	04/08/16	OFF01 (OFFICE DEPOT)		94.53	.00	94.53	Automatic Generated Check
	019086	04/08/16	PLA02 (PLANETERIA MEDIA LLC)		3,700.00	.00	3,700.00	Automatic Generated Check
	019087	04/08/16	RHT01 (R.H. TINNEY, INC.)		1,002.00	.00	1,002.00	Automatic Generated Check
	019088	04/08/16	RSE01 (R & S ERECTION)		2,278.00	.00	2,278.00	Automatic Generated Check
	019089	04/08/16	TAX95 (PHONTY GIBSON)		20.00	.00	20.00	Automatic Generated Check
	019090	04/08/16	TX128 (KATHY HANDEL)		43.78	.00	43.78	Automatic Generated Check
	019091	04/08/16	TX133 (SAROJA IYER)		85.00	.00	85.00	Automatic Generated Check
	019092	04/08/16	TX139 (ROBERT MONAGHAN)		341.00	.00	341.00	Automatic Generated Check
	019093	04/08/16	TX143 (KIM BRETOT)		66.30	.00	66.30	Automatic Generated Check
	019094	04/08/16	TX145 (EDWARD DON MARTINEZ)		20.40	.00	20.40	Automatic Generated Check
	019095	04/08/16	TX146 (CHARLES PLUNGE)		34.00	.00	34.00	Automatic Generated Check
	019096	04/08/16	TX147 (DAVID KAUFMAN)		34.00	.00	34.00	Automatic Generated Check
	019097	04/08/16	UTC01 (UTC FIRE & SECURITY AMERI)		238.16	.00	238.16	Automatic Generated Check
	019098	04/22/16	ATT02 (AT&T )		271.13	.00	271.13	Automatic Generated Check
	019099	04/22/16	AVI01 (AMADOR VALLEY INDUSTRIES)		325.84	.00	325.84	Automatic Generated Check
	019100	04/22/16	BAR02 (SF BAY AREA RAPID TRA DIS)		3,564.00	.00	3,564.00	Automatic Generated Check
	019101	04/22/16	CAL05 (CALTEST LABS)		859.75	.00	859.75	Automatic Generated Check
	019102	04/22/16	CAL13 (CALIFORNIA TRANSIT)		4,596.17	.00	4,596.17	Automatic Generated Check
	019103	04/22/16	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	019104	04/22/16	EME01 (EMERALD LANDSCAPE CO INC)		1,155.00	.00	1,155.00	Automatic Generated Check
	019105	04/22/16	FED01 (FedEx )		28.74	.00	28.74	Automatic Generated Check
	019106	04/22/16	HOL02 (HOLT OF CALIFORNIA)		350.67	.00	350.67	Automatic Generated Check
	019107	04/22/16	JAC02 (JACK JAMES TOW SERVICE INC.)		525.00	.00	525.00	Automatic Generated Check
	019108	04/22/16	KKI01 (ALPHA MEDIA II LLC)		2,150.00	.00	2,150.00	Automatic Generated Check
	019109	04/22/16	OFF01 (OFFICE DEPOT)		348.12	.00	348.12	Automatic Generated Check
	019110	04/22/16	OLM01 (OLMM CONSULTING ENGINEERS)		5,000.00	.00	5,000.00	Automatic Generated Check
	019111	04/22/16	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	019112	04/22/16	SCF01 (SC FUELS)		11,594.20	.00	11,594.20	Automatic Generated Check
	019113	04/22/16	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	019114	04/22/16	STA15 (STATE WATER RESOURCES CONTRO		2,564.00	.00	2,564.00	Automatic Generated Check
	019115	04/22/16	TAX60 (ANNA FONG)		56.74	.00	56.74	Automatic Generated Check
	019116	04/22/16	TIC06 (CHRIS OCAMPO)		49.00	.00	49.00	Automatic Generated Check
	019117	04/22/16	TX122 (VERN STEEN)		20.00	.00	20.00	Automatic Generated Check
	019118	04/22/16	TX129 (CATHERINE OGLE)		17.00	.00	17.00	Automatic Generated Check
	019119	04/22/16	TX145 (EDWARD DON MARTINEZ)		20.00	.00	20.00	Automatic Generated Check
	019120	04/22/16	TX148 (BREN HENDERER)		20.00	.00	20.00	Automatic Generated Check
Total for Bank Account 105 ----->					1,852,073.96	.00	1,852,073.96	
Grand Total of all Bank Accounts ----->					1,852,073.96	.00	1,852,073.96	

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04-16	ACT01 (AC TRANSIT DISTRICT)	LOC450	03/01/16	03/31/16	A	1299.75	ACT01, LOC0000450, FY16 2ND QTR RTC PROGRAM
		LOC462	03/01/16	03/31/16	A	1299.75	ACT01, LOC0000462, FY16 3RD QTR RTC PROGRAM
		Vendor's Total ----->				2599.50	
04-16	AIM01 (AIM TO PLEASE JANITORIAL SE	73815	04/05/16	05/05/16	A	280.00	AIM01, 73815, RAPID SHELTER REPLACEMENT HOUR
04-16	AME06 (AMERICAN FIDELITY ASSURANCE	FSA052016H	04/19/16	05/19/16	A	1105.80	AME06, MAY-16 FLEX SPENDING ACCT
		SUP052016H	04/19/16	05/19/16	A	336.35	AME06, MAY-16 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				1442.15	
04-16	ART01 (ART'S SECURITY LOCKSMITH)	75077	02/29/16	03/30/16	A	6.57	ART01, 75077, PO #5565 KEYS FOR RUTAN FACILI
04-16	ATT02 (AT&T )	7805712	03/13/16	04/12/16	A	794.00	ATT02, PAYER #9391035694 2/13-3/12/16
		7950246	04/13/16	05/13/16	A	271.13	ATT02, 000007950246, PAYER #9391035693 3/13-
		Vendor's Total ----->				1065.13	
04-16	ATT03 (AT&T )	115995130	03/19/16	04/18/16	A	895.67	ATT03, 1159951300, INTERNET PRI MAR-16
04-16	AVI01 (AMADOR VALLEY INDUSTRIES)	54522	03/31/16	04/30/16	A	325.84	AVI01, 54522, MAR-16 GARBAGE PICK UP
04-16	BAN03 (BANKCARD CENTER)	MAR-2016H	03/28/16	04/27/16	A	115.00	BAN03, MAR-16 CC STATEMENT BOW
04-16	BAR02 (SF BAY AREA RAPID TRA DIS)	20160419	04/19/16	05/19/16	A	3564.00	BAR02, 4/19/2016, 250 GREEN & 150 RED BART O
04-16	BAY08 (BAY CITY ELECTRIC WORKS)	W156054	03/24/16	04/23/16	A	250.00	BAY08, W156054, QTRLY MAINT SERVICES
04-16	BID01 (DON BIDDLE)	APR-2016H	04/27/16	05/27/16	A	200.00	BID01, APR-16 BOD STIPEND
04-16	BRO03 (KARLA SUE BROWN)	APR-2016H	04/27/16	05/27/16	A	100.00	BRO03, APR-16 BOD STIPEND
04-16	CAL04 (CALIFORNIA WATER SERVICE)	198031816H	03/18/16	04/17/16	A	63.23	CAL04, 0198655555, BUS WASH 2/19-3/17/16
		257033116H	03/31/16	04/30/16	A	64.11	CAL04, 2575555555, TC FIRE 4/1-4/30/16
		361040116H	04/01/16	05/01/16	A	39.16	CAL04, 3616555555, TC WATER 3/2-3/30/16
		461040116H	04/01/16	05/01/16	A	59.05	CAL04, 4616555555, TC IRRG 3/2-3/30/16
		475033116H	03/31/16	04/30/16	A	85.48	CAL04, 4755555555, MOA FIRE 4/1-4/30/16
		575033116H	03/31/16	04/30/16	A	85.48	CAL04, 5755555555, CONTRACTOR FIRE 4/1-4/30/
		909031816H	03/18/16	04/17/16	A	498.56	CAL04, 9098655555, MOA WATER 2/19-3/17/16
		Vendor's Total ----->				895.07	
04-16	CAL05 (CALTEST LABS)	557876	04/12/16	05/12/16	A	859.75	CAL05, 557876, 2016 ANNUAL COMPLIANCE TEST-R
04-16	CAL13 (CALIFORNIA TRANSIT)	062016FEB	04/19/16	05/19/16	A	4596.17	CAL13, 06-2016-FEB, INSURANCE CLAIMS
		062016MAR	03/30/16	04/29/16	A	3759.95	CAL13, 06-2016-MAR, INSURE CLAIMS
		Vendor's Total ----->				8356.12	
04-16	CAL15 (CALTRONICS BUSINESS SYS)	1989646H	04/08/16	05/08/16	A	677.25	CAL15, 1989646, BIZHUB MONTHLY FEE MAR-16
04-16	DAY02 (DAY & NIGHT PEST CONTROL)	111528	03/29/16	04/28/16	A	218.00	DAY02, 111528, 3/11/16 RUTAN SERVICE
04-16	DEL05 (ALLIED ADMIN/DELTA DENTAL)	MAY-2016H	04/05/16	05/05/16	A	2708.19	DEL05, MAY-16 DENTAL INSURANCE
04-16	DIR01 (DIRECT TV)	273001228	04/11/16	05/11/16	A	14.00	DIR01, 28273001228, APR-16 SERVICE
04-16	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20160325H	04/01/16	05/01/16	A	36167.87	DIR02, PR DIRECT DEPOSIT 3/11-3/25/16
		20160408H	04/11/15	05/11/15	A	36093.91	DIR02, DIRECT DEPOSIT PR 3/25-4/8/16
		20160422H	04/29/16	05/29/16	A	36364.43	DIR02, PR DIRECT DEPOSIT 4/8-4/22/16
		Vendor's Total ----->				108626.21	

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04-16	EFT01 (ELECTRONIC FUND TRANFERS)	20160408H	04/11/16	05/11/16	A	6659.31	EFT01, FEDERAL TAXES PR 3/25-4/8/16
		20160422H	04/26/16	05/26/16	A	6615.31	EFT01, FEDERAL TAX 4/8-4/22/16
		Vendor's Total ----->					13274.62
04-16	EME01 (EMERALD LANDSCAPE CO INC)	282044	04/01/16	05/01/16	A	1155.00	EME01, 282044, APR-16 LANDSCAPING SERVICE
		282324	03/22/16	04/21/16	A	480.00	EME01, 282324, PO #5567 ANNUAL BACKFLOW TEST
		282361	03/24/16	04/23/16	A	270.00	EME01, 282361, PO #5573 QTRLY FLOWER POT CHA
Vendor's Total ----->					1905.00		
04-16	EMP01 (EMPLOYMENT DEVEL DEPT)	20160408H	04/11/16	05/11/16	A	2274.26	EMP01, STATE TAX PR 3/25-4/8/16
		20160422H	04/26/16	05/26/16	A	2277.92	EMP01, STATE TAXES 4/8-4/22/16
Vendor's Total ----->					4552.18		
04-16	FED01 (FedEx )	538523432	04/15/16	05/15/16	A	28.74	FED01, 538523432, APR-16 STATEMENT
04-16	GOL01 (GOLDEN GATE PRINT & MEDIA S	110798	03/30/16	04/29/16	A	1732.29	GOL01, 110798, PO #5581 WHEELS COMMENT BROCH
04-16	HAG01 (SCOTT HAGGERTY)	APR-2016H	04/27/16	05/27/16	A	100.00	HAG01, APR-16 BOD STIPEND
04-16	HAN01 (HANSON BRIDGETT MARCUS)	1157751	10/21/15	11/20/15	A	5425.00	HAN01, 1157751, SEPT-15 LEGAL FEES REVISED
		1161369	02/26/16	03/27/16	A	7316.62	HAN01, 1161369, JAN-16 LEGAL FEES
Vendor's Total ----->					12741.62		
04-16	HOL02 (HOLT OF CALIFORNIA)	080246407	02/29/16	03/30/16	A	350.67	HOL02, SW08246407, FORKLIFT MAINT RUTAN FACI
04-16	IND01 (THE INDEPENDENT)	36236	03/31/16	04/30/16	A	149.44	IND01, 36236, PO #5594 WHEELS PUBLIC HEARING
04-16	INT05 (INTERSTATE OIL COMPANY)	D2741FGINH	03/29/16	04/28/16	A	11763.79	INT05, D2741FG-IN, 3/29/16 FUEL DELIVERY
		D2750FGINH	04/14/16	05/14/16	A	12409.37	INT05, D2750FG-IN, 4/14/16 FUEL DELIVERY
		D390387INH	03/22/16	04/21/16	A	11400.92	INT05, D390387-IN, 3/22/16 FUEL DELIVERY
Vendor's Total ----->					35574.08		
04-16	JAC02 (JACK JAMES TOW SERVICE INC.	164704	12/15/15	01/14/16	A	525.00	JAC02, 164704, BUS SHELTER REMOVAL-VASCO & E
04-16	JTH01 (J. THAYER COMPANY)	1033598-0	04/01/16	05/01/16	A	86.11	JTH01, 1033598-0, 4/1/16 PRINTING PAPER
04-16	KKI01 (ALPHA MEDIA II LLC)	160379723	03/31/16	04/30/16	A	2150.00	KKI01, IN-1160379723, ST. PAT'S SERVICE 2016
04-16	LIV10 (LIVERMORE SANITATION INC)	718828	03/31/16	04/30/16	A	2317.40	LIV10, 718828, MAR-16 GARBAGE SERVICE RUTAN
04-16	MER01 (MERCHANT SERVICES)	TC033116H	03/31/16	04/30/16	A	167.74	MER01, MAR-16 TRANSIT CENTER CC FEES
		MOA033116H	03/31/16	04/30/16	A	178.76	MER01, MAR-16 MOA CC FEES
Vendor's Total ----->					346.50		
04-16	MIG01 (MOORE IACOFANO GOLTSMAN)	0043504	03/21/16	04/20/16	A	8903.00	MIG01, 0043504, RAIL ADVISORY GROUP
04-16	MOC01 (DENNIS MOCHON)	16CALACTH	04/07/16	05/07/16	A	186.80	MOC01, MAR-16 CAL ACT CONFERENCE EXP REIMBUR
		MAR-2016H	04/07/16	05/07/16	A	65.88	MOC01, MAR-16 TRAVEL REIMBURSE
Vendor's Total ----->					252.68		
04-16	MTM01 (MEDICAL TRANSPORTATION MANA	FEB-2016H	03/10/16	04/09/16	A	133129.45	MTM01, FEB-2016 MONTHLY SERVICES
		MTM112047H	03/29/16	04/28/16	A	2817.50	MTM01, MTM-112047, 3/23-3/29/16
		MTM112048H	04/06/16	05/06/16	A	2135.00	MTM01, MTM-112048, 3/30-4/6/16
		MTM112049H	04/12/16	05/12/16	A	2572.50	MTM01, MTM-112049, 4/7-4/12/16
		MTM112050H	04/20/16	05/20/16	A	2306.50	MTM01, MTM-112050 4/13-4/19/16
Vendor's Total ----->					142960.95		

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04-16	MUT01 (MUTUAL OF OMAHA)	MAY-2016H	04/19/16	05/19/16	A	1090.15	MUT01, MAY-16 LIFE INSURANCE
04-16	MVT01 (MV TRANSPORTATION, INC.)	66788H	03/03/16	04/02/16	A	329090.00	MVT01, 66788, MAR-16 1ST MONTHLY INSTALL
		66790H	03/03/16	04/02/16	A	329090.00	MVT01, 66790, MAR-16 2ND INSTALL PAYMENT
		66817H	03/10/16	04/09/16	A	50007.14	MVT01, 66817, FEB-16 FIXED ROUTE SERVICE
		67250H	04/03/16	05/03/16	A	329090.00	MVT01, 67250, APR-16 1ST INSTALL PAYMENT
		67251H	04/22/16	05/22/16	A	329090.00	MVT01, 67251, APR-16 2ND INSTALL PAYMENT
		Vendor's Total ----->				1366367.14	
04-16	NEL01 (NELSON\NYGAARD CONSULTING A	66783H	04/15/16	05/15/16	A	13646.51	NEL01, 66783, MAR-16 PROFESSIONAL SERVICES
		66784H	04/15/16	05/15/16	A	290.25	NEL01, 66784, MAR-16 TASK 8 EXPANSION & SRTP
		Vendor's Total ----->				13936.76	
04-16	OAK01 (OAKS BUSINESS PK OWNERS)	2016 QTR2H	04/01/16	05/01/16	A	2165.00	OAK01, 2016 QTR BUSINESS PARK DUES
04-16	OFF01 (OFFICE DEPOT)	135761001	04/07/16	05/07/16	A	177.71	OFF01, 833135761001, 4/7/16 OFFICE SUPPLIES
		135761002	04/13/16	05/13/16	A	29.86	OFF01, 833135761002, 4/13/16 OFFICE SUPPLIES
		136262001	04/11/16	05/11/16	A	25.83	OFF01, 833136262001, 4/11/16 OFFICE SUPPLIES
		313982001	04/14/16	05/14/16	A	57.71	OFF01, 835313982001, 4/14/16 OFFICE SUPPLIES
		422508001	04/04/16	05/04/16	A	57.01	OFF01, 832422508001, 4/4/16 OFFICE SUPPLIES
		887183001	03/24/16	04/23/16	A	80.84	OFF01, 830887183001, 3/24/16 OFFICE SUPPLIES
		887183002	03/25/16	04/24/16	A	13.69	OFF01, 830887183002, 3/25/16 OFFICE SUPPLIES
		Vendor's Total ----->				442.65	
04-16	OLM01 (OLMM CONSULTING ENGINEERS)	2016-1.1	04/08/16	05/08/16	A	5000.00	OLM01, 2016-1.1, ATLANTIS VAULT DESIGN & PER
04-16	PAC01 (AT&T )	ATTO30716H	03/07/16	04/06/16	A	33.29	PAC01, 232-351-6260, CONTRACTOR FIRE 3/7-4/6
		ATTO31116H	03/11/16	04/10/16	A	426.16	PAC01, 436-951-0106, ATLANTIS T1 3/11-4/10/1
		ATTO31316H	03/13/16	04/12/16	A	131.47	PAC01, 925-243-9029, ATLANTIS ALARM 3/13-4/1
		Vendor's Total ----->				590.92	
04-16	PAC02 (PACIFIC GAS AND ELECTRIC)	580041816H	03/31/16	04/30/16	A	5239.64	PAC02, 5809326332-3, MOA ELECTRIC 3/2-3/30/1
		606033116H	03/31/16	04/30/16	A	1523.21	PAC02, 6062256368-6, ATLANTIS 3/1-3/29/16
		726040816H	03/22/16	04/21/16	A	541.21	PAC02, 7264840356-5, BUS STOPS 2/22-3/21/16
		764033116H	03/14/16	04/13/16	A	107.07	PAC02, 7649646868-7, DOOLAN TWR 2/11-3/13/16
		900040116H	03/15/16	04/14/16	A	1615.06	PAC02, 9007202117-4, MOA GAS 2/12-3/14/16
		980040116H	03/15/16	04/14/16	A	635.00	PAC02, 9800031052-8, TRANSIT CENTER 2/12-3/1
		Vendor's Total ----->				9661.19	
04-16	PAC11 (PACIFIC ENVIROMENTAL SERV)	2006072	04/07/16	05/07/16	A	120.00	PAC11, 2006072, RUTAN MONTHLY SERVICE
		2006073	04/07/16	05/07/16	A	120.00	PAC11, 2006073, ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
04-16	PEN01 (JERRY PENTIN)	APR-2016H	04/27/16	05/27/16	A	100.00	PEN01, APR-01 BOD STIPEND
04-16	PER01 (PERS )	20160408CH	04/11/16	05/11/16	A	3756.47	PER01, PERS CLASSIC CONTRIBUTIONS 3/25-4/8/1
		20160408NH	04/11/16	05/11/16	A	2898.48	PER01, PERS NEW CONTRIBUTIONS 3/25-4/8/16
		20160422CH	04/29/16	05/29/16	A	3756.47	PER01, PERS CLASSIC CONTRIBUTIONS 4/8-4/22/1
		20160422NH	04/29/16	05/29/16	A	2898.48	PER01, PERS NEW CONTRIBUTION 4/8-4/22/16
		Vendor's Total ----->				13309.90	
04-16	PER03 (CAL PUB EMP RETIRE SYSTM)	MAY-2016H	04/15/16	05/15/16	A	36795.52	PER03, MAY-16 HEALTHCARE INSURANCE
04-16	PER04 (CALPERS RETIREMENT SYSTEM)	20160408H	04/11/16	05/11/16	A	905.13	PER04, PERS 457 CONTRIBUTION 3/25-4/8/16
		20160422H	04/29/16	05/29/16	A	904.55	PER04, PERS 457 CONTRIBUTIONS 4/8-4/22/16
		Vendor's Total ----->				1809.68	
04-16	PLA02 (PLANETERIA MEDIA LLC)	13734	03/15/16	04/14/16	A	400.00	PLA02, 13734, WEB HOSTING FEB & MAR-16
		13735	03/15/16	04/14/16	A	2200.00	PLA02, 13735, PO #5492 MOBILE SITE DEVELOPME
		13737	03/15/16	04/14/16	A	1100.00	PLA02, 13737, PO #5533 UPDATES TO WHEELS SIT
		Vendor's Total ----->				3700.00	

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04-16	RHT01 (R.H. TINNEY, INC.)	3741S-IN	03/25/16	04/24/16	A	1002.00	RHT01, 3741S-IN, PO #5603 FAN BELT BATHROOM
04-16	RSE01 (R & S ERECTION)	95780COMR 95814COMR	12/31/15 12/31/15	01/30/16 01/30/16	A A	228.00 2050.00	RSE01, 95780 COMR, PO #5464 BAY DOOR 5 REPAI RSE01, 95814 COMR, PO #5464 REPAIR BAY DOOR
		Vendor's Total ----->				2278.00	
04-16	SCF01 (SC FUELS)	3024553	04/01/16	05/01/16	A	11594.20	SCF01, 3024553, 4/1/16 FUEL DELIVERY
04-16	SHE05 (SHELL )	981641604H	04/05/16	05/05/16	A	48.66	SHE05, 659981641604, APR-16 CC STATEMENT
04-16	SOL01 (SOLUTIONS FOR TRANSIT)	16405-LAV	04/05/16	05/05/16	A	2083.33	SOL01, 16-0405LAVTA, MAR-16 CLIPPER ANALYSIS
04-16	SPE04 (STEVEN G. SPEDOWFSKI)	APR-2016H	04/27/16	05/27/16	A	100.00	SPE04, APR-16 BOD STIPEND
04-16	STA01 (STATE COMPENSATION FUND)	MAY-2016H	04/15/16	05/15/16	A	2280.42	STA01, MAY-2016 WORKER'S COMP PREMIUM
04-16	STA04 (STATE BOARD OF )	QTR1-2016H	04/11/16	05/11/16	A	2194.88	STA04, 1ST QTR 2016 STORAGE TANK MAINT TAX-B
04-16	STA05 (STATE BOARD OF EQUAL)	QTR1-2016H	04/11/16	05/11/16	A	1122.14	STA05, 1ST QTR 2016 BUS OPERATOR FUEL TAX-BO
04-16	STA13 (STAPLES CREDIT PLAN)	APR-2016H	04/08/16	05/08/16	A	279.28	STA13, APR-16 STATEMENT OFFICE SUPPLIES
04-16	STA15 (STATE WATER RESOURCES CONTR	SW0116111 SW0116183	04/06/16 04/06/16	05/06/16 05/06/16	A A	1282.00 1282.00	STA15, SW-0116111, ANNUAL PERMIT ATLANTIS #2 STA15, SW-0116183, RUTAN ANNUAL PERMIT #2752
		Vendor's Total ----->				2564.00	
04-16	SWA01 (ANGELA SWANSON)	MAR-2016H	04/07/16	05/07/16	A	136.97	SWA01, MAR-16 TRAVEL & OFFICE EXP REIMBURSE
04-16	TAX14 (KAREN ADAMS)	3-15-16H	04/07/16	05/07/16	A	16.86	TAX14, PARATAXI REIMBURSE 3/15/16
04-16	TAX58 (LARRY JENKINS)	0223-0309H	04/07/16	05/07/16	A	216.15	TAX58, PARATAXI REIMBURSE 2/23-3/9/16
04-16	TAX60 (ANNA FONG)	0315-0404	04/20/16	05/20/16	A	56.74	TAX60, PARATAXI REIMBURSE 3/15-4/4/16
04-16	TAX67 (CHRISTEL RAGER)	0301-0318H	04/07/16	05/07/16	A	189.55	TAX67, PARATAXI REIMBURSE 3/1-3/18/16
04-16	TAX72 (JUSTIN HART)	0302-0329H	04/20/16	05/20/16	A	143.65	TAX72, PARATAXI REIMBURSE 3/2-3/29/16
04-16	TAX76 (MARY ANN HANDZUS)	0115-0402H	04/20/16	05/20/16	A	143.25	TAX76, PARATAXI REIMBURSE 1/15-4/2/16
04-16	TAX91 (VIVIAN MARIE MILLER)	0319-0407H	04/20/16	05/20/16	A	100.94	TAX91, PARATAXI REIMBURSE 3/19-4/7/16
04-16	TAX95 (PHONTY GIBSON)	1-31-16	04/07/16	05/07/16	A	20.00	TAX95, PARATAXI REIMBURSE 1/31/16
04-16	TAX98 (ROHAN NG)	0301-0321H	04/20/16	05/20/16	A	200.00	TAX98, PARATAXI REIMBURSE 3/1-3/21/16
04-16	TIC06 (CHRIS OCAMPO)	4-20-16	04/21/16	05/21/16	A	49.00	TIC06, CHANGE FROM 50 DOLLAR BILL IN GFI
04-16	TX113 (RODGER RAGER)	0321-0331H	04/07/16	05/07/16	A	141.10	TX113, PARATAXI REIMBURSE 3/21-3/31/16
04-16	TX116 (JACQUELINE POPE-JENKINS)	0218-0325H	04/07/16	05/07/16	A	298.00	TX116, PARATAXI REIMBURSE 2/18-3/25/16
04-16	TX122 (VERN STEEN)	3-31-16	04/20/16	05/20/16	A	20.00	TX122, PARATAXI REIMBURSE 3/31/16

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04-16	TX125 (VIRGINIA RAUCH)	0308-0309H	04/07/16	05/07/16	A	50.58	TX125, PARATAXI REIMBURSE 3/8-3/9/16
04-16	TX128 (KATHY HANDEL)	0229-0312	04/07/16	05/07/16	A	43.78	TX128, PARATAXI REIMBURSE 2/29-3/12/16
04-16	TX129 (CATHERINE OGLE)	0408-0415	04/20/16	05/20/16	A	17.00	TX129, PARATAXI REIMBURSE 4/8-4/15/16
04-16	TX133 (SAROJA IYER)	0302-0401	04/07/16	05/07/16	A	85.00	TX133, PARATAXI REIMBURSE 3/2-4/1/16
04-16	TX137 (HIMATLAL R MEHTA)	0302-0330H	04/20/16	05/20/16	A	46.99	TX137, PARATAXI REIMBURSE 3/2-3/30/16
04-16	TX139 (ROBERT MONAGHAN)	0104-0219	04/07/16	05/07/16	A	341.00	TX139, PARATAXI REIMBURSE 1/4-2/19/16
04-16	TX143 (KIM BRETOT)	0206-0229	04/07/16	05/07/16	A	66.30	TX143, PARATAXI REIMBURSE 2/6-2/29/16
04-16	TX145 (EDWARD DON MARTINEZ)	2-23-16	03/23/16	04/22/16	A	20.00	TX145, PARATAXI REIMBURSE 2/23/16
		2-23-16u	04/20/16	/ /		20.00	-Ck# H6235 Reversed
		3-16-16	04/07/16	05/07/16	A	20.40	TX145, PARATAXI REIMBURSE 3/16/16
		Vendor's Total ----->				20.40	
04-16	TX146 (CHARLES PLUNGE)	3-25-16	04/07/16	05/07/16	A	34.00	TX146, PARATAXI REIMBURSE 3/25/16
04-16	TX147 (DAVID KAUFMAN)	0110-0117	04/07/16	05/07/16	A	34.00	TX147, PARATAXI REIMBURSE 1/10-1/17/16
04-16	TX148 (BREN HENDERER)	3-1-16	04/20/16	05/20/16	A	20.00	TX148, PARATAXI REIMBURSE 3/1/16
04-16	USB01 (U S BANK)	MAR-2016H	04/06/16	05/06/16	A	6461.68	USB01, MAR-16 CC STATEMENT US BANK
04-16	UTC01 (UTC FIRE & SECURITY AMERI)	4606303	03/21/16	04/20/16	A	238.16	UTC01, 4606303, PO #5508 RF OPTION CARDS 2QT
04-16	VER01 (VERIZON WIRELESS)	762596307H	03/22/16	04/21/16	A	187.64	VER01, 9762596307, MAR-16 SERVICE
04-16	VSP01 (VSP )	MAY-2016H	04/21/16	05/21/16	A	551.92	VSP01, MAY-16 VISION INSURANCE
04-16	WEG01 (CHRISTY WEGENER)	MAR-2016H	04/07/16	05/07/16	A	238.75	WEG01, MAR-16 TRAVEL REIMBURSE
		Total of Purchases ->				1852073.96	=====

**AGENDA**

**ITEM 5C**



STAFF REPORT

SUBJECT: LAVTA Annual Organizational Review  
FROM: Beverly Adamo, Director of Administrative Services  
DATE: June 6, 2016

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**Action Requested**

Approve the proposed organization chart and Resolution 19-2016 resulting from the annual review of the LAVTA organization and of salary bands as required by LAVTA Human Resources Policy.

**Background**

LAVTA's Human Resources Policy states that "As part of the annual budget approval process, salary ranges will be established in accordance with procedures in the Human Resources Manual, which includes adherence to the Executive Director Compensation Policy and an annual salary survey for all established positions within the Authority." LAVTA also reviews the organization for any changes that have occurred over the last fiscal year or that are recommended to the Board for the next fiscal year. Last year, LAVTA's Board approved an adjustment to the salary bands for FY2016 based on the update to the salary survey conducted by a third party contractor.

**Discussion**

*Organization Chart*

The proposed FY2017 budget that will be presented to the Committee, includes the positions as reflected in the attached organization chart. For FY2017 Staff recommends no changes to the organization chart.

*Salary Bands*

A thorough compensation study conducted by the third part contractor was completed in 2014, with an update to the survey, including any adjustments subsequent to the study, was completed in 2015 and this year. The updates in 2015 and 2016 were made based on the same 11 comparator transit agencies.

Based on the update this year, there is no indication that salaries in the transit agency labor market have fluctuated enough to warrant more than a CPI-based increase in the salary bands (Table 10. Consumer Price Index for All Urban Consumers; selected areas all items index for the San Francisco-Oakland-San Jose, CA). Therefore, staff recommends 3.0% CPI increase in the



salary bands in order to ensure that the bands stay competitive in the labor market. The changes are summarized below.

**Please note: Changes to the Salary Bands do not affect individual salaries which are increased based solely on performance and in accordance with the adopted budget.**

*Table of Proposed Monthly Salary Range Changes*

<b>Band</b>	<b>Current FY2016 Monthly Salary Range</b>		<b>Proposed FY2017 Monthly Salary Range</b>	
1	\$3,237	\$4,532	\$3,334	\$4,668
2	\$4,046	\$5,665	\$4,167	\$5,835
3	\$4,856	\$6,799	\$5,002	\$7,003
4	\$5,827	\$8,157	\$6,002	\$8,402
5	\$6,992	\$9,789	\$7,202	\$10,083
6	\$8,391	\$11,747	\$8,643	\$12,099

**Proposed Salary Band Ranges**

**Monthly Salary Ranges**

**Band 1** **\$3,334 - \$4,668**

Customer Service Representative

**Band 2** **\$4,167 - \$5,835**

Accounting Assistant  
Community Outreach Coordinator  
Administrative Assistant  
Customer Service Supervisor

**Band 3** **\$5,002 - \$7,003**

Paratransit Planning Specialist

**Band 4** **\$6,002 - \$8,402**

Senior Transit Planner  
Senior Fleet & Technology Management Specialist  
Senior Marketing and Communications Specialist  
Senior Grants and Project Management Specialist

**Band 5** **\$7,202 - \$10,083**

Finance and Grants Manager

**Band 6** **\$8,643 - \$12,099**

Director of Administrative Services  
Director of Planning and Communications

**Budget Impact**

These Salary Band Ranges and the Organizational Chart are consistent with the proposed FY2017 operating budget.

**Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve the attached organization chart and Resolution 19-2016 adjusting the rates of salary bands for LAVTA employees.

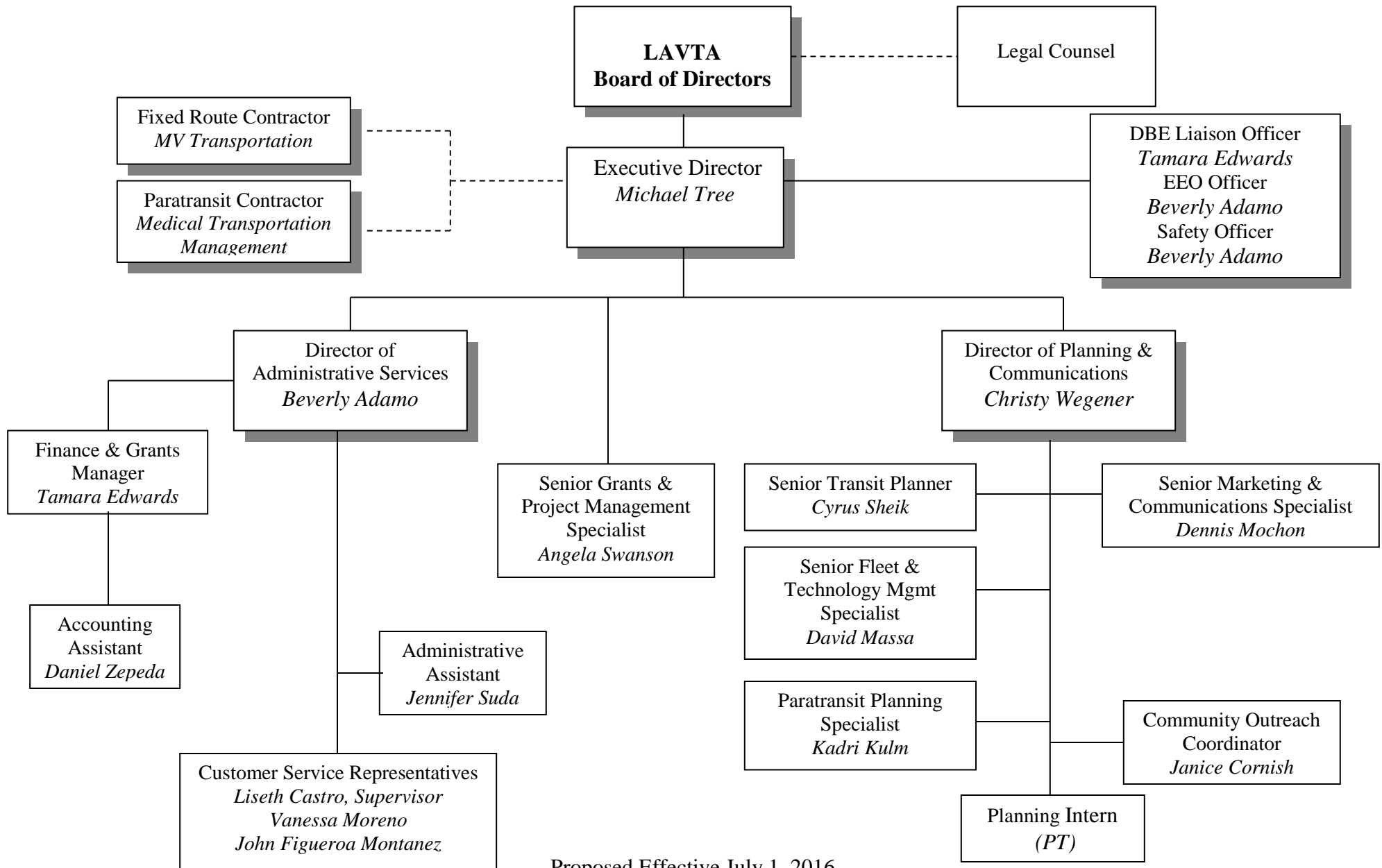
## Attachments:

1. LAVTA Proposed Organization Chart
2. Resolution 19-2016 of the Board of Directors of the Livermore Amador Valley Transit Authority Establishing FY2017 Salary Bands

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

# LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

## Organizational Chart



Proposed Effective July 1, 2016

**RESOLUTION NO. 19-2016****RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
ESTABLISHING FY2017 SALARY BANDS**

**WHEREAS**, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 26-2014, which established the current Human Resources Policy; and

**WHEREAS**, Section 4.2, Rates of Pay, of the Human Resources Policy requires an annual review of the Salary Ranges as part of the annual budget process; and

**WHEREAS**, it is desirable and necessary to revise the Salary Bands.

**NOW, THEREFORE, BE IT RESOLVED** that the Salary Bands for FY2017 are revised as follows:

**Salary Bands**

The following salary bands represent the categories of employment within the agency. Bands will be adjusted annually as part of the budget process. Periodically the Board of Directors may make additional one time adjustments to the bands based on market conditions, or other relevant factors indicating that the bands have become non-competitive. The Executive Director will have the authority to set salaries for positions within each band based on adopted budget constraints.

Monthly salary ranges as of July 1, 2016.

**Monthly Salary Ranges**

<u>Band 1</u>	<u>\$3,334 - \$4,668</u>
Customer Service Representative	
<u>Band 2</u>	<u>\$4,167 - \$5,835</u>
Accounting Assistant	
Community Outreach Coordinator	
Administrative Assistant	
Customer Service Supervisor	
<u>Band 3</u>	<u>\$5,002 - \$7,003</u>
Paratransit Planning Specialist	
<u>Band 4</u>	<u>\$6,002 - \$8,402</u>
Senior Transit Planner	
Senior Fleet & Technology Management Specialist	

Senior Marketing & Communications Specialist  
Senior Grants & Project Management Specialist

Band 5 \$7,202 - \$10,083  
Finance and Grants Manager

Band 6 \$8,643 - \$12,099  
Director of Administrative Services  
Director of Planning and Communications

**PASSED AND ADOPTED** this 6th day of June, 2016.

\_\_\_\_\_  
Don Biddle, Chair

**ATTEST:**

\_\_\_\_\_  
Michael Tree, Executive Director

**Approved as to form:**

\_\_\_\_\_  
Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 5D**



STAFF REPORT

SUBJECT: Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF)

FROM: Beverly Adamo, Director of Administrative Services

DATE: June 6, 2016

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**Action Requested**

Approve Resolution 20-2016 reauthorizing investment of LAVTA funds in LAIF.

**Background**

In 1996 the California legislature enacted a new law under the California Government Code to improve accountability for investments made by public agencies. (This was in response to the financial problems in Orange County at the time.) This law, in part, requires that public entities annually prepare and adopt an investment policy at a public meeting. Attached for your review and approval is a resolution adopting LAVTA's current investment policy, which was first adopted by the board of Directors in February 1986.

**Discussion**

In 1986 when LAVTA made the decision to utilize the LAIF for investment purposes, that decision was based on a number of considerations which included the fact that there are no qualified positions within the Authority's organization to make day-to-day investment decisions. Since that has not changed over the years, nor is it anticipated that the organization will likely have such expertise in the future, Staff recommends that LAVTA continue to utilize LAIF for ongoing investments.

There is no change in the recommendation for this year's resolution in the authorization to order the deposit or withdrawal of monies in LAIF, and includes LAVTA's Executive Director, Michael Tree, and Beverly Adamo, Director of Administrative Services.

**Budget**

No budget impact.

**Next Steps**

Upon Board approval, this Resolution will be provided to LAIF and kept on record as required.

**Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 20-2016 reauthorizing investment of LAVTA monies in LAIF.

**Attachments:**

1. Resolution 20-2016 Authorizing Investment of Livermore Amador Valley Transit Authority Monies in the State of California Local Agency Investment Fund

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



**RESOLUTION NO. 20-2016**

**RESOLUTION AUTHORIZING INVESTMENT OF  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
MONIES IN LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Chapter 730 of the Statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Livermore Amador Valley Transit Authority does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purposes of investment as stated therein as in the best interests of the Livermore Amador Valley Transit Authority ;

THEREFORE, BE IT RESOLVED that the Board of Directors does hereby authorize the deposit and withdrawal of Livermore Amador Valley Transit Authority monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein;

BE IT FURTHER RESOLVED that the following Livermore Amador Valley Transit Authority officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

---

Michael S. Tree  
Executive Director

---

Beverly Adamo  
Director of Administrative Services

PASSED AND ADOPTED by the Board of Directors of the Livermore Amador Valley Transit Authority of the State of California on the 6th day of June 2016.

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Don Biddle, Board Chair

ATTEST:

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Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 5E**



STAFF REPORT

SUBJECT: WAAC Appointments for FY17

FROM: Kadri Klm, Paratransit Planner

DATE: June 6, 2016

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**Action Requested**

Adopt Resolution 21-2016 making appointments to the Wheels Accessible Advisory Committee (WAAC).

**Background**

In June 2016, terms will expire for the following WAAC members and/or alternates:

- Russ Riley – Livermore Representative
- Connie Mack – Dublin Alternate
- Herb Hastings – Alameda County Representative
- Jennifer Cullen – Social Services Representative
- Pam Deaton – Social Services Representative
- Amy Mauldin - Social Services Representative

Also, Dublin member Sue Tuite and Pleasanton Alternate Shirley Maltby recently resigned from the committee.

The WAAC met in May and reviewed the applications.

**Discussion**

LAVTA received seven applications for FY 2017 open positions. Applications were distributed to the LAVTA Board, so that each jurisdiction could make its appointments from among its residents who applied. Board members made the following appointments:

Dublin Seats (1 member and 1 alternate needed)

- Connie Mack

Livermore Seat (1 member needed)

- Russ Riley

Pleasanton Seat (1 alternate member needed)

- Regina Linse

Social Services Seats (3 members and 1 alternate needed)

- Jennifer Cullen
- Pam Deaton
- Amy Mauldin

**Recommendations**

Staff has compiled the Board's appointments into Resolution 21-2016 for adoption at the June 6, 2016 Board meeting.

Attachment:

1. Resolution 21-2016

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

**RESOLUTION 21-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY RATIFYING THE  
APPOINTMENTS TO THE WHEELS ACCESSIBLE ADVISORY COMMITTEE  
(WAAC)**

**WHEREAS**, pursuant to Section 3.3 of the WAAC By-Laws the term of appointment of each committee member and alternate shall generally be for a period of two (2) fiscal years. Each member shall serve for a maximum of four (4) consecutive terms (i.e. eight (8) consecutive fiscal years); and

**WHEREAS**, there are vacancies on the Committee due to several WAAC members terms expiring or members resigning; and

**WHEREAS**, pursuant to Section 3.3 of the WAAC By-Laws, appointments of members may be one year if necessary to ensure continuity of membership; and

**WHEREAS**, WAAC vacancies were advertized on LAVTA's website, via fliers and email to social services agencies' contacts; and

**WHEREAS**, the Boardmembers from each city and the county reviewed WAAC applications and selected their representatives for acceptance by the Board.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority that the following WAAC members and alternate members be appointed on July 1, 2016 for a two-year term ending June 30, 2018:

- Connie Mack – City of Dublin, Member
- Russ Riley – City of Livermore, Member
- Regina Linse – City of Pleasanton, Alternate
- Herb Hastings – Alameda County, Member
- Jennifer Cullen – Social Services, Member
- Pam Deaton – Social Services, Member
- Amy Mauldin – Social Services, Member

**APPROVED AND PASSED** this 6<sup>th</sup> day of June, 2016.

---

Don Biddle, Chair

ATTEST:

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Michael Tree, Executive Director

**AGENDA**

**ITEM 5F**



STAFF REPORT

SUBJECT: FY 2017 Marketing Plan

FROM: Dennis Mochon, Senior Marketing and Communications Specialist

DATE: June 6, 2016

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**Action Requested**

Review and recommend proposed FY 2017 Marketing Plan to the Board of Directors for approval.

**Background**

As a part of the annual planning for the upcoming fiscal year, staff has drafted the FY 2017 Marketing Plan and is presenting it to the Projects and Services Committee for informational purposes and feedback.

**Discussion**

The FY 2017 Marketing Plan (Attachment 1) has been developed in conjunction with the recently approved Wheels Forward system changes. The plan includes eight target market initiatives that all focus on the goal of increasing ridership. As such, specific goals have been identified in the plan for each of the initiatives that include the following:

- Launch of new services and products
- Marketing new brands
- Marketing within target area of Santa Rita Road in Pleasanton
- Marketing of Easy Pass at Las Positas College
- Marketing to promote new Route 580X.
- Marketing new Wheels On Demand service in Dublin
- Maintaining the High School Wheels Ambassador Program and the Travel Training Program
- Participating in public outreach events

**Recommendation**

The Projects and Services Committee recommends approval of the FY2017 Wheels Marketing Plan.

Attachment:

1. FY 2017 Wheels Marketing Plan

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



***MARKETING PLAN***  
*FOR*  
***LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY***

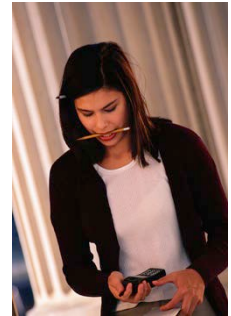
Fiscal Year 2017





# INTRODUCTION

The FY2016/17 Marketing Plan has been developed in conjunction with the proposed system changes to the Wheels bus system, the planning efforts of which involved substantial research efforts, including stakeholder input from a wide variety of business, healthcare, educational, government and other community leaders; on-board surveys of more than 1,000 Wheels customers; a telephone survey of 600 households within the LAVTA service area; and demographic information from various sources to understand population density, employment density, housing markets, and other population characteristics.



Related to marketing, the key findings were as follows:

Currently, six percent of residents in the Tri-Valley categorize themselves as Wheels riders. However, residents were asked about their likelihood of riding a Wheels bus once a month or more if it came within a block or two of their home, ran often and went directly to within a block or two of their destination. Overall, 36 percent of respondents said yes. In looking more closely at the responses to the same question, 45 percent of respondents who ride BART to work said yes. Thus, key target markets are residents living within a short walk of Rapid service, especially in areas on the Rapid routes that offer fast, direct service into BART stations.



Additionally, 60 percent of residents disagree with the statement that Tri-Valley freeway traffic is tolerable, 74 percent say it is worse than a few years ago, and 61 percent agree (34%) or are neutral (27%) with the statement that they would be more comfortable in traffic on a Wheels bus than in their car. Trips requiring travel on the I-580, especially those travelling to the BART stations, should be targeted to the extent possible as fertile ground to secure new riders.

Finally, Tri-Valley residents have high household incomes with 73 percent reporting an income of \$75,000 or higher. In line with this they are highly non-transit dependent with 85 percent saying they have an equal or greater number of cars than licensed drivers in the household. Accordingly, the vast majority of residents are choice riders that will only be convinced to use Wheels if the value offering can be perceived as an improvement over driving alone, with travel to close proximity of destination and speed of trip being the two biggest influencing factors.



In conclusion, the Wheels bus system redesign offers an easier-to-use route network, with more direct routes to key destinations, reduced duplication, and the introduction of more frequency, including the realignment of Route 30 (known as The Rapid) to the key destination of

LAVTA FY17 Marketing Plan

Las Positas College, and the addition of Rapid 15-minute all day frequency on Route 10, which is a key intercity route. Additionally, the redesign offers improved weekend and late evening service. These improvements, along with several strategic initiatives, such as Wi-Fi and other improvements on Express Routes and Rapid buses, a new Phone App, and improved bus stops, are not only opportunities to better retain current ridership (current turnover on Wheels is 30%), but are new opportunities to establish target markets with the best potential to attract significant numbers of new customers to the Wheels bus system.

# FY 2016/17 Marketing Goal, Objectives and Target Markets

LAVTA's overall marketing goal in FY2016/17 is to increase ridership. To achieve that goal, this Marketing Plan will address a variety of specific objectives.

- **Launch of System Improvements and Products:** Attract new customers and better retain existing customers by promotion of the August 2016 system improvements, including the redesign of the Rapid (Route 30), the introduction of 15-minute all day Rapid service on Route 10, the introduction of the 580X service from Livermore to BART, and other services. Moreover, the promotion of new products, such as V2.0 of the agency's website, a new phone app, and engaging social media will support new and existing customers.
- **Market New Brands:** The Wheels brand is associated with service that predates the 2016 system wide changes. The brand is also seen as potentially neutral and not particularly attractive to new customers. The introduction of fresh brands for the new services will assist in attracting and maintaining customers.
- **Target Market:** Build ridership through strong focus on the marketing within target area of Santa Rita Road in Pleasanton where households will have a 5-minute walk or less to Rapid service. The goal is to find and assist households in these target areas whose work and other regular destinations are also within a 5-minute walk of public transit.
- **Target Market:** Build ridership by introduction and strong focus on the marketing of an Easy Pass at Las Positas College
- **Target Market:** Build ridership through a direct mailing/door hanger campaign to households that live within a 5-minute walk of 580X stops. Also, take advantage of earned media and limited mass marketing to promote the 580X.
- **Target Market:** Build ridership through direct mailings and TNC technology the new Wheels On Demand service for City of Dublin.
- **Target Market:** Build ridership by maintaining the High School and Travel Training Ambassador Programs.
- **Community Outreach:** Participate in a limited number of public outreach events for community goodwill and customer awareness.



# Marketing Strategies

This section forms the core of the Marketing Plan. It defines in more detail the goals and marketing plan for each of the Target Areas identified in the previous section.

## LAUNCH OF SYSTEM IMPROVEMENTS AND PRODUCTS

### *Objective*

Attract new customers and better retain existing customers by promotion of the August 2016 system improvements, including the redesign of the Rapid (Route 30), the introduction of 15-minute all day Rapid service on Route 10, the introduction of 580X service from Livermore to BART, and Wheels On Demand. Moreover the promotion of new products, such as V2.0 of the agency's website, a new phone app, Wi-Fi on Rapid and Express buses, engaging social media, and improved bus stops will assist in retaining new and existing customers.

### *Target Market*

New and current customers in general within the service area.

### *Goal*

Market system improvements to realize an increase in ridership by 10%, or by 165,000 within 18 months of implementation. Additionally, included in this ridership goal is a reduction in customer turnover by 2.5% due to the improvements in the services and the introduction of new products.

### *Strategies*

- Design new timetables, brochures and on-street static inserts for bus stops (includes new branding).
- Install new bus stop signs, relocate bus stops no longer active in system, and implement new bus stop maintenance plan.
- Develop information/marketing plan to announce and promote service changes to general public. Heavy emphasis on BART connector services (10 of 12 routes have a terminus at BART stations), and Rapid connection to Las Positas College). Marketing to include newspaper, radio, press releases, earned media, bus cards, social media posts, employer e-blasts and TV 30.
- Implement V2.0 of website to include a video library and special sliders and pages for the Rapid routes, college Easy Pass, SmartTrips Program, Wheels on Demand, and new phone app.
- Create and release the agency's first Phone App.

### *Tactics*

- Utilize on-call graphic designer to produce new timetables, brochures and on-street static inserts.
- Hire firm to (1) plan and move of eight Rapid bus shelters to the new alignment of the Rapid, (2) eliminate bus shelters past their useful life in



areas no longer served, (3) relocate bus shelters that are in good condition but no longer served, (4) install and/or repair of solar lighting in select bus shelters, and (5) improve cleaning and maintenance of all bus shelters in the system.

- Utilize the on-call website developer to create V2.0 of website.
- Hire firm to produce first three videos for library of website.
- Hire firm to create the agency's first Phone App.

*Timing*

- Produce timetables, brochures and on-street static inserts in June for August launch. Rebrand these products in December.
- Engineering for relocation of Rapid shelters begins in May. Relocation begins in summer 2016. Elimination/relocation of other bus stops begins in summer of 2016.
- Website work begins immediately, with rebranding of the site in August.
- Phone app to be created in September w/new branding for a October launch



*Budget Items Referred to In This Section*

Timetables/Brochures/On-street Changes	\$60,000
Mass Marketing to promote system changes	\$20,000
Bus Stop Improvement Program (capital budget item)	
Eng/Site improvements/relocation of Rapid stops	\$325,000
Relocation non-Rapid shelters	\$75,000
Deferred maintenance/new bus shelters	<u>\$383,000</u>
Total	\$783,000
V2.0 of Wheelsbus.com	
Slider/Pages (Rapid, Smart Trips, Phone App, etc.)	\$9,000
Video Library	\$10,000
Web hosting/misc.	<u>\$8,500</u>
Total	\$27,500
Phone App	\$175,000
Wi-Fi Project on Rapid and Express Buses	\$50,000



**PROMOTION OF THE NEW BRAND**

LAVTA currently has two brands: One is Wheels, which is used as the agency's operational name for all bus services and agency materials. The second is the Rapid, which is a 15-minute all day bus rapid transit route that will operate between the three Tri-Valley cities post service changes. Ad agency PAVLOV is currently working to develop a new, attractive operational brand and sub-brands for the following services: 1)



local/neighborhood bus service; 2) express service; 3) bus rapid transit light service; 4) real-time, dynamic ridesharing service and 5) paratransit service.

*Objective*

The objective at the conclusion of the rebranding project is to promote the new brands of core services provided by the transit agency.

*Goal*

The goal is to market the new brands sufficiently to attract new customers in an effort to reach 165,000 new rides a year within 18 months.

*Strategies*

- Develop marketing outreach plan to inform target audiences of new brand while reinforcing the system changes.
- Focus on BART Connecting services and the new Rapid connection at Las Positas College.
- Complete Phase I changes



*Tactics: Phase I*

- Change brand on timetables/maps, brochures, and on-street inserts.
- Change the branding on the buses w/bus wraps
- Change the brand on website, phone app, and social media tools
- Change the brand/design of bus stop signs at all stops

*Timing*

The service changes in the bus system will take effect on August 15, 2016. The rebranding study will finish in the early fall.

- Buses to be rebranded in September and October
- Website, phone app and social media tools will be rebranded in September for an October launch.
- Bus stop signs will be rebranded and manufactured in September and installed in October and November.
- Timetables/maps, brochures and on-street inserts will be produced and installed in December for minor system changes in January.
- Rebranding “launch” event will be in January and the marketing of the new brand will continue through June through the various marketing efforts included in the marketing plan.



*Budget*

Rebranding Study	\$35,000
Rebranding of buses	\$95,000
Rebranding of bus signs	\$60,000
Rebranding of website, phone app, social media	\$8,000
Rebranding Launch	<u>\$25,000</u>
Total:	\$223,000

## TARGETED RIDERSHIP SMARTTRIPS: SANTA RITA

### *Objective*

Fixed route service is most attractive when the bus travels within a short walk from your home, operates frequently and runs directly to a block or two of where you need to go. There are three identified target areas along the routes offering Rapid service in the Tri-Valley where residents can easily and quickly access the Dublin/Pleasanton BART station—a key focus for increased ridership. FY2016/17 focuses on individualized marketing along the Santa Rita Road target area where over 6,500 households, or more than 15,000 residents, reside within a 5-minute walk of Route 10 with new Rapid service. Subsequent years will focus on Dublin Blvd in Dublin and Portola Ave in Livermore.



### *Primary Project Goals for SmartTrips: Santa Rita*

- Reduce drive alone trips
- Reduce vehicle miles driven by area residents and employees
- Increase awareness and raise acceptability of all travel options
- increase walking, biking, transit, ridesharing trips by 14% each
- Increase neighborhood mobility and livability.

### *Project Co-Benefits*

- Fewer cars on neighborhood streets
- Increased air quality
- Higher level of awareness and acceptance of climate-friendly transportation options
- Greater mobility and increased travel mode choices
- Awareness and utilization of existing resources from the cities and community organizations.
- Decreased reliance on the automobile and neighborhood pride

Specifically, the goal is to have 20% of target area residents, or 2,000 households, request SmartTrips materials or participate in several events. Additionally, a major aim is to add 1,000 new e-mail contacts to a monthly transportations options e-newsletter, InMotion, as a result of the program. The goal for ridership on transit is to see an increase of 14%, or 20,000 rides a year along the Santa Rita Road corridor.



The project will evaluate residents' shifts in travel behavior using a household travel diary and opinion survey administered before and after the program. Those surveys will measure the reduction in drive-alone trips, and the corresponding increase in walking trips, bicycling trips, transit trips and rideshare trips. Finally, the survey will estimate the annual vehicle miles savings by residents annualized, as well as the corresponding reduction in carbon dioxide emissions.



### *Strategies*

The Tri-Valley has invested in developing bicycle and pedestrian infrastructure. Additionally Wheels has redesigned its bus system to be easier to use and frequent in key corridors. However, while infrastructure and redesign investments do lead to more walking, bicycling and transit, those investments alone do not maximize the potential for mode shift. Enhancing pedestrian, bicycle and transit infrastructure investments *with* transportation options strategies can be effective strategy to accelerate mode shift from single occupancy driving trips to walking, bicycling and transit. Individualized marketing programs such as SmartTrips in other cities has been shown to be a particularly effective approach to targeting trips that originate in residential neighborhoods.

**"Who knew there were so many resources for getting around, most without a car! This is a great promotion."**

SmartTrips incorporates an innovative and highly effective individual marketing methodology, which hand-delivers packets of information to residents who wish to learn more about their transportation options including transit, walking, bicycling, ridesharing and combining trips. The program features transit, biking and walking maps and information as well as organized activities which get people out in their neighborhoods or places of employment to shop, work and discover how many trips they can easily, conveniently and safely make without using their car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.

### *Tactics*

The program will begin on February 1, 2017 and end on October 31, 2017. The SmartTrips: Santa Rita project will invite residents in the target area to order a travel tools SmartKit (a customized information packet containing local transportation resources such as maps and brochures as well as a small incentive of their choice). In addition to the customized information packets, SmartTrips: Santa Rita will host events such as group walks, guided bicycle rides, and workshops.

The program is currently planned to offer the following materials and services to all the residents in the target area:

#### Customized Information Packets (SmartKits)

All residents in the target area will receive mail-order forms and will be invited to place a customized packet order through the, postage-paid, mail-in order form or online order form. Materials offered include maps, brochures, transit schedules and travel tools that will aid in walking, biking, transit use and ridesharing. SmartTrips: Santa Rita has a goal of staff delivering 3,000 customized SmartKits to homes by bicycle.



### Newsletters

These mailed or electronic communications will be customized to the target area and include information and resources, as well as news on project events. The print newsletters will be sent to all target area residents, while the electronic communications will be sent only to program participants. Three print newsletters will be sent over the course of the project to every household in the target area.

### Events

The program will host eight group walks and bicycle rides, and helpful workshops that were open to all residents in the community. Most events will be planned to begin and finish in the target area, thus giving residents the direct experience of good routes to walk, bike, and travel where they live. The project will also host six community events inside the target neighborhood and offer activities such as free helmet giveaways, helmet decorating, kids traffic safety garden and more.



### E-mail Communications

Weekly e-mail updates include event notices and news will be sent to participants who submit their e-mail address.

### Website

The Tri-Valley SmartTrips: Santa Rita website page on the Wheels website will include the online order form for the customized packets, events listings, and electronic versions of the materials, links to helpful resources and general project news and information.

### Social Media

Electronic and print communications will be supplemented by posts on Facebook and Twitter two to three times a week with tips, news, and resources.

### Other Communications

Event announcements and other program information will be communicated through City and community group event calendars, flyering at local businesses, posters at neighborhood community centers and the electronic newsletter, InMotion. During the program, target area households who had not yet ordered a SmartKit receive two mailed reminder postcards with the information about how to order a customized packet.



### *Timing*

September 2016

- Before survey in the field
- Neighborhood notifications and community input on activities/events

## October

- Finalize planning and partnership agreements
- Finalize sponsorships and coupons
- Begin materials development

## November

- Continue materials development

## December

- Continue materials development

## January 2017

- Finish material development

## February

- 1<sup>st</sup> Newsletter
- Materials ordered and assembled

## March

- 1<sup>st</sup> SmartTrips Order Form sent
- Begin filling resident's orders
- Materials delivered to participating businesses

## April

- 2<sup>nd</sup> Newsletter
- Residents order forms mailings and deliveries continue
- Options Ambassador and Volunteer Trainings

## May

- Residents order forms mailings and deliveries continue
- Activities/Events

## June

- 3<sup>rd</sup> Newsletter
- Residents order forms mailings and deliveries continue
- Activities/Events

## July

- Residents order forms mailings and deliveries continue
- Activities/Events

## August

- 4<sup>th</sup> Newsletter
- Activities/Events

## September

- Activities

## October

- 5<sup>th</sup> newsletter



- After survey in the field

November

- Compile project evaluations

December

- Final Report written and posted online

### *Budget*

The first project in the Tri-Valley SmartTrips program is being funded by a TPI grant from the Metropolitan Transportation Commission (MTC). It is anticipated that the program will run for multiple years in different areas of the Wheels system through additional funding from MTC. The project budget is estimated at \$20 per household in each project area. The SmartTrips: Santa Rita project has an estimated 6,500 households with a project budget of \$130,000, plus 15% contingency of \$20,000.

## **TARGETED RIDERSHIP LAS POSITAS COLLEGE EASY PASS**

### *Objectives*

FY2016/17 will focus on the introduction of an Easy Pass Demonstration Project, allowing unlimited access to the Wheels fixed route system for students, faculty and staff at Las Positas College for the academic school year. With 9,000 students attending the college, many travelling via BART or ACE, the combination of having Rapid service on Route 30 and the Easy Pass could lead to higher than anticipated ridership gains.

### *Target Market*

Students, faculty and staff at Las Positas College

### *Goal*

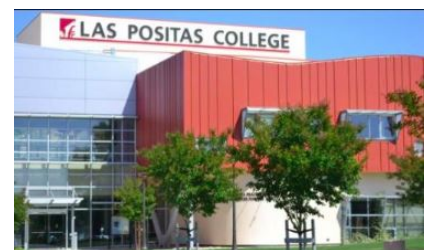
Increase the number of rides to the college in the first academic year by 75%, or 25,000 rides. Continue the Easy Pass with a long-term funding strategy.

### *Strategy*

Create a transit culture with Las Positas College students using the realigned Rapid—easy, fun, fast, low-cost, and convenient.

### *Tactics*

- New student orientation material w/swag
- Link on college website homepage
- e-mails and direct mailings through college
- WheelsBus.com slider and dedicated page
- Hire intern to produce engaging social media and interface with Las Positas College students



- Promote phone app
- Daily social media engagement w/contests aimed at college students. -
- Open line of communication w/social media (respond to good and bad)
- Ads on campus (bathrooms, billboards, info kiosks, etc.)
- Ongoing collaboration with student government and student clubs
- E-blasts to students
- Earned and paid media with school newspaper
- Regular table in quad/school events w/swag & incentives
- Editorials/testimonials in the school newspaper and social media
- Rapid shelter with amenities, including a kiosk for info
- Flyers on windshields and around campus
- Intern for social media and promotion on campus



*Timing*

- Orientation materials created/delivered in June/July
- Easy Pass info on Wheels website and LPC website in June.
- Begin promotion of Phone App in October
- Hire intern in August
- E-blasts to students beginning in July
- Ads on campus and tabling in quad throughout the academic year

*Budget*

Foregone fare revenue	\$60,000
Student orientation materials	\$10,000
Intern (tabling, social media, clubs, individual marketing)	\$15,000
Swag	\$7,500
Advertising (school radio/newspaper)	<u>\$11,000</u>
Total:	\$103,500

**TARGETED RIDERSHIP  
580X**

*Objectives:* New to the Wheels fixed route system is the 580X, an express service from downtown Livermore to the Dublin/Pleasanton BART station utilizing the I-580 Express Lanes and only 1 in-route stop for speedy access to BART without the driving and parking hassles. More than 1,900 households are found within a 5-minute walk to this express route. Additionally, 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 a high level of convenience via the Rapid routes.



*Target Market*

Residents living within ¼ mile of route stops (short walk)  
BART Commuters



*Goal*

Build ridership to 15 trips per hour, or 35,000 trips per year.

*Strategy*

- Create a culture of 580X being reliable, comfortable, fast, and convenient.
- 95% on-time departure
- New buses with commuter seating, Wi-Fi, on-board charging station for electronics, and attractive paint scheme.
- Utilization of Express Lanes on I-580
- Drop off customers at the entrance to BART station

*Tactics*

- Direct mailing (2x)
- Door hangers
- Earned media
- Mass marketing on radio and newspaper
- Attractive website slider/page
- Rebranding of the bus wrap
- Farmers market and other events



*Timing*

- On-call graphics contract to create Door hangers in June
- Delivery of new buses for 580X in July
- Placement of door hangers in August
- Implementation of service in August
- Mass marketing on radio and in newspaper throughout year
- Earned media in September and March
- Direct mailings in October and February

*Budget*

Door Hangers	\$5,000
Direct Mailings	\$7,500
Mass Marketing/Targeted Digital Ads	<u>\$20,000</u>
Total:	\$32,500

Marketing costs for 580X to be funded through a TPI grant by MTC.

## TARGETED RIDERSHIP WHEELS ON DEMAND

### *Objective*

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 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.

### *Target Market*

Two different service areas are proposed, one in East Dublin, the other in central/West Dublin.

### *Goal*

100% increase in the number of rides offered currently on Route 2 to the BART Station at 40% or less the cost, and 100% increase in the number of rides offered currently on Route 3 north of Dublin Blvd at 50% or less the cost. If goal achieved, ridership would be 25,000 in first year.

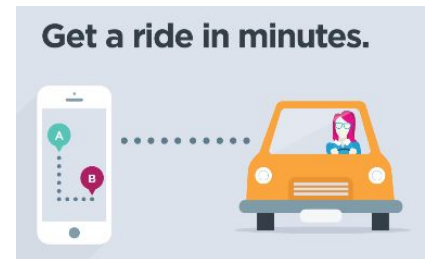
### *Strategies*

- Develop long-term funding opportunities for the Wheels On Demand
- Brand and market service to be real-time, cost effective, and convenient

### *Tactics*

- Direct mailings (1x)
- Marketing through phone app of Uber/Lyft/taxicab
- Earned media
- Mass Marketing via radio/Pandora
- Digital ads targeted to demonstration project areas
- Nextdoor

LAVTA FY17 Marketing Plan



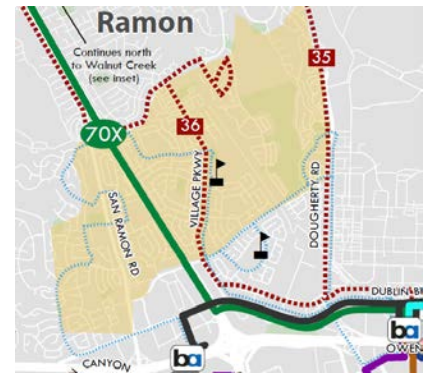
- Dublin Chamber Chamber e-news and employer e-blasts
- Attractive website slider/page

*Timing*

- Website slider/page in July
- Earned media in September and February
- Direct mailing in October
- Mass Marketing and Social Media Ads throughout year
- Nextdoor/ Peach Jar/Employer e-blasts throughout year

*Budget*

Direct Mailings	\$15,000
Mass Marketing	\$5,000
Targeted Digital Ads	<u>\$5,000</u>
Total:	\$25,000



**TARGETED RIDERSHIP  
HIGH SCHOOL AND TRAVEL TRAINING AMBASSADORS**

*Objectives*

Continue to build ridership on the Wheels bus system through direct marketing by high school students and travel training ambassadors.

*Target Market*

High school students and those who would ride the Wheels route system with guided assistance.

*Goal*

Increase the number of high school students riding the Wheels bus system by 25 students and increase the number of residents who need guidance to begin riding the route system by 25. Anticipated annual ridership increase is 7,500 for these two groups on new riders.

*Strategy*

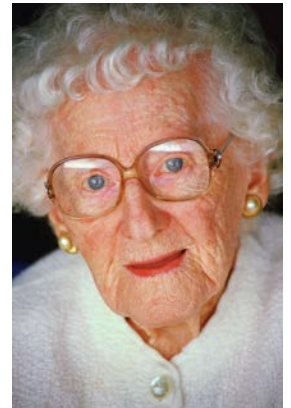
Ongoing marketing/community outreach programs continuing at LAVTA include the High School Ambassador Program and the Travel Training Program for residents in need of assistance in learning to use the fixed route system for the first time.





*Tactics*

- High School Tactics:
- Train Travel Ambassadors each year.
- Correspond weekly with high school ambassadors via e-mail
- 1-year ambassadors: 2 per high school, or 10 total
- Advertised for ambassadors and about ambassadors on Peach Jar and school website/newspaper.
- Earned media



*Other Travel Training Tactics*

- Annual training recruitment of Travel Training Ambassadors
- Senior centers advertise training
- Senior center small group training.
- Earned media

*Budget:*

High School Ambassador Program	\$1,000
Try Transit Program Mass Marketing	<u>\$3,500</u>
Total:	\$4,500

## Community Outreach

*Objective and Goals:* Wheels has selected public outreach events during FY2016/17 to promote goodwill for the agency and to provide an opportunity to engage with the public in general about the Wheels bus system.

*Strategies, Tactics, and Timing*

- Alameda County Fair/4<sup>th</sup> of July
- Livermore 4<sup>th</sup> of July
- Pleasanton Street Party
- Livermore and Pleasanton Holiday Parades
- Dublin St Patrick’s Day Parade & Festival
- Bike to Work Day
- Livermore Rodeo Parade



*Budget*

Event Swag	\$2,500
New Table Booth	\$2,000
Mass Marketing	<u>\$2,500</u>
Total:	\$7,500

**AGENDA**

**ITEM 6**



STAFF REPORT

SUBJECT: Election of LAVTA Chair and Vice Chair

FROM: Michael Tree, Executive Director

DATE: June 6, 2016

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**Action Required**

Elect a new Chair and Vice Chair of the LAVTA Board of Directors for FY17. Per the Bylaws, the Chair should represent Livermore and the Vice Chair should represent Pleasanton.

**Background**

Sections 4.03 and 4.04 of LAVTA Bylaws read as follows:

- 4.03** Term of Office. The Chair and Vice Chair shall serve one (1) year terms of office commencing on July 1 of each year. There shall be no limit on the number of terms that a Director may serve as Chair or Vice Chair. The Chair shall rotate among the four Members on an annual basis with a Pleasanton, County, Dublin, and Livermore sequence.
- 4.04** Qualifications. In casting votes for Chair and Vice Chair, members of the Board may consider the candidate's leadership qualities, ability to conduct meetings of the Board expeditiously and fairly, and willingness to represent and implement positions adopted by the Board when such positions are at variance with his/her political views, as well as any other factors deemed pertinent.
- 4.05** Nomination and Election of Officers Nomination and election of officers shall be carried out in such a manner and schedule as determined by the Board of Directors.

**Next Steps**

Per the Board's policy, the chairs of LAVTA's two standing committees are represented by the two jurisdictions not represented in the Board Chair and Vice Chair positions. Therefore, Dublin and the County should be the FY16 chairs of the two committees. The Finance and Administration Committee's Chair is currently a Pleasanton member, and with Pleasanton rotating into the Vice Chair position, this Committee Chair position will be vacant and could be filled by a Dublin member. The Projects and Services Committee is currently chaired by the County member, and the County could continue to chair this Committee.

If you wish to switch committees, please let the new Chair or me know, otherwise we will assume you wish to retain your current committee assignment.

Based on all of your input, staff will work with the new Chair to prepare a Resolution for the July Board meeting reflecting the new Committee assignments for FY17.

**Recommendation**

Nominate and elect a LAVTA Board Chair and Vice Chair for FY17 in accordance with the agency's bylaws.

*Submitted by:* \_\_\_\_\_

**AGENDA**

**ITEM 7**



**STAFF REPORT**

SUBJECT: LAVTA's Operating & Capital Budget for FY 2017

FROM: Tamara Edwards, Finance and Grants Manager

DATE: June 6, 2016

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**Discussion**

Attached for your review is the draft LAVTA Operating Budget for FY 2017 (July 1, 2016 through June 30, 2017). The operating budget includes revenues and expenses required to operate fixed route and Dial-a-Ride bus services. The total operating budget of \$17,323,890 reflects an overall increase of 5.74% from the FY 2016 budget. A large portion of this increase is attributable to the increase in paratransit. The FY17 paratransit budget increases 34.42% over the amount budgeted for FY16. Additionally the FY2017 Capital Budget has been enclosed for your review.

Planning for the FY 2017 budget again utilized a system wide approach to clearly align the budget with the mission, vision and goals established in the Strategic Plan.

**Operating Budget Provisions**

The largest budget line items for LAVTA are purchased transportation and fuel. This year's budget reflects the contracted increase for both Fixed Route and Paratransit, and the expected increase in paratransit trips. In FY16 LAVTA budgeted \$3.00 per gallon for fuel, however the average price per gallon that LAVTA paid in FY 16 (to date- 5/19/16) is \$1.52. Therefore, the amount budgeted for fuel for FY17 is the less than the amount budgeted in FY16 and is budgeted at \$2.35 per gallon.

The largest change between the revenues for FY 2016 and FY 2017 is the reinstatement of RM2 funds for the Rapid. The budget does not reflect any grant awards not currently in hand. The reason behind this involves the timing of grant applications and awards. Many awards will be announced after the beginning of the fiscal year, rather than budget based on an assumption of receiving the awards and then backfilling if awards are not received, LAVTA budgets based on what is in hand and then adds additional funds to our reserve account at the end of the year from the grants received. Once grants have been applied for and received staff will update the Board in regard to the additional revenues.

**Recommendation**

The Finance and Administration Committee recommends approval of LAVTA's FY 2017 Operating and Capital budget.

Attachments:

1. Operating and Capital Budget FY 2017

2. Resolution 18-2016 Operating and Capital Budget FY2017

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

# Operating & Capital Budget

## Fiscal Year 2017



**Livermore Amador Valley Transit Authority**

[www.wheelsbus.com](http://www.wheelsbus.com)

1362 Rutan Court, Suite 100  
Livermore, CA 94551

Office: 925.455.7555

Fax: 925.443.1375





**WHEELS**  
**Livermore Amador Valley Transit Authority**  
**Fiscal Year 2017**  
**Budget Message**

**Summary Outlook for FY17**

LAVTA's FY17 Budget is \$17,323,890 which is 5.74% higher than FY16. The draft budget assumes LAVTA will provide 139,313 fixed route service hours and 58,848 paratransit trips. For the seventh consecutive year, no fare increases are proposed. The Budget for FY17 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

FY17's major highlight will be the implementation of the bus system improvements from the Comprehensive Operational Analysis, which will result in performance base changes to the fixed route system, including a crucial need to improve the Rapid. Additionally, the agency will be conducting its first Long Range Transit Plan that will provide a multi-phase performance based blueprint of improvements for the next 30 years of fixed route service. The implementation of both these plans, in addition to the near-future fare study and innovative FY17 Marketing Plan, will allow the agency to provide a greater quality of service and compete more effectively for discretionary funding in future years.

Medical Transportation Management continues to improve the agency's brokerage paratransit services and continues to deliver a high level of on-time performance and overall service. Due to sharp increases in the number of paratransit trips, staff is focusing with MTM on improving trip negotiation, trip optimization, and ensuring eligibility requirements are respected.

LAVTA's capital program will have multiple areas of focus. First, LAVTA has made a 20-bus replacement order that it will take delivery in early FY17. Second, the agency will award a contract to a bus manufacturer for the purchase and replacement of 20 additional buses for FY18. Finally, the Historic Depot will be relocated to the Livermore Transit Center, the Rutan facility and the Livermore Transit Center will receive parking lot improvements, and the agency's bus shelters will receive significant improvements in FY17.

As the transit agency enters into FY17, its activities will occur against the backdrop of an economy continuing to gain momentum after the Great Recession. FAST ACT, the recently approved federal transportation bill, provides relatively flat, but stable funding for the next six years. State funding for transportation also remains relatively flat and somewhat volatile. However, at the local level the region's Metropolitan Planning Organization has restored Regional Measure 2 funding for Route 30 (The Rapid), derived from bridge toll fees, and will watch the performance of the route for future compliance with performance requirements. This is a sign of the times in which public transit must focus on improved performance or anticipate a reduction in funding.

## **FY16 Perspective**

Before discussing FY17, it is useful to briefly recap this last year. LAVTA's FY16 Budget was \$16,383,345 million, which was 1.27% higher than FY15. For the sixth consecutive year, no fare increases were implemented. LAVTA was also able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

FY16's major service highlight was the Comprehensive Operational Analysis. Prior to developing 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 more frequent service, later service, and better connections to BART were some of the improvements desired most by riders and non-riders.

Initially, three scenarios were developed to illustrate how Wheels fixed-route service could operate in the future. After significant public comment, a preferred alternative was created that had four themes: (1) improve ridership and farebox recover ratio of the Rapid; (2) improve access to BART; (3) reduce duplication of service; and (4) simply the service. After public comment and a public hearing on May 2, 2016, the LAVTA Board approved the majority of system changes in the preferred alternative, with final approvals expected on June 6, 2016. The preferred alternative is expected to increase ridership on Wheels between 5% and 10% over the first 18 months, with additional ridership gains being achieved through a focused marketing program.

The capital program had two areas of focus. First, LAVTA, through MTC and with the cooperation of other small operators in this area, implemented Clipper in the Wheels system. Equipment was installed at our facilities bases and on our buses. Second, LAVTA ordered twenty electric-hybrid buses scheduled to be received in 2017.

FY16 saw a continuation of the slow economic recovery. A multi-year federal transportation authorization bill known as FAST ACT was approved, providing a continuation of critical federal funds at a consistent level for the next six years. State and regional funding remained relatively flat overall.

## **Accomplishments in FY16**

While the previous section summarizes the financial situation last year, this section describes the work accomplished in FY16. In addition to the on-going workload of the agency, staff was busy this year on the following issues and projects.

### **Policy Related Matters**

- Adopted 2016 Legislative Program and commented/participated in key legislation, including FAST ACT at the federal level, and axle weight limitations at the state level.

- Participated in Stand Up 4 Transportation Event

- Initiated the first two meetings of the Altamont Regional Rail Working Group

- 10-year Short Range Transit Plan Approved

### Fixed Route Service

- For the first time in 4 years ridership on fixed routes is expected to increase in FY16
- Completed Comprehensive Operational Analysis and approved changes
- Completed the service change process and implemented changes in August 2015
- Completed the annual survey to assess customer satisfaction of fixed route services
- Negotiated revised rates for FY16 with MV Transportation
- Continued service to the Livermore July 4 fireworks event
- Provided expanded service to Livermore's ESS program
- Continued service to Pleasanton and Dublin summer school
- Extended Route 8 service during the Alameda County Fair

### Paratransit Service

- Completed the annual survey to assess customer satisfaction of paratransit services
- Completed second full year with new contractor, MTM
- Significant ridership increases of 20% initiated work with MTM on trip negotiation, optimizing of trips, and eligibility interviews.

### Capital Projects

- Rehabilitated Rapid bus stops (replacement of glass and other repairs)
- Implemented Clipper on Wheels bus system
- Continued work with Livermore staff to relocate the historic train depot
- Installed Viewpoint Software for improved management of bus system
- In coordination with City of Livermore, reconstructed bus pull out at the Bankhead
- Replaced kiosks at Livermore Transit Center
- Purchased 20 hybrid diesel-electric replacement buses
- Onboard info stations installed on buses
- In coordination with the City of Livermore and Dublin, repaired queue jumps
- Completed security camera project at Atlantis, Rutan Facility and Livermore TC

### Marketing

- Developed and implemented marketing plan for FY16
- Redesigned Wheels website and improved social media reach
- Wheels installed on Google Transit Trip Planner
- Installed art shelter at Westgate, Lawrence Livermore Lab
- Completed the Try Transit campaign for middle and high school riders
- High School Ambassador Program initiated, with 50 students being mentored
- Continued marketing efforts to promote the Rapid and Wheels fixed route service

### Audits/Reviews

- Completed the FY14 Financial Audit (CAFR)
- Completed the TDA Triennial Review

### Financial Management

- Continued quarterly budget and grants status reports to the Board
- Received GFOA's Award of Excellence for Financial Reporting for FY15 CAFR
- Leased portion of Atlantis to Google for bus storage

## Procurement

Procured contracts for website redesign, rebranding study, on-call graphics consulting, design and printing of timetables, on-call zero emissions consultant, Atlantis vault construction, parking lot rehab, etc.  
Continued procurement process with Gillig for 2017 bus purchases

## Regional Projects

Implemented Clipper on Wheels bus system  
Participated with ACTC on Park and Ride Study and County Transit Study.  
Participated with MTC in Plan Bay Area Update  
Participated in development of City of Livermore's Neighborhood Specific Plan  
Continued participation in APTA, CTA, and CalACT to promote and protect transit

## Personnel

Hired new Grants & Project Management Specialist  
Hired a new administrative assistant  
Continued to improve agency management practices

## **Major Features of FY17's Operating Revenues**

Looking forward to next year's budget, this section outlines what staff sees forthcoming on the revenue side. LAVTA's primary revenue source is TDA, which is projected by Alameda County's forecasters to increase slightly.

Another critical revenue source is STA funding. Based on State estimates that STA funds will decline this year, MTC is carrying this projection forward to agencies like LAVTA. The volatile nature of diesel fuel sales and prices underscore that LAVTA has been wise in how we budget our STA revenues. In the past few years, our strategy was to place all STA expected upcoming year's revenues into reserves and base the budget on the previous year's actuals. This strategy has proven to be successful, removing significant risk from our Budget. In FY17, staff recommends that we continue this strategy by placing expected FY16 STA revenues in reserves and spending the FY16 revenues which were distributed to us.

## **Major Features of FY17's Operating Expenditures**

The expenditure budget for FY17 is \$17,323,890, which is \$940,545 more than the budget for FY16. The escalators in the fixed route contract with MV Transportation (2.65%), the increase in paratransit trip costs from \$32.51 to \$33.16, and the high increase in paratransit trips account for the larger chunks of the budget increase. Similar to the revenue side, LAVTA's expenditure side is also driven by a handful of sources. For example, the O&M contracts, diesel fuel, taxes, utilities, and insurance make up about 80% of LAVTA's expenditures. Major issues regarding expenditures are described below.

O&M Services: FY17 marks the second year of potential extensions that are found in the multi-year contract for fixed route O&M services to MV Transportation, and the third year for paratransit services to MTM. Per the contract bids submitted, the MV costs will

escalate 2.65% next year and MTM per trip costs will escalate 2%, additionally the number of paratransit trips are expected to increase.

Fuel Prices: For FY17, fuel is assumed to be \$2.35 per gallon, which is less than what was assumed last year (last year's assumptions were significantly higher than experienced). Total fuel costs and taxes on fuel are approximately \$1.38 million, or about 8% of total spending.

Personnel Costs: The FY17 budget assumes no changes to the 15 FTEs currently on the staff. As in prior years, LAVTA's directors will continue to implement merit-based increases based on staff's performance evaluations.

Administrative Costs: Staff is proposing a FY17 Budget that keeps most budgeted line items, which staff has some control over, similar to the amounts in the FY16 Budget.

### **Major Features of the Capital Budget**

The Capital Budget is expected to increase by \$1.8 million over last year. Last year, two themes dominated the Capital Budget and these will continue through FY17. They are (1) a continued emphasis on a State of Good Repair (SGR), and (2) the preparation to replace buses in the fleet.

### **Strategic Plan Guidance and Projects for FY17**

The Wheels Strategic Plan establishes an overall vision and mission for Wheels and contains a series of goals and strategies to guide the future development of services and projects. Here's the goals and strategies and projects for FY17:

#### ***Goal: Service Development***

Strategies:

- (1) Provide routes/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:

- (1) Implement changes to Wheels bus system from planning efforts
- (2) Complete the Long Range Transit Plan
- (3) Conduct Fare Analysis
- (4) Continue participation with Altamont Regional Rail Working Group
- (5) Continue support and input with studies ongoing in the region

***Goal: Marketing and Public Awareness***

Strategies:

- (1) Implement the FY17 Marketing Plan, which is innovative and substantially different from previous years.
- (2) Finish and implement Phase I of Wheels Rebranding project
- (3) Create Wheels ECO pass program for business in the Tri-Valley

Projects:

- (1) Marketing for launch of system improvements and products
- (2) Promotion of new brands (complete Phase I of rebranding plan)
- (3) New phone app
- (4) V2.0 of Wheels website
- (5) New design for timetables
- (6) SmartTrips Santa Rita
- (7) Promotion of Rapid service and Easy Pass at Las Positas College
- (8) Promotion of new 580X
- (9) Promotion of new Wheels on Demand
- (10) Continued efforts with High School and Travel Training Ambassadors
- (11) Continued community outreach with a limited number of community events

***Goal: Community and Economic Development***

Strategies:

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

Projects:

- (1) Las Positas College Easy Pass Program
- (2) Measure BB Student Transit Pass Program
- (3) Livermore Transit Center Historic Train Depot and future TOD Development

***Goal: Regional Leadership***

Strategies:

- (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

Projects:

- (1) Advocate for positions taken by LAVTA in FY17 Legislative Plan
- (2) Continue to support Altamont Regional Rail Working Group
- (3) Active Signalization and Queue Jump Installations on Dublin Blvd

### ***Goal: Organizational Effectiveness***

#### Strategies:

- (1) Promote system wide continuous quality improvement
- (2) Continue to expand the partnership with contract staff
- (3) HR development with focus on employee quality of life and strengthening of technical resources
- (4) Enhance and improve organizational structures, processes and procedures
- (5) Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions.

#### Projects:

- (1) Monitor the performance of Wheels bus system improvements
- (2) Create improved contract management process for fixed route operator, paratransit operator and bus stop repair and cleaning contractors.
- (3) Continue to emphasize and support training of employees to improve their technical expertise.

### ***Goal: Financial Management***

#### Strategies:

- (1) Develop budget in accordance with strategic plan
- (2) Explore and develop revenue generating opportunities
- (3) Maintain fiscally responsible long range capital and operating plans

#### Projects:

- (1) Approve FY17 budget with emphasis on growing ridership from bus system redesign
- (2) Achieve continuing recognition for financial management excellence
- (3) Develop path for long-term Easy Pass funding at Las Positas College, SmartTrips program, and Wheels On Demand

### **Summary**

To summarize, this FY17 Budget supports 139,313 hours of fixed route service and 58,848 paratransit trips for next year. The Budget assumes that fares are not raised.

At the end of FY17, the forecast is to have \$13.9 million in reserves. Two components make up the reserve – an operating reserve and a bus replacement reserve. The operating reserve is \$9.9 million, representing 7 months of operating expenses. In January 2009, the Board adopted a policy to gradually build up reserves, targeting a range of 3 to 6 months of operating expenses, and attaining this goal by the end of FY12. The FY12 Budget achieved that goal and the Budgets since then continue to maintain it.

The bus replacement reserve is \$4 million. As stated earlier, this represents funds set aside for the eventual replacement of buses that will occur in 2018-19. As in prior years' budgets, LAVTA has placed all of its future estimated STA funds (\$900 thousand) into reserves, in order to reduce volatility and uncertainty and to ensure that the level of services and fares can be confidently maintained.

## **OPERATING REVENUES**

LAVTA services are supported by two primary types of operating revenues:

- Revenues generated by the agency either through the provision of transit service (farebox and contract fares) or through supplementary activities such as advertising and ticket concessions.
- Federal, State and Local transportation funding assistance programs including Transportation Development Act (TDA), State Transit Assistance (STA), Federal Transit Administration grants, Bridge Toll Revenues (RM2), Motor Vehicle Registration Surcharge (TFCA), and Measure B/BB sales tax revenue.

A brief description of each budget line item follows:

### **Passenger Fares**

Revenues derived from the farebox are forecast to be slightly lower for fixed route based on route changes and a free pass being offered to Las Positas College students. Paratransit fares are budgeted to increase based on an increase in demand for rides.

Revenue is also generated from an agreement with Hacienda Business Park This revenue is expected to increase as service hours to the Park are increasing.

### **Contract Services**

LAVTA receives revenues from the San Joaquin Regional Rail Commission (SJRRRC) to subsidize the ACE shuttle service (ACE passengers then ride free). Revenue from an agreement with BART to supply paratransit services to the BART station for connections with East Bay Paratransit are also included.

### **Concessions, Advertising, Interest and T-Mobile and Google Agreements**

LAVTA contracts with Lamar Outdoor Advertising for use of exterior bus advertising space. This year the contract will generate a minimum annual fee of \$95,000. LAVTA will receive approximately \$18,000 from an agreement with ACE to sell train tickets at the transit center and LAVTA will receive a small amount of revenue from the sales of BART tickets at both our front desk and the transit center. Interest is generated on unspent revenue in our LAIF account. The agreement with T-Mobile for the lease of space for a cell tower is for an annual fee of \$26,000, while the agreement with Google to park at the Atlantis Facility is expected to generate \$24,000.

### **Transportation Development Act Funds (TDA)**

These funds are derived from a ¼ cent sales tax and distributed by the Metropolitan Transportation Commission (MTC) to Alameda County and all of its incorporated cities.

LAVTA is eligible for two different programs within this funding source:

TDA 4.0 which provides general transit assistance and can be used for capital and operating expenses for both fixed route and paratransit and TDA 4.5 which is exclusively for



paratransit services.

The total amount requested in TDA 4.0 funds for FY2017 is \$9,325,974 additionally the amount requested in TDA 4.5 funds is \$123,457.

LAVTA also receives a portion of BART's TDA 4.0 apportionment to help support feeder service to the Dublin/Pleasanton station. These funds help subsidize routes that run between Livermore and the BART stations. This year LAVTA will receive \$84,324 from this source.

### **State Transit Assistance Funds (STA)**

STA is distributed to jurisdictions for fixed route service in two ways – as a revenue-based and a population-based subsidy for transit capital and operating needs.

The amount of population based STA requested by LAVTA for 2017 is \$700,785, and LAVTA has requested revenue based STA funding of \$198,153.

Additional STA comes to LAVTA in the form of a paratransit allocation and as part of the feeder bus agreement with BART. LAVTA's apportionment of STA paratransit for FY 17 is \$49,787, and through BART LAVTA will receive \$654,479.

### **Regional Measure 2 (RM2)**

Regional Measure 2 increased the toll on Bay Area bridges by \$1. Funds from this increase were designated to fund projects to improve transit in the Bay Area. LAVTA has received \$580,836 in RM2 funding for the Rapid service.

### **Federal Transit Administration (FTA) Section 5307**

FTA Section 5307 funds are distributed by MTC to transit operators in the region. These funds are available to LAVTA to fund bus replacement projects, and ADA paratransit. A provision of FTA legislation allows regional capital funds to be used for ADA paratransit operating purposes. This year's allocation for LAVTA is estimated at \$341,367.

Additionally, the Transit Capital Priorities (TCP) policy of MTC allows bus operators who defer bus purchases to use a portion of the funds from the deferral for other FTA eligible projects. As LAVTA is decreasing the size of the fleet, FTA funds have been made available for preventative maintenance, and LAVTA will receive \$424,167 in FY17. These funds are budgeted on a fiscal year lag to account for the difference between the state and federal fiscal year's and the grant processing cycle time.

### **Other FTA Programs**

Through both MTC and Caltrans LAVTA is receiving funds in FY17 from other FTA programs. These funds for FY17 amount to \$123,468 and will be used to fund a portion of route 14, routes that serve "rural areas" (as identified by the FTA), and LAVTA's parataxi program.

### **Measure B**

Voters in Alameda County re-authorized a one-half cent sales tax dedicated to funding transportation projects. This measure was originally passed in 1992. A portion of the revenues from this measure are dedicated to supporting paratransit services throughout the

County. Funds are distributed to eligible recipients based on a population formula that includes the number of elderly and disabled persons in the jurisdiction, as well as the number of low income persons. This year LAVTA's Measure B allocation for paratransit is \$167,445. Another portion of these revenues helps support fixed route service; LAVTA is expected to receive \$884,690 in fixed route revenues for FY 2017.

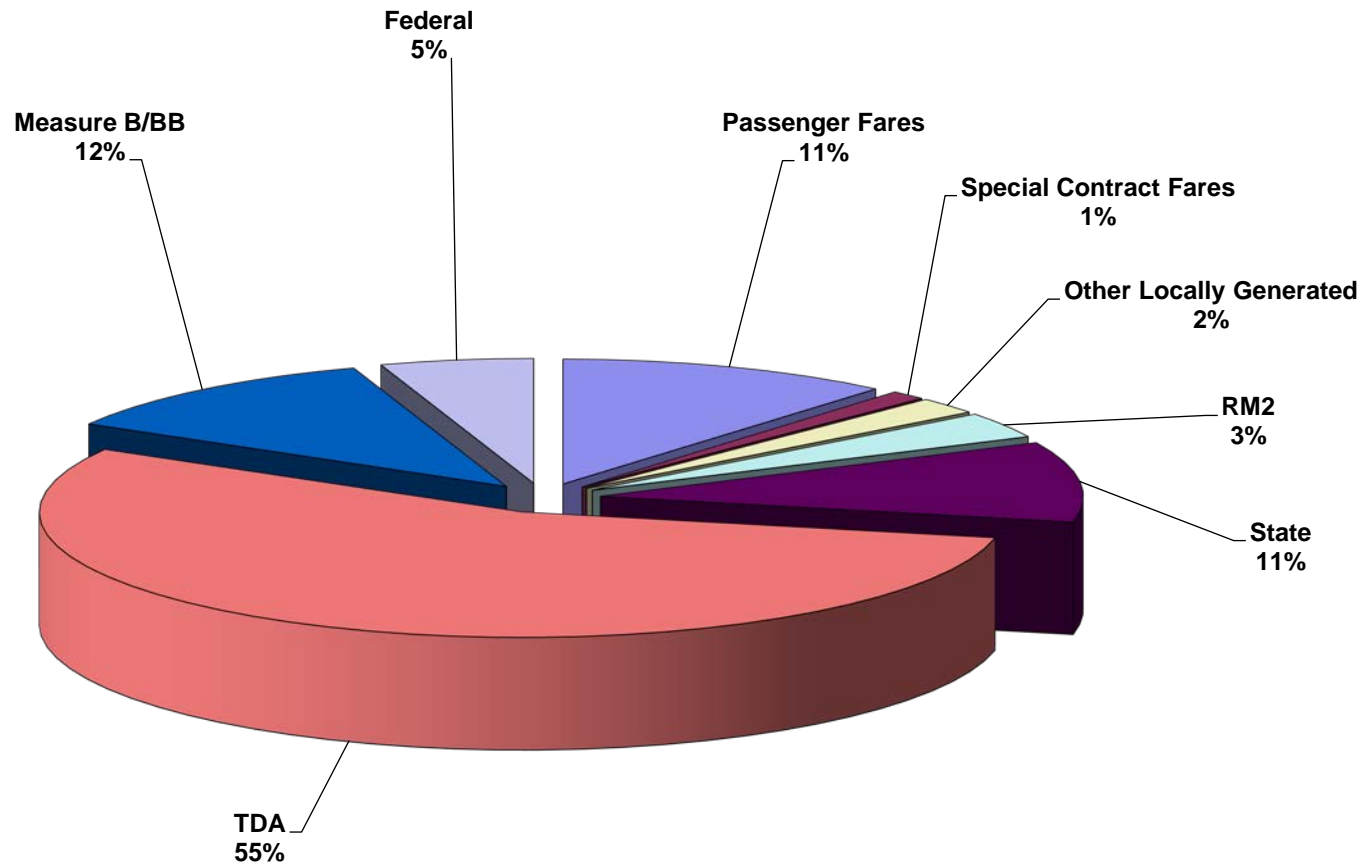
**Measure BB**

Additionally, voters in Alameda County voted for an addition sales tax increase for transit projects. This measure BB is anticipated to provide an additional \$660,528 in funds for Fixed Route service and \$283,285 for Paratransit service.

**LAVTA  
FY2017 BUDGET  
OPERATING REVENUES**

		FIXED ROUTE FUND	PARATRANS. FUND	TOTAL FY2017	BUDGET FY2016	% CHANGE
401	Passenger Fares:	\$1,548,670	\$205,968	\$1,754,638	\$1,758,944	0%
402	Business Park Revenue	\$191,030		\$191,030	\$141,504	35%
402	05 Special Contract Fares:					
	ACE Shuttles	\$171,286		\$171,286	\$195,001	-12%
	BART		\$37,000	\$37,000	\$33,600	10%
406	01 Concessions	\$44,135		\$44,135	\$38,500	15%
406	03 Advertising	\$95,000		\$95,000	\$115,000	-17%
407	04 Interest	\$4,500		\$4,500	\$2,000	125%
407	03 Google Lease	\$24,000		\$24,000	\$0	100%
407	99 Clipper Fees	\$67,733	\$0	\$67,733	\$0	100%
409	Transit Development Act (TDA)					
	91 Article 4.0	\$8,113,227	\$1,212,747	\$9,325,975	\$9,476,889	-2%
	92 Article 4.5		\$123,457	\$123,457	\$129,379	-5%
	95 BART 4.0	\$84,324		\$84,324	\$85,033	-1%
	96 RM2	\$580,836		\$580,836	\$0	100%
	01 TFCA BRT	\$137,500		\$137,500	\$126,250	0%
411	State Transit Assistance (STA)					
	01 Operating-Population Based	\$700,785		\$700,785	\$884,220	-21%
	01 Operating-Revenue Based	\$198,153		\$198,153	\$199,577	-1%
	01 Regional Paratransit	\$0	\$49,787	\$49,787	\$49,123	1%
	01 STA Route 14	\$194,324		\$194,324	\$194,324	100%
	05 Regional BART	\$654,479		\$654,479	\$537,422	22%
413	Federal Transit Administration					
	Section 5303	\$0		\$0	\$0	0%
	Section 5307	\$424,167	\$341,367	\$765,534	\$340,965	125%
	Sectin 5311	\$38,951		\$38,951	\$43,683	-100%
	JARC Grant (Route 14)	\$64,517		\$64,517	\$64,517	100%
	FTA 5310		\$10,000	\$10,000	\$0	0%
	FTA 5317		\$10,000	\$10,000	\$10,000	0%
464	01 Measure B and BB	\$1,545,218	\$450,730	\$1,995,948	\$1,957,416	2%
<b>TOTAL REVENUE</b>		<b>\$14,882,834</b>	<b>\$2,441,056</b>	<b>\$17,323,890</b>	<b>\$16,383,346</b>	<b>5.74%</b>

# OPERATING REVENUE FY2017



## **OPERATING EXPENDITURES**

### **Salaries and Wages**

This category includes salaries for all staff members, including 7.5% towards PERS 457 Retirement Plan (for Executive Director only). In addition employee salary increases are included in this line item however increases for employees are based on performance/merit only.

### **Personnel Benefits**

This category includes contributions to California Public Employees Retirement System (CalPERS), premiums for Medical, Dental, Vision, Disability and Life Insurance programs, Workers Compensation Insurance, Unemployment expense and Automobile Allowance (for the Executive Director only). Also included is the health annuity for retirees, and the amount necessary to prefund LAVTA's annual OPEB obligation.

### **Professional Services**

Compensation for Board Members per Bylaws of LAVTA for attendance at meetings of the Board of Directors, Committees of the Board of Directors and other LAVTA business is included here. Additionally, on an on-going basis LAVTA contracts out for a variety of professional services including: legal counsel, lobbying, financial services (for the annual audit), and graphic design.

### **Non-Vehicle Maintenance**

This line item includes the expenses to cover the cost of hiring professional maintenance vendors to assist in the cleaning of the Maintenance, Operations and Administration building (MOA), Transit Center facility and grounds, and cleaning of bus stops. In addition this line item includes the cost of preventative maintenance for the facilities, office equipment such as the accounting system, copy machines, and phones. Costs also include computer support, including the annual contracts for the AVL system and a map platform update, and the cost of the bus shelter maintenance program.

### **Communications**

Postage, Federal Express, and courier charges are in this category of expenses.

### **Fuel and Lubricants**

Costs for all diesel and unleaded gas for buses and vans are budgeted here. This line item is budgeted for FY 2017 at \$2.35 per gallon; fuel for non-revenue vehicles is budgeted at \$3.20 per gallon. This line item also contains a \$100,000 contingency to account for unstable and volatile gas prices.

### **Office/Operating Supplies**

This category includes copy machine paper, consumable office supplies, letterhead, envelopes and any other miscellaneous office supplies needed.

### **Printing**

The line item for printing covers the cost for printing public information materials, i.e. Wheels map and schedules, fare media, brochures and the production of exterior route and schedule displays are in this line item.

### **Utilities**

Utilities include expenses to cover electricity, gas, water, sewer, garbage, and telephone bills. .

### **Insurance**

This line item includes insurance on facility contents, employee dishonesty bonds, and property insurance on the MOA, Transit Center and Atlantis facilities. It also includes premiums for casualty, general liability and physical damage insurance, funds to cover the cost of claims under LAVTA's \$25,000 self-insured retention (SIR) for liability under the CalTIP program.

### **Taxes and Fees**

Fees for fuel taxes and underground storage tank fees are budgeted here.

### **Purchased Transportation Service**

Purchased transportation service is the largest of the budgeted line items. This line item includes the total operating costs and fixed monthly management fee based on the agreements between LAVTA and MV, and LAVTA and MTM, which includes all materials, supplies, lubricants, vehicle parts and labor for provision of operation and maintenance services. This line item is increased from last year's budget due to the increase in contract costs for fixed route services and vehicle maintenance with MV Transportation and an increase in contract costs, and usage for Paratransit services with MTM.

Additionally, expenses have been budgeted for the anticipated "WHEELS on Demand" service.

### **Miscellaneous**

This line item includes membership dues for the American Public Transit Association, California Transit Association, CalAct, and the Dublin, Pleasanton, and Livermore Chambers of Commerce. Also included are promotional items related to special events, and any miscellaneous items not included elsewhere are budgeted here.

### **Professional Development**

Professional development covers the expenses for transportation, meals, conference registration fees and lodging for attendance at transit conferences, training seminars, workshops and other required business meetings are included here. This category also includes expenses associated with job specific development classes.

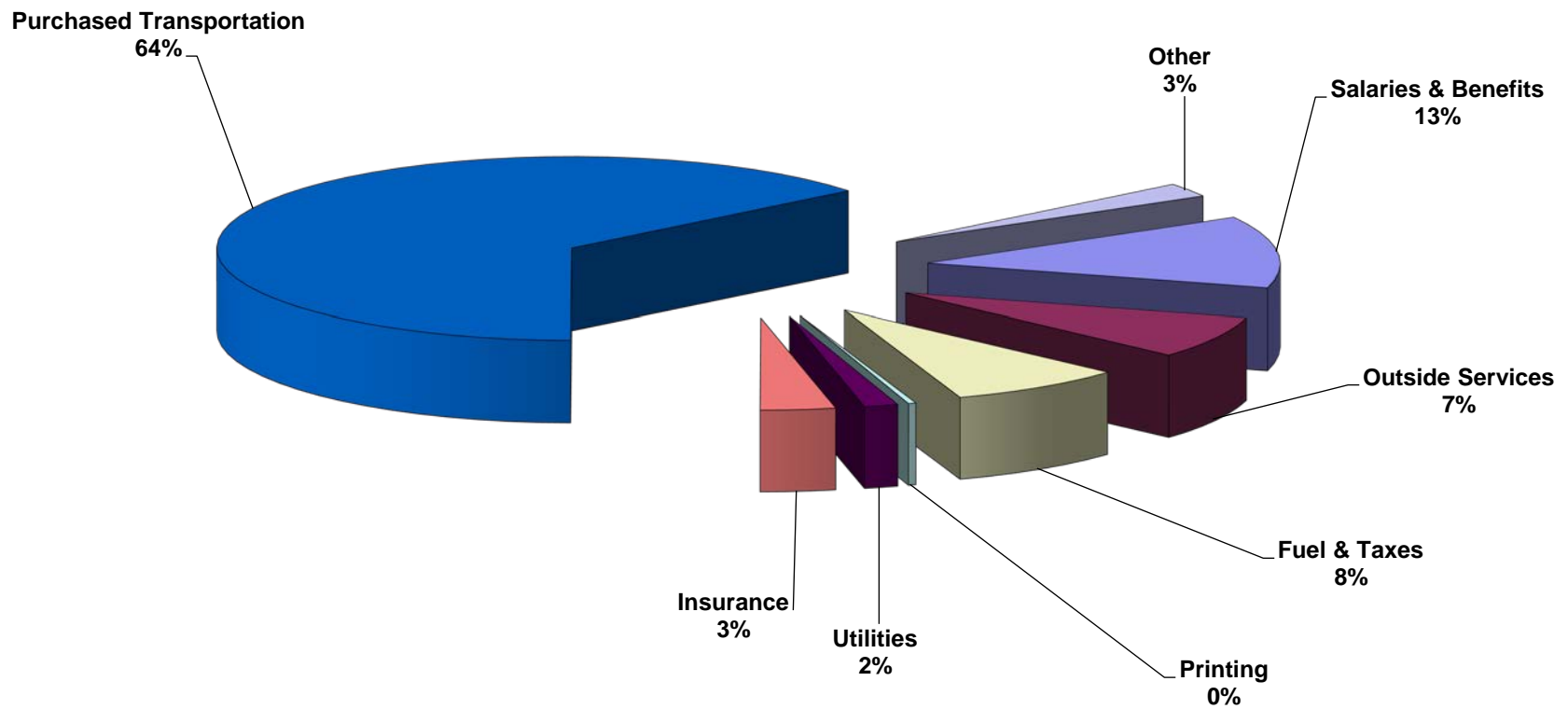
### **Advertising**

The advertising budget includes any advertising done for LAVTA including radio, newspaper, flyers etc.

**LAVTA  
FY2017 BUDGET  
OPERATING EXPENDITURES**

		<b>GENERAL FUND</b>	<b>PARATRANSIT FUND</b>	<b>TOTAL FY 17</b>	<b>BUDGET FY16</b>	<b>% CHANGE</b>
501 02	Salaries and Wages	\$1,249,982	\$131,074	\$1,381,056	\$1,293,880	7%
502 00	Personnel Benefits	\$764,529	\$50,818	\$815,347	\$686,556	19%
503 00	Professional Services	\$578,056	\$121,100	\$699,156	\$580,806	20%
503 05	Non-Vehicle Maintenance	\$568,927	\$5,101	\$574,029	\$489,090	17%
503 99	Communications	\$6,500	\$4,000	\$10,500	\$10,500	0%
504 01	Parts, Fuel and Lubricants	\$1,231,310	\$0	\$1,231,310	\$1,541,300	-20%
504 03	Non Contracted Vehicle Maintenance	\$15,000	\$0	\$15,000	\$2,500	500%
504 99	Office/Operating Supplies	\$49,530	\$970	\$50,500	\$46,000	10%
504 99	Printing	\$60,000	\$0	\$60,000	\$67,000	-10%
505 00	Utilities	\$263,293	\$3,608	\$266,900	\$264,300	1%
506 00	Insurance	\$580,890	\$10,046	\$590,936	\$536,162	10%
507 99	Taxes and Fees	\$152,000	\$0	\$152,000	\$152,000	0%
508 01	Purchased Transportation	\$9,018,334	\$2,102,600	\$11,120,934	\$10,464,276	6%
509 00	Miscellaneous	\$118,265	\$8,238	\$126,504	\$66,975	89%
509 02	Professional Development	\$36,218	\$3,500	\$39,718	\$49,000	-19%
509 08	Advertising	\$190,000	\$0	\$190,000	\$133,000	43%
<b>TOTAL TRANSIT OPERATIONS AND MAINTENANCE</b>		<b>\$14,882,835</b>	<b>\$2,441,056</b>	<b>\$17,323,890</b>	<b>\$16,383,345</b>	<b>5.7%</b>

# OPERATING EXPENDITURES FY 2017





## **CAPITAL IMPROVEMENT PROGRAM – FY 2017**

### **Facilities Rehab and Repair**

#### **Office and Facility Equipment**

This budget item will be used to upgrade and replace existing office and/or facility equipment as needed.

#### **Shop Repairs and Replacements**

The current MOA facility was built in 1991 and on-going repairs have been required in the past. Some of the equipment is now in need of total replacement, this line item reflects minor replacements, and larger repairs for FY17.

#### **IT Upgrades and replacement**

Some of LAVTA's computers and other IT equipment need to be replaced.

#### **Transit Center Upgrades and Improvements**

In addition to repairs on the current facility, the Historic Livermore Depot will be moved to the Transit Center and will require some upgrades to the current property.

#### **Security Upgrades**

The Livermore Police Department has suggested that the lighting at the Transit Center be increased. LAVTA is able to do this in FY17 thanks to a security grant from the California Office of Emergency Services. An additional security grant will be used to place lighting in some bus shelters.

#### **Bus Shelter and Stops**

Funds for this project will be used to rehabilitate or improve selected bus stop locations, and move bus stops to new locations as necessitated by the COA changes. Additionally, bus stop branding will need to be updated as the rebranding project commences.

#### **Board Room Upgrade**

LAVTA will be installing an audio and visual system in the Board room.

#### **Doolan Tower Upgrade**

The Doolan Tower houses LAVTA's radio equipment and is a key component of LAVTA's AVL system. The majority of the equipment has been in place for over a decade and some of it needs an upgrade to prevent future failure.

### **Vehicle Rehab and Repair and Replacement**

#### **Vehicle Repairs**

Funds associated with this project will be used for the replacement of engines and transmissions, and other major components that have reached the end of their useful lives.

#### **Vehicle Wrapping**

With the rebranding project, the LAVTA fleet will need to have their bus wraps upgraded to match the new design.

### **Bus Replacement**

LAVTA's largest fleet of busses is due for replacement. The replacement of these vehicles will begin in FY17 and continue into FY18. The majority of the funds for the replacements will come from FTA funding.

### **Farebox Upgrade**

With the new bus purchase LAVTA was forced to purchase a different, upgraded, farebox that is different than what is on the rest of the LAVTA fleet (the one on the current fleet is no longer available). Therefore, LAVTA will need to purchase matching farebox for the buses that are not being replaced with in the next two fiscal years. LAVTA staff was able to obtain an FTA grant to cover the majority of these costs.

### **WiFi**

LAVTA will be adding WiFi availability to buses within our fleet.

### **Non-Revenue Vehicles**

The non-revenue vehicles in the LAVTA fleet include road supervisor vehicles, shift change vehicles, shop and shelter trucks, and a few vehicles used by LAVTA staff. All of the vehicles within LAVTA's non-revenue fleet are past their useful lives. However, some are in good working order and do not need to be replaced in FY17. For FY 17 LAVTA will replace, three road supervisor vehicles, four shift trade vehicles, and two shop trucks. LAVTA will also purchase a trailer to be used with one of the trucks for transporting larger shelter parts. LAVTA was able to receive some federal (FTA) funding. The Transit Capital Priorities (TCP) policy of MTC allows bus operators who defer bus purchases to use a portion of the funds from the deferral for other FTA eligible projects. As LAVTA is decreasing the size of the fleet, FTA funds have been made available for these replacements.

## **Miscellaneous**

### **Transit Capital**

The funds associated with this line item will be used to cover miscellaneous projects that come up throughout the year.

### **TPI Projects**

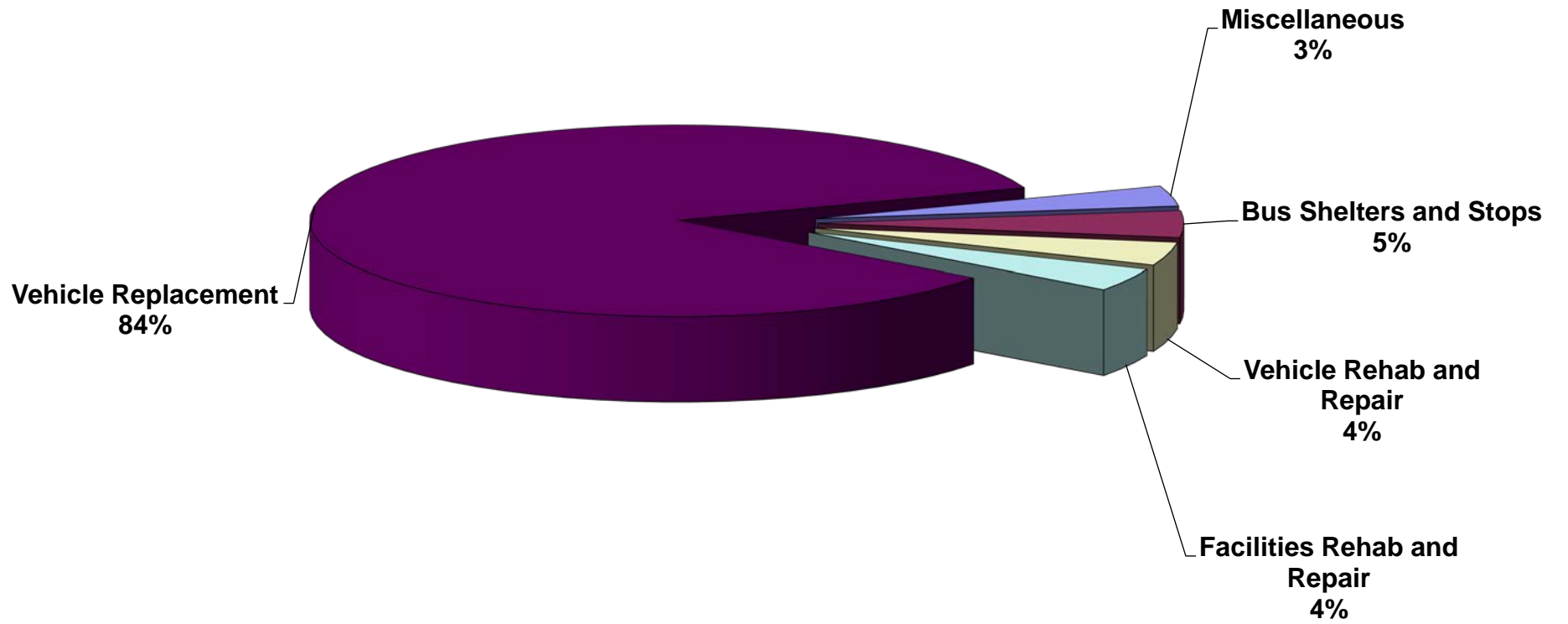
LAVTA is working with the City of Dublin on a project to add an adaptive signal control system to Dublin Blvd, this system will be owned and maintained by the City of Dublin upon completion. This project also includes adding three queue jumps to Dublin Blvd, and a Real Time passenger information app for LAVTA passengers.

**LAVTA  
FY2017 BUDGET  
PROJECT DETAIL**

**Capital Improvement Program**

<b>Project</b>	<b>FTA FUNDS</b>	<b>BRIDGE TOLLS</b>	<b>TDA Prior Years</b>	<b>TDA 4.0</b>	<b>Prop 1B</b>	<b>BUDGET FY17</b>
Bus Replacement	\$12,315,205	\$535,578	\$2,296,208	\$180,000	\$572,778	\$15,899,769
Transit Center Upgrades and Improvements			\$56,200		\$125,625	\$181,825
Bus Shelters, signs, and Stops			\$767,005		\$116,719	\$883,724
IT upgrades and replacement			\$15,500			\$15,500
Office and Facility Equipment			\$20,000		\$177,390	\$197,390
Transit Capital			\$100,000			\$100,000
Shop Repairs and Replacements			\$67,000		\$184,124	\$251,124
Board room upgrade			\$25,600			\$25,600
Doolan tower upgrade			\$10,000			\$10,000
TPI Projects	\$504,564		\$66,000			\$570,564
Rebranding bus wrap			\$95,000			\$95,000
Vehicle Repairs			\$120,000			\$120,000
WiFi			\$13,304		\$36,696	\$50,000
Farebox Upgrade	\$398,242		\$101,758			\$500,000
Non Revenue Vehicle replacement	\$367,200		\$144,800			\$512,000
Security upgrades					\$73,392	\$73,392
<b>TOTAL</b>	<b>\$13,585,211</b>	<b>\$535,578</b>	<b>\$3,898,375</b>	<b>\$180,000</b>	<b>\$1,286,724</b>	<b>\$19,485,888</b>

**CAPITAL PROGRAM  
FY 2017**



**LAVTA**  
**RESERVES ANALYSIS**

**OVERVIEW OF THE ALLOCATION PROCESS**

*TDA*

Under the State Transportation Development Act (TDA), the Metropolitan Transportation Commission (MTC) is designated as the body that distributes funds from the County Local Transportation Fund (LTF) to each transit operator in the county. Each year this distribution process begins in February when MTC passes a resolution approving each transit operator's apportionment of TDA funds for the upcoming fiscal year. This resolution defines LAVTA's share of the funds available in Alameda County. The funds are apportioned based on population. LAVTA's service area contains approximately 11% of the total population in the county.

Through its planning process LAVTA determines how much of this apportionment to request for the year, and submits a claim for these funds. MTC then passes a resolution allocating the requested funds.

The difference between the apportioned amount and the allocated amount is reserved for LAVTA's future use. This amount, called "prior year funds", "carryover" or "reserves", is also shown in the apportionment resolution. These funds are retained in accordance with the California Administrative Code, in the LTF at the County of Alameda based on terms and conditions determined by MTC.

**TDA RESERVES**

The following analysis calculates LAVTA's expected reserves at the end of FY2017 based on currently available information about FY 2016

<b>Projected Reserves at June 30, 2016</b>	<b>\$9,589,812</b> (Projected Carryover 2/24/16)
FY2017 Apportionment (estimated)	9,304,213 (FY17 revenue estimate 2/24/16)
<b>FY2017 TDA Funds Available for Allocation</b>	<b>\$18,894,025</b>

FY2017 Operating Request	9,325,974
FY2017 Capital Request	180,000
<b>FY2017 TDA Request for Allocation</b>	<b>\$9,545,974</b>

<b>Projected Reserves at June 30, 2017</b>	
Reserves at June 30, 2016	\$9,388,051
Expiring Capital Allocations @June 30, 2016	0
FY 2016 Unexpended Funds (Due to LTF)	746,336 (estimate)
FY 2015 Due to LTF	\$2,916,887

<b><u>TOTAL TDA RESERVES</u></b>	<b><u>\$13,050,274</u></b>
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*STA*

A second revenue source administered by MTC is State Transportation Assistance Funds, or STA. LAVTA receives apportionments of STA funds each year: Revenue based (calculated on LAVTA's locally generated revenue as a portion of the region's locally generated revenue) and Population based (based on LAVTA's share of population compared to other small and north county operators). As with TDA, LAVTA receives an estimated apportionment in February, requests an allocation, and the difference is maintained in the County Treasury, but administered by MTC, as reserves.

**STA RESERVES**

The following analysis calculates LAVTA's expected STA reserves at the end of FY2017 based on currently available information about FY 2016.

*Population Based*

<b>Reserves at June 30, 2016</b>	<b>\$700,785</b> (Projected Carryover 5/25/16)
FY2017 Apportionment	\$710,627 (FY14 revenue estimate 5/25/16)
<b>FY2017 Available STA Funds</b>	<b>\$1,411,412</b>

**FY2017 STA Request for Allocation**                      **\$700,785**

**Reserves at June 30, 2017**                                      **\$710,785**

*Revenue Based*

<b>Reserves at June 30, 2016</b>	<b>\$198,453</b> (Projected Carryover 5/25/2016)
FY2017 Apportionment	218,656 (FY16 revenue estimate 5/25/2016)
<b>FY2016 Available STA Funds</b>	<b>\$417,109</b>

**FY2016 STA Request for Allocation**                      **\$198,453**

**Reserves at June 30, 2017**                                      **\$218,656**

**TOTAL STA RESERVES**    **\$929,441**

**TOTAL TDA and STA RESERVES**                                      **\$13,979,715**

**RESOLUTION NO. 18-2016**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING  
AND CAPITAL BUDGET FOR FISCAL YEAR 2017**

**WHEREAS** the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of June 6, 2016 reviewed the Operating and Capital Budget for Fiscal Year 2017 for this Authority.

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the Board of Directors that the Operating and Capital Budget for the Livermore Amador Valley Transit Authority for Fiscal Year 2017, attached hereto and incorporated herein as Attachment 1, is hereby adopted.

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to transfer funds within and between costs centers.

**APPROVED AND PASSED** this 6th day of June, 2016.

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Don Biddle, Chair

**ATTEST:**

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Michael Tree, Executive Director

**AGENDA**

**ITEM 8**





STAFF REPORT

**SUBJECT:** Final Comprehensive Operations Analysis Route Changes

**FROM:** Michael Tree, Executive Director  
Christy Wegener, Director of Planning & Communications

**DATE:** June 6, 2016

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**Action**

Review and approve staff recommendations for Routes 11, 580X, and 20X. Review and approve Wheels on Demand demonstration project. Review and approve additional service for Dublin.

**Background**

At the May 2, 2016 Board meeting, the Board approved the following route changes:

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 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 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

Based on feedback received at the May 2, 2016 Public Hearing, the Board directed staff to develop an alternative to bring express service to the Lawrence Livermore National Laboratory (LLNL) as a part of the Wheels Forward COA changes. Staff was also returning to the Board with more information about the Wheels on Demand demonstration project.

### **Discussion**

On May 23, 2016, Staff presented a recommendation for Routes 11, 580X and 20X to the Projects and Services Committee and the Committee forwarded the recommendation to the Board for approval. In a separate staff report, staff recommended approving the Wheels on Demand demonstration project, and the Committee had several comments and concerns about the project. The Committee forwarded the Wheels on Demand demonstration project to the Board for discussion without a recommendation. Staff has combined these two Committee staff reports into this single-staff report, but has separated the actions and associated resolutions.

### **Service to the Lawrence Livermore National Laboratory/East Livermore**

The Wheels Forward COA service recommendations for east Livermore included the elimination of Route 20X (express service to LLNL) and re-routing Route 11 to provide a connection to the Vasco Road ACE Rail Station. After hearing feedback from existing Route 20X riders who were in opposition to the proposed elimination, the Board directed staff to look at ways to continue to provide express service to LLNL. The Board's direction included looking at a possible extension of the 580X and/or the elimination of Route 11. Since the May 2, 2016 Board meeting, the Wheels Forward planning team looked at ways to provide express service to LLNL, without adding costs.

Route 20X - Staff recommends modifying Route 20X to utilize Vasco Road instead of Greenville Road and to operate four daily 20X trips via a reverse-commute extension of Route 580X (Attachment 1). The recommended service levels include two AM eastbound trips and two PM westbound trips. Trip times from BART and from the Lab would correlate with existing demand. Service to Greenville Road would be discontinued.

Route 580X - Route 580X would operate as an express route from the Livermore Transit Center to the Dublin/Pleasanton BART Station as recommended in the preferred alternative; however, staff recommends operating 10 trips per day instead of 12 trips per day, as originally recommended. Eliminating two trips allows for Route 20X to operate at no additional cost. Route 580X would operate from 6-8:30am and from 5-7:30pm.

Route 11 – Consistent with the preferred alternative, staff is recommending Route 11 be realigned to terminate at the Vasco Road ACE Station and operate 6 round trips per day. This realignment would provide an opportunity to grow the ridership in the industrial area of Livermore by connecting directly to the closest ACE station on Vasco Road, making ACE to Wheels a viable option for employees coming from the Central Valley. Currently, Route 11 only connects to ACE at the Livermore Transit Center, which is an unattractive trip for those commuting from the Central Valley, as they have to backtrack east several miles once they arrive in Livermore.

These package of recommendations prove to be a cost-neutral solution to providing express service to the Lab, while maintaining adequate service to the industrial area of Livermore via Route 11, and maintaining an express connection between Livermore and BART via Route 580X. Initial feedback received from Lab employees about this proposal has been positive.

### Wheels on Demand

Wheels on Demand is a proposed partnership with the private sector to provide service to low-density suburban areas in Dublin where existing Wheels fixed route service cannot be supported. Staff completed an analysis of options for Dublin and the information is included in Attachment 2. 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. As a user-side subsidy program, LAVTA would hold no contracts with the TNCs, and would leave the decision making in the consumer's hand about which provider to utilize.

As a part of the COA service recommendations, staff provided the Board with information on how Wheels on Demand would operate in the two project areas. The project description is included as Attachment 3. After receiving information about the project, the Board raised several questions about regulation of the TNCs, drug testing, accessibility, insurance, and liability. Responses to the questions raised by the Board is included as Attachment 4.

LAVTA's FY2017 budget includes planning funds of \$100,000 to operate Wheels on Demand as a demonstration project. Alameda County Transportation Commission (ACTC) staff have also recommended providing \$100,000 to fund Wheels on Demand. Staff

recommendation is to operate Wheels on Demand in two project areas in Dublin as a one-year demonstration project and evaluate the potential of the project continuing.

Jurisdictional Hours of Service

When the Wheels Forward project kicked off in early 2015, staff utilized the most readily available 2014 population information in order to determine each City’s share of revenue hours. Per LAVTA’s Joint Exercise of Powers Agreement (JEPA), each City shall receive their share of hours proportionate to their population, +/- 15%. Staff has recently updated the allocation chart using the 2016 population information. The following chart represents the range of hours each City should receive:

City	2016 Population		JEPA Range (-/+ 15%)	
Dublin	57,349	26.0%	22.1%	29.9%
Pleasanton	74,982	34.0%	28.9%	39.1%
Livermore	88,138	40.0%	34.0%	46.0%

Incorporating hours from the approved COA routes, as well as including the service levels recommended for Routes 11, 20X and 580X, the following chart represents each jurisdiction’s share of hours:

City	Preferred Scenario
Dublin	21.3%
Pleasanton	37.7%
Livermore	41.0%

Service in Dublin

In working through the details of scheduling the Wheels Forward service changes efficiencies were found and it was determined that there were approximately 1,500 annual revenue hours of service that remain for the preferred alternative. 1,500 annual revenue hours equates to approximately 6 hours of service per weekday, at a cost of approximately \$61,500 per year. As Dublin is no longer within the JEPA range of hours (Dublin’s falls 0.8% short of the allocation of hours), staff considered several options for allocation of these additional funds/hours. Staff is recommending the following:

Reinstitute Route 2 service in Dublin. While carrying only 8 passengers per hour, Route 2 is the only fixed route bus option in East Dublin. Continuing to operate Route 2 in Dublin would address the over 2 dozen comments received from residents concerned about cancelling the route. Route 2 would operate the same service it does today, with the exception of the first afternoon short trip, which would be operated by new Route 505 to Fallon Middle School. Additionally, staff would recommend running Route 2 concurrently with Wheels on Demand in the East Dublin project area. This would allow for an opportunity to test rider behavior with two different modes to see if fixed route passengers migrate to an on-demand service or if a new ridership market develops for Wheels on Demand.

Staff recommends reinstating Route 2 service to provide a fixed-route alternative to east Dublin residents while also running Wheels on Demand. Using the hours from Route 2 and the Wheels on Demand FY17 budget, the allocation of hours is as follows:

City	Preferred Scenario with Wheels on Demand
Dublin	25.2%
Pleasanton	35.5%
Livermore	39.3%

California Environmental Quality Act (CEQA)

It is recommended that the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA) on the basis that the COA service 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 are cost neutral and no net reduction in the total amount of bus operation is contemplated. If authorized by the Board, staff will file the Notice of Exemption with the County of Alameda.

**Action Requested**

The Projects and Services Committee recommends approving Routes 11, 20X, and 580X as described above, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

Staff recommends approving Wheels on Demand as described above and in the attached documents.

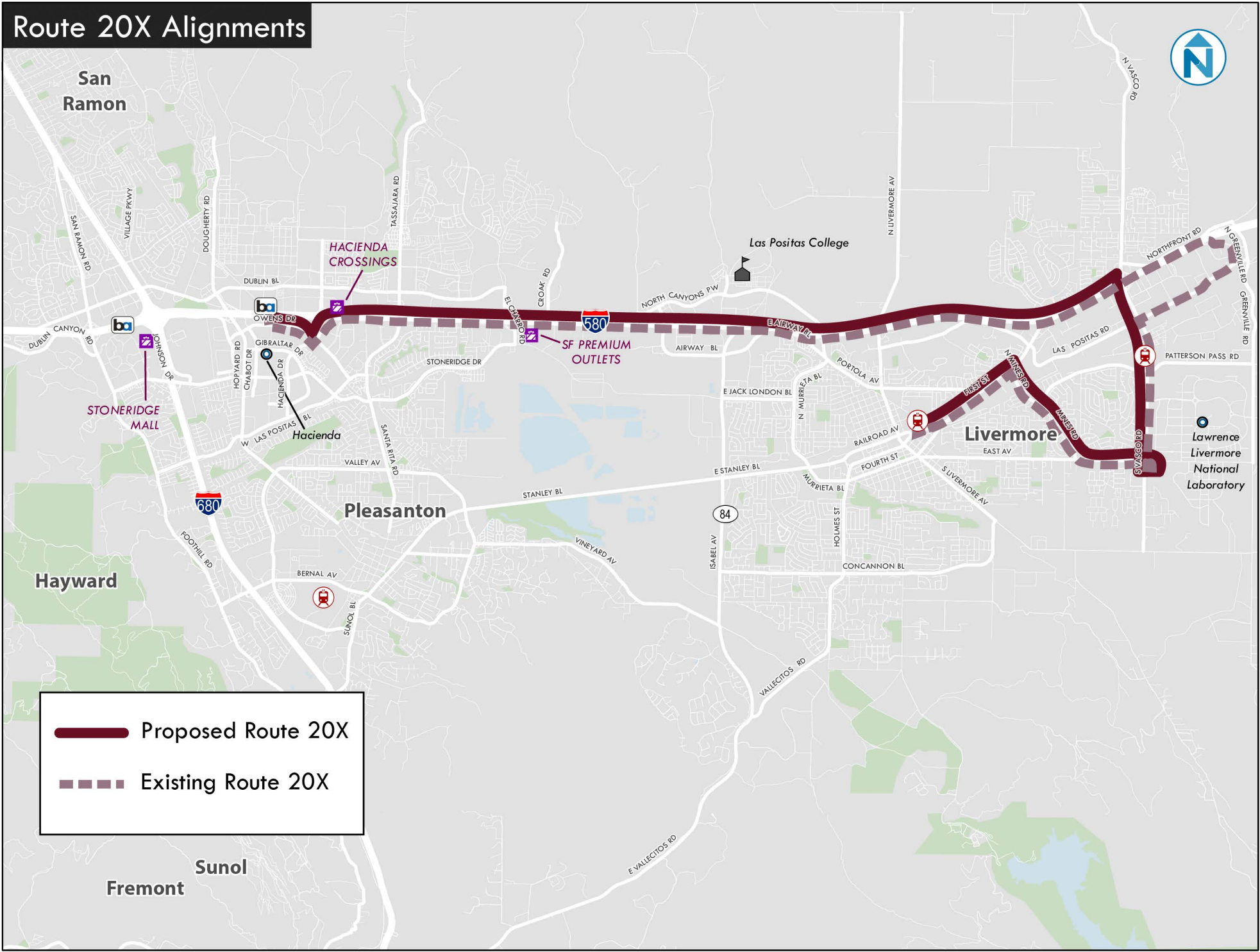
Staff recommends reinstating Route 2 as described above, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

**Attachments:**

1. Proposed Route 20X Map
2. Wheels on Demand Alternatives for Dublin Service
3. Wheels on Demand Project Description
4. Wheels on Demand FAQs
5. Resolution 22-2016
6. Resolution 23-2016
7. Resolution 24-2016

Submitted by: \_\_\_\_\_

# Route 20X Alignments



## Alternatives for Dublin Service

The following analysis was included in the February 22, 2016 Projects and Services Committee packet and describes the different service alternatives available in Dublin where fixed route service is eliminated.

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

*DART Service:* LAVTA's DART service began operating in 1997, coinciding with the opening of the Dublin/Pleasanton extension of BART. DART service operated during the off peak times (midday and evening time periods) on weekdays, and operated all-day on Saturdays in place of the smaller, less productive routes in the Dublin and Pleasanton areas. There was one timepoint for the service, which was at the Dublin/Pleasanton BART Station, and customers could request a drop-off in front of their final destination. Customers could access DART by making a telephone reservation or by walk-up at the BART Station. There were three vehicles used on the service and each vehicle was assigned to one of three areas (East Pleasanton, West Pleasanton, and Dublin). The service operated for approximately 7 hours on weekdays and 9.5 hours on Saturdays. The productivity on the DART was 2.8 passengers per hour in FY2002. In 2005, DART service was phased out and fixed-route service was implemented in its place (Routes 1, 3 and 8).

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

*Wheels-On-Demand:* Staff envisions this demonstration project to include a partnership with private Transportation Network Companies (TNC) and utilize real-time, dynamic ridesharing in

two project areas in Dublin. In late 2015, LAVTA Staff developed a white paper that details the project description, which is included as Attachment 5.

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

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



## **Wheels on Demand Service Area and Description**

**May 23, 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.

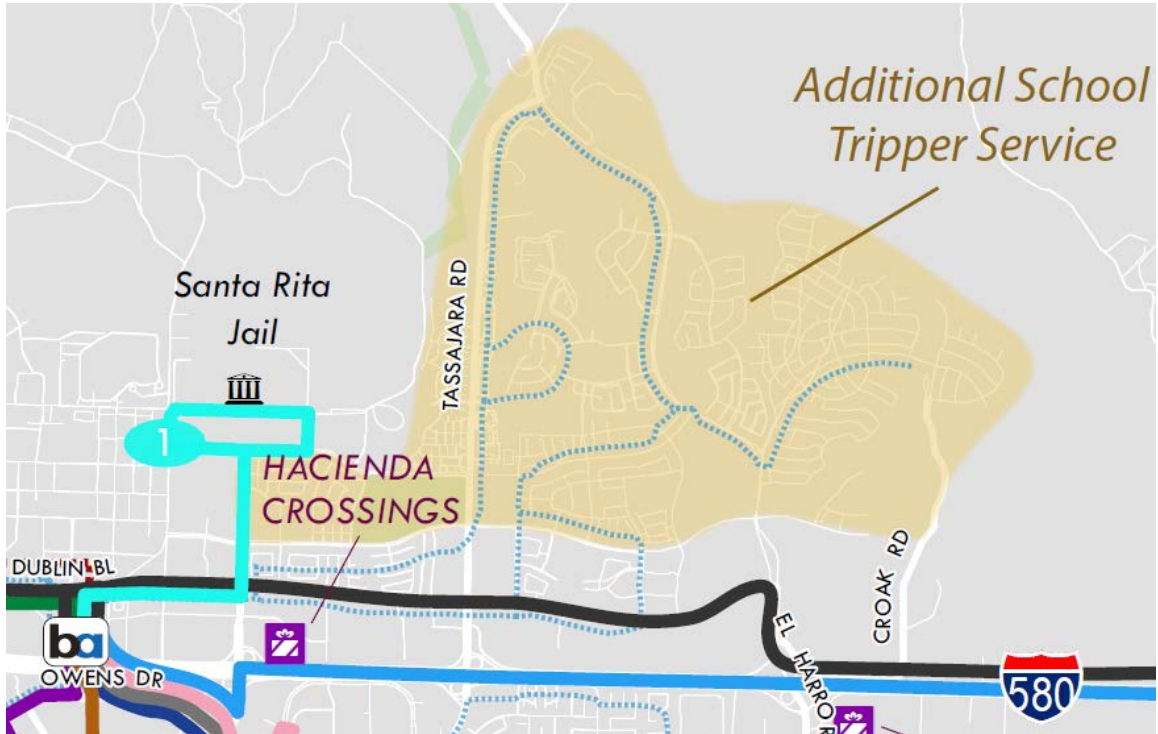
Within the service area, Wheels on Demand would not require walking to a designated bus stop. However, the provider may ask riders to walk to a street corner to facilitate service and ensure on-time performance.

#### *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.



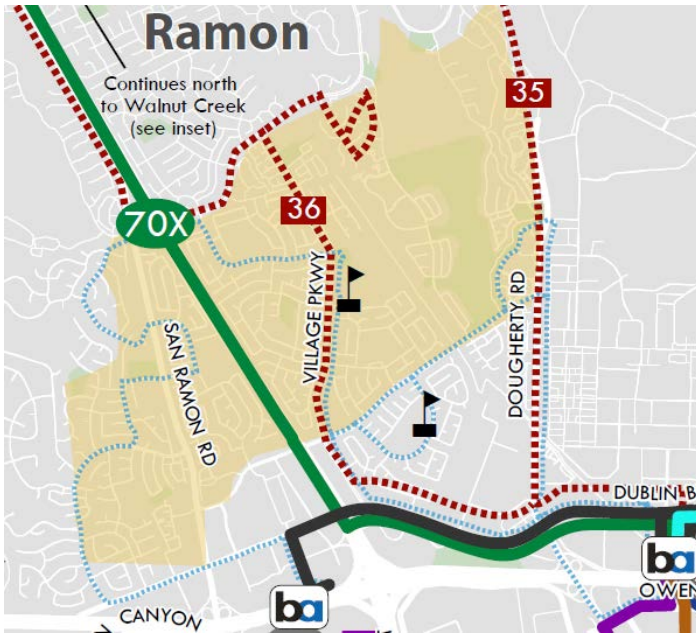
*Estimated Costs to LAVTA*

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.**

## Questions about Wheels on Demand

The Wheels on Demand program will involve two categories of operators—taxis (which are regulated by each city in which they operate) and ridesharing services like Uber and Lyft (which are regulated by the California Public Utilities Commission and are denoted as "Transportation Network Companies" or "TNCs"). The program will be operated on a voucher system.

LAVTA already has a subsidy-based service, Wheels Para-Taxi program. This service, for ADA-certified riders only, gives our riders a subsidy if they use taxis rather than our other, more costly, paratransit service. Under this program, passengers pay the taxi company the full fare for the trip, then submit the receipts to LAVTA for reimbursement of 85% of the cost of the trip, up to a maximum of \$20 per trip and \$200 per month. Since the payments are made to the customers and they independently arrange the rides with the taxis, Wheels does not have a contract with the taxi companies and those companies are responsible for their own compliance with each city's regulations. Under federal transportation rules, if there is no contract between Wheels and the operator, no drug testing requirements apply. However some cities, such as Livermore and Pleasanton, have implemented a drug testing requirement as part of their local taxi ordinance.

The financial arrangements for Wheels on Demand would be slightly different, but, like with the Para-Taxi program, there would be no direct contractual relationship with the taxi companies or the TNCs. The program would essentially consist of a voucher that could be collected for rides meeting the specific parameters of the program. The rides would need to originate or terminate within the specified service areas. Since there would not be a contract with the providers, many of the issues relating to safety and liability would be governed by the agencies that regulate the particular provider (for taxis, the individual cities, for TNCs, the PUC).

Staff worked with Hanson Bridgett to develop a list of questions and answers about Wheels on Demand. The following are some questions and answers that explain how some of the most obvious questions would be answered with regard to TNC's:

*Will the vehicles used by the providers be inspected?*

Yes. The PUC's recent decision requires that all TNC vehicles be inspected every 12 months or 50,000 miles, whichever comes first, by a licensed mechanic. The TNCs are responsible for maintaining records of the compliance with this requirement, subject to inspection by the PUC.

*Will the drivers be insured?*

Yes. A new statute, AB 2293, has mandated certain insurance requirements for TNCs. During the time a passenger is in a TNC vehicle, the coverage shall be at least \$1,000,000 for death, personal injury, and property damage. There is also insurance to cover uninsured motorists during this period. During the time drivers are logged onto the TNC's website, there must be coverage of \$50,000 per person/\$100,000 per incident for death and personal injury and \$30,000

for property damage. The new law has provisions to clarify the relationship of insurance held by the drivers and that which must be provided by the TNC.

*Will LAVTA be responsible for any accidents?*

As LAVTA will not be providing the service, it would not be responsible for any accidents. Nevertheless, LAVTA risk pool has indicated that it would cover any claims made against LAVTA as a result of this service.

*Will the PUC require background checks, including DMV checks, and fingerprinting for the drivers?*

No. Currently, other than companies that primarily transport unaccompanied minors, the PUC does not require any passenger carriers, including TNCs, to perform background checks or conduct fingerprinting of their drivers. The PUC is going to further explore this issue in a subsequent ruling. It should be noted that both Uber and Lyft provide background checks using a trace of an applicant's social security number, name, and address.

*Will the drivers be drug tested?*

Not yet. Federal rules do not require drug testing, since the drivers are not under contract to LAVTA and are engaged by the individual passenger. The PUC is considering requiring TNC drivers to be drug-tested, but did not address the drug-testing requirement in the latest ruling (although a prior ruling noted the need for the PUC to address the issue). A third phase of the PUC proceeding is still pending and may address this point.

### Accessibility

The primary concern from an accessibility standpoint is that equivalent service is provided to persons with disabilities. The following questions and answers have been provided to address accessibility concerns.

*Will the response time be equivalent to persons with disabilities, including those who use wheelchairs?*

Yes, the objective is to have the pick-up be within 1 hour of the reservation for all customers.

*Will the fares be equivalent to persons with disabilities, including those who use wheelchairs?*

Yes, the fares will be the same for all customers. In the event a surcharge is placed on a ride due to the use of a wheelchair it will be paid by Wheels.

*Will the geographic area of service be equivalent to persons with disabilities, including those who use wheelchairs?*

Yes, the geographic area will be the same for all customers.

*Will the hours and days of service be equivalent to persons with disabilities, including those who use wheelchairs?*

Yes, the hours and days of service will be the same for all customers.

*Will there be restrictions or priorities based on trip purpose?*

No, there will be no restrictions or priorities based on trip purpose.

*Will there be availability of information and reservations capability for persons with disabilities?*

Yes, persons with disabilities can utilize either a computer to reserve a ride, or they can use the conventional telephone to call and reserve a ride.

*Will there be any constraints on capacity and service availability?*

No. It is anticipated that there will be two participating transit network companies and one taxicab company participating in the demonstration project at implementation, with a total of 9 wheelchair accessible vehicles available in those three fleets. Within the project area there are currently 2 trips per day utilizing the Wheels paratransit service that require an accessible vehicle.

**RESOLUTION NO. 22-2016**

**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, at their May 2, 2016 meeting the Board directed staff to continue to explore ways to provide express service to Lawrence Livermore National Laboratory; and

WHEREAS, staff has identified an alternative to provide express service to the Lawrence Livermore National Laboratory at no additional cost.

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 580X – Operate a peak-only, express route on weekdays between the Livermore Transit Center and the East Dublin/Pleasanton BART Station.

Route 20X – As a reverse-commute service, operate two trips in the morning and two in the afternoon connecting the Lawrence Livermore National Laboratory and the East Dublin/Pleasanton BART Station via I-580.

Route 11 – Realign the route to connect to the Vasco Road ACE Station.

PASSED AND ADOPTED this 6th day of June, 2016.

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Don Biddle, Chair



ATTEST:

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Michael Tree, Executive Director

APPROVED AS TO FORM:

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Michael Conneran, Legal Counsel

**RESOLUTION NO. 23-2016**

**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 LAVTA Board approved the majority of changes recommended by the COA planning team at their May 2, 2016 meeting; and

WHEREAS, the LAVTA Board approved the elimination of Route 2 in Resolution 15-2016; and

WHEREAS, after staff completed the scheduling for the weekday routes, a sufficient number of hours have been found to continue to operate Route 2; and

WHEREAS, the LAVTA Board desires to continue to operate Route 2 in East Dublin.

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 2 – Operate Route 2 as a peak-only, hourly service on Weekdays to East Dublin.

PASSED AND ADOPTED this 6th day of June, 2016.

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Don Biddle, Chair

ATTEST:

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Michael Tree, Executive Director

APPROVED AS TO FORM:

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Michael Conneran, Legal Counsel

**RESOLUTION NO. 24-2016**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING THE WHEELS ON DEMAND DEMONSTRATION PROJECT**

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 recommended the elimination of several routes where ridership was low and it was unproductive to continue to provide service using a large, fixed-route bus; and

WHEREAS, Transportation Network Companies (TNCs) have been providing ridesharing services within the Tri-Valley; and

WHEREAS, staff, in partnership with the TNCs, collaborated to develop a real-time, on-demand, ridesharing demonstration project named Wheels on Demand; and

WHEREAS, Wheels on Demand is designed operate as a voucher program for participants travelling within the project area(s); and

WHEREAS, Wheels on Demand would provide transportation services to two project areas in Dublin; and

WHEREAS, the LAVTA Board desires to operate Wheels on Demand in East and West Dublin as a one-year demonstration project, or until operating funds are depleted.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes implementation of the Wheels on Demand demonstration project as briefly described above and more thoroughly in the accompanying staff report, and authorizes staff to implement these measures as described herein:

PASSED AND ADOPTED this 6th day of June, 2016.

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Don Biddle, Chair

ATTEST:

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Michael Tree, Executive Director

APPROVED AS TO FORM:

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Michael Conneran, Legal Counsel

**AGENDA**

**ITEM 9**



STAFF REPORT

**SUBJECT:** Shared Autonomous Vehicle Technology Demonstration Project

**FROM:** Michael Tree, Executive Director  
Christy Wegener, Director of Planning & Communications

**DATE:** June 6, 2016

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**Action Requested**

The Board is requested to review consider approval of a proposal for LAVTA to sponsor a demonstration project in the City of Dublin for the implementation of a shuttle service to the Dublin BART stations using Shared Autonomous Vehicle (SAV) technology. The \$1 million two-year demonstration project is proposed to be funded with a grant from the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program.

**Background**

Over the past few years there has been significant research and demonstration of various Autonomous Vehicle (AV) products. Private companies and automobile manufacturers (AMs) have been testing their AV's with impressive results for a number of Ready-to-Market (RTM) products such as Shared Autonomous Vehicle (SAV) shuttles.

Today transit agencies face growing public frustration with inadequate parking at major transit centers and lack of reliable connections which negatively impact ridership targets. The use of electric SAV shuttles is a strategy being tested by transit agencies to enhance transit accessibility and to affect an appreciable mode shift. The West Dublin and East Dublin BART stations provide inter-city and Transbay transit options for Tri-Valley residents; however parking lots at both of these stations are typically full midway through the morning commute. The on-demand SAV program addresses these issues and will provide the critical first/last mile transit connections for Dublin residents. While the initial deployment of two shuttles will connect to the Dublin BART station, ultimately the program can be expanded to serve schools, business centers and recreational areas in the Tri-Valley.

**Discussion**

The LAVTA/City of Dublin SAV demonstration project will build on testing that is currently underway in the Bay Area. The Contra Costa Transportation Authority (CCTA) and its strategic partner Stantec initiated the GoMentum Station program at the former Concord Naval Weapons Station and have demonstrated leadership in the development of a range of AV transportation investments. In collaboration with the Bishop Ranch Business Park and EasyMile, a French company, the CCTA will launch the first implementation in North America of AV technologies in combination with innovative business models such as Uber

and Lyft on-demand rides, etc. Over time this will result in a transformation of the mobility landscape with significant societal implications. Safety is the single most important benefit associated with AV's given that over 90% of traffic incidents are caused by human error, followed by "transit accessibility", health and economic benefits.

The proposed project is a natural extension of AV technology into the sphere of public transportation. The application of electric SAV shuttles will complement and be integrated with traditional modes of transit. This concept has been in the demonstration phase in Europe for the CityMobil2 initiative during the past four years and holds great promise in addressing the challenges faced by transit operators.

The LAVTA/City of Dublin SAV Shuttle Program is anticipated to enhance transit system ridership and contribute to modal shift and the overall optimization of our transportation network in Alameda County. Other key benefits include significant health benefits due to a reduction of GHG emissions coupled with economic benefits that will result from high paying jobs.

Keys to success of SAV shuttles include the following:

- Technology testing and prototype development (ongoing);
- Appropriate regulatory frameworks and certifications for operations under reduced speeds for safe and efficient early deployment (in development);
- Identification of sites with demonstrated transit need, demand and infrastructure integration
- Operational expertise to ensure efficient and reliable services; and
- Improved "backbone transit" such as bus rapid transit (BRT), connection buses, shuttle buses or other to improve travel time and reliability.

Advancement of the LAVTA/City of Dublin Shared Autonomous Vehicle Shuttle Program will take advantage of planned testing at both the GoMentum Station and Bishop Ranch that will take place from July 2016 until July 2018. The GoMentum Station program has been recognized as a national leader in the development of AV testing and innovation. The estimated cost for the LAVTA/City of Dublin demonstration project is \$1 million for the procurement, testing and deployment of two SAV shuttles in early 2017. The SAV demonstration project will be two years in duration and is proposed to be funded with TFCA funding through the BAAQMD, who will take action on the funding request this month.

### **Recommendation**

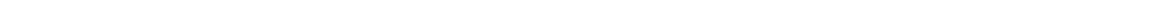
The Board is requested to review and consider approval of a proposal for LAVTA to sponsor a demonstration project in the City of Dublin for the implementation of a shuttle service to the Dublin BART stations using Shared Autonomous Vehicle (SAV) technology. The \$1 million two-year demonstration project is proposed to be funded with a grant from the Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Program.

*Submitted by:* \_\_\_\_\_



**AGENDA**

**ITEM 10**



STAFF REPORT

SUBJECT: Agency Rebranding Presentation

FROM: Michael Tree, Executive Director  
Dennis Mochon, Senior Marketing and Communications Specialist

DATE: June 6, 2016

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**Action Requested**

Informational item only. No action required.

**Background**

This report is intended to provide the Board with a summary of the rebranding research and subsequent efforts to implementation.

**Discussion**

In April 2016, LAVTA hired the Pavlov Agency to develop and implement rebranding for the agency and its services. As such, Pavlov conducted preliminary research regarding the agency's current brand and services. A survey was sent to the Board of Directors, staff, key stakeholders and residents in the Tri-Valley.

Pavlov has completed the research and will present the findings to the Board at the June 6, 2016 meeting. In addition, they will highlight the steps moving forward for implementation.

**Budget**

\$69,513 has been budgeted for FY 2016 & 2017.

**Recommendation**

None – information only.

Submitted by: \_\_\_\_\_

**AGENDA**

**ITEM 11**



**EXECUTIVE DIRECTOR'S REPORT**

June 2016

**1. Las Positas College Easy Pass Demonstration Project**

Las Positas College and the Associated Students of Las Positas College are gearing up to promote the Easy Pass Demonstration Project that will be for the incoming academic school year. LAVTA is initiating the project to evaluate the potential of ridership to and from the college so that efforts can be made to appropriately price and put into place a long term Easy Pass. The Associated Students of Las Positas College have contributed \$20,000 towards the demonstration project.

**2. Altamont Regional Rail Working Group**

The Altamont Regional Rail Working Group met for their second meeting in May. The group received updates on the ACE Forward and BART to Livermore projects. Additionally, the LAVTA Board listened to a presentation by Mr. Habib Balian, CEO of the Foothill Gold Line Construction Authority. The presentation focused on efficiencies gained with the project being completed by the Construction Authority, as opposed to LA Metro. The Working Group will meet again in July.

**3. Paratransit Ridership**

Our contractor MTM and LAVTA are realizing the benefits from software recently installed to help MTM negotiate and optimize trips for better efficiency. Last month paratransit trips decreased 10%. A similar decrease is being seen in May. Additionally, eligibility interviews started on May 31<sup>st</sup> to ensure that customers using the system are in fact qualified for the specialized service.

**4. Livermore Historic Train Depot Project**

On May 31<sup>st</sup> the Livermore Planning Commission approved the relocation and renovation of the historic Livermore Train Depot. The Depot will be moved to the Livermore Transit Center in the near future and renovated over the next 12 months.

**5. Alternative Workweek Schedule**

For several years LAVTA employees, with the exception of the three Executive Staff, have worked an alternative workweek schedule (every other Friday off). With only 11 employees in the main office and a robust workload, staff is finding it difficult to work efficiently and effectively on Fridays. Staff has begun discussions to find solutions, including all employees returning to a traditional Mon-Fri workweek.

Attachments

1. Management Action Plan w/Updates
2. Board Statistics November FY16
3. 3<sup>rd</sup> Quarter FY2016 Operations Report
4. 3<sup>rd</sup> Quarter FY2016 Marketing Report
5. 3<sup>rd</sup> Quarter Grants Report
6. State Legislative Report
7. FY16 Upcoming Committee Items

# FY2016 Goals, Strategies and Projects

Last Updated– May 18, 2016

# MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development						
Strategies (those highlighted in bold indicate highest Board priority)						
<ol style="list-style-type: none"> <li>1. <b>Provide routes and services to meet current and future demand for timely/reliable transit service</b></li> <li>2. Increase accessibility to community, services, senior centers, medical facilities and jobs</li> <li>3. <b>Optimize existing routes/services to increase productivity and response to MTC projects and studies</b></li> <li>4. <b>Improve connectivity with regional transit systems and participate in BART to Livermore project</b></li> <li>5. Explore innovative fare policies and pricing options</li> <li>6. Provide routes and services to promote mode shift from personal car to public transit</li> </ol>						
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> </ul>	DP	Projects/ Services	Mar 2015	→ Project awarded to Nelson/Nygaard.	X
	<ul style="list-style-type: none"> <li>• Completion of scope of work</li> </ul>			Feb 2016	→ 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 conducted public hearing, approved recommended changes, with the exception of Routes 580X, 20X and 11. Options with these routes will be considered at June meeting. Wheels On Demand discount program also being considered in June.</u>	X
	<ul style="list-style-type: none"> <li>• Approval of route improvements</li> </ul>			Jun 2016		
Short Range Transit Plan (SRTP is a 10-year plan)	<ul style="list-style-type: none"> <li>• Create preferred alternative</li> </ul>	DP	Projects/ Services	May 2016	→ Preferred alternative in draft form	X
	<ul style="list-style-type: none"> <li>• Create 10-year SRTP based on direction of planning efforts.</li> </ul>				→ Kickoff meeting held with consultant team on August. Consultant rewrote COA to meet MTC SRTP specs. <u>Approved in May.</u>	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.	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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	Jun 2016	→ <u>Schedule development underway for approved route changes.</u>	
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>Approval of 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 Working 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/facilities within four alternatives. Feedback provided on street design in specific plan for development adjacent to BART station on Isabel. BART has released ridership projections for project. Awaiting public discussion.  → Inaugural meeting of Altamont Regional Rail Working Group held. Legislation introduced in Sacramento. Working Group met in May and discussed opportunities to expedite and streamline the project. <u>Next mtg is July 13<sup>th</sup>.</u>	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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  Jun 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. Info on route system submitted. <u>MTC working on draft environmental impact report for document.</u></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	Jun 2016	<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>Study before ACTC for approval in May/June.</u></p>	
ACTC Tri-Valley Integrated Park & Ride Study	<ul style="list-style-type: none"> <li>• Serve on TAC.</li> </ul>	DP	Projects/ Services	Dec 2016	<p>→ Kickoff meeting with DKS and project TAC held. DKS working on potential park &amp; ride locations/modeling. <u>Consultant currently modeling 4 P&amp;R locations in Tri-Valley. Project to conclude in fall of 2016.</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

Underlined text indicates changes since last report.

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.	X
				Jun 2017	→ <u>RFP for active signalization project on street. Board award in July. Queue Jump project to follow active signalization project.</u>	
<p><i>Goal:</i> Marketing and Public Awareness</p> <p><i>Strategies (those highlighted in bold indicate highest Board priority)</i></p> <ol style="list-style-type: none"> <li><b>1. Continue to build the Wheels brand image, identity and value for customers</b></li> <li>2. Improve the public image and awareness of Wheels</li> <li>3. Increase two-way communication between Wheels and its customers</li> <li><b>4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system</b></li> <li>5. Promote Wheels to New Businesses and residents</li> </ol>						
Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done

Underlined text indicates changes since last report.



Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Website Redesign	<ul style="list-style-type: none"> <li>Develop/Advertise RFP/Evaluate proposals/execute contract</li> <li>New website goes live</li> </ul>	DP	Projects/ Services	Mar 2015	→RFP advertised. Planeteria awarded contract	X
				Dec 2015	→ Draft final version of website reviewed by staff. Final graphics and design work being performed. New website is live.	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>	X
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 Jul 2016 Sept 2016	→ Funding has been allocated and staff is awaiting MTC clearance to begin project. <u>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	→ Most trip planning in US is done through Google Trip Planner. Google Trip Planner available online. Will be on homepage of new website, which is scheduled to go live in December.	X
				Oct 2015		X

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Wayfinding at BART Stations	<ul style="list-style-type: none"> <li>Plan new wayfinding signage</li> <li>Seek funding and install signage</li> </ul>	DP	Projects/ Services	Feb 2015  Jun 2016	<p>→ Staff has taken pictures and provided conceptual of wayfinding signage to BART.</p> <p>→ <u>Signage being budgeted in FY2017 budget.</u></p>	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	<p>→ Applications for Ambassadors being developed for all high schools. No students signed up for program. Regrouping for sign-ups in September.</p> <p>→ Five applicants selected. Training of ambassadors performed in December. <u>50 students mentored on how to ride the bus thus far.</u></p>	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	<p>→ Project to look at agency logo, naming and logos of services, and bus paint/graphics design. <u>PAVLOV awarded contract. Kick off mtg held. Surveys currently be taken. First meeting with Board in June.</u></p>	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 2017 Jun 2017	<p>→ <u>Project moved to FY17 following the comprehensive study of paratransit services.</u></p>	

<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: Community and Economic Development</b></p> <p><b>Strategies (those highlighted in bold indicate highest Board priority)</b></p> <p>1. Integrate transit into local economic development plans</p> <p>2. Advocate for increased TOD from member agencies and MTC</p> <p><b>3. Partner with employers in the use of transit to meet TDM goals &amp; requirements</b></p>						
<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, East Middle School chosen. Program to begin in the fall. Free pass based on income. All others can receive a discount.</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>Easy Pass demonstration project moving forward, LAVTA to front Easy Pass for 1-year, with goal being to explore ridership potential and find long term funding for permanent pass.</u>	X X

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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**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

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Altamont 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	→ <u>Second ARRWG meeting held. Presentation by Foothill Gold Line Extension. Next meeting in July.</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

**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>
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<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>
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

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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. Interim worker performing maintenance.</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>	
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

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
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	→LAVTA has been meeting regularly with City staff. Environmental work nearing completion. Final location set for passenger island. Agreement signed in November. Working with A/E team on electrical, security, interior and circulation design issues. <u>FTA approved City contribution to pay off federal interest. Planning Commission approved project. City working on title transfer for property that will be under Depot.</u>	X
				Nov 2015		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	→ 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
				Aug 2016		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>Board award to manufacturer</li> </ul>	DA	Projects/ Services	Jun 2016  Sept 2017	→ RFP has been advertised. Electric bus option within the RFP. <u>Four proposals received and being reviewed/scored. Anticipate Board consideration of award in September.</u>	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>
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	→\$134,000 left for future improvements. Fare vault is selected as project.	X
				Nov 2015	→ Genfare GFI selected vendor. Will complete work in June.	X
				Nov 2015	→ OLMM selected engineer. Engineering work completed.	X
				Jun 2016	→ Will completed and close out project in June.	
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	Projects/ Services	Dec 2015	→ Grant funds available	X
		DA		May 2016	Shop Floor → IFB issued. Ryan Co. awarded contract. Some delays with construction schedule. Expect Jun, Jul, Aug for 130 days construction timeline.	
		DA		Jun 2016	Parking Lot Rehab/ADA Upgrades →Kimley Horn engineering work completed. Project to be bid in Jun for Jul construction.	



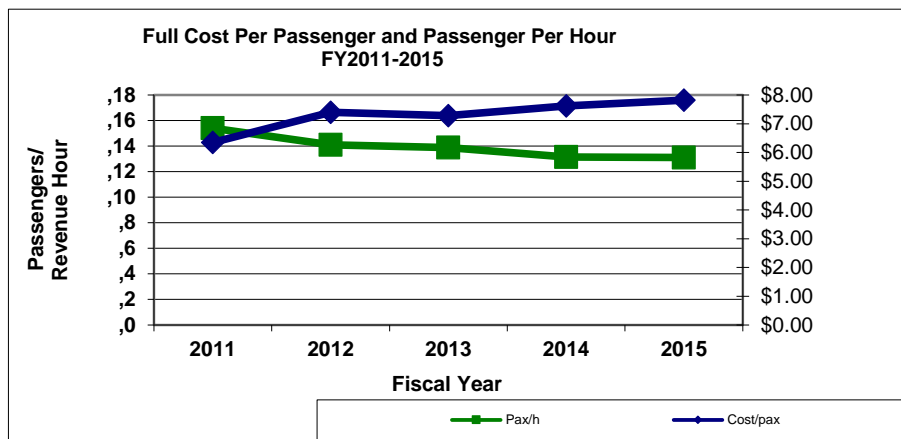
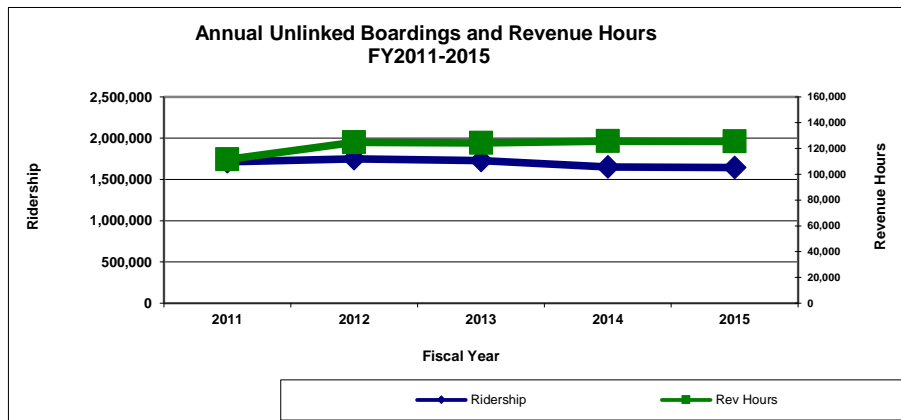
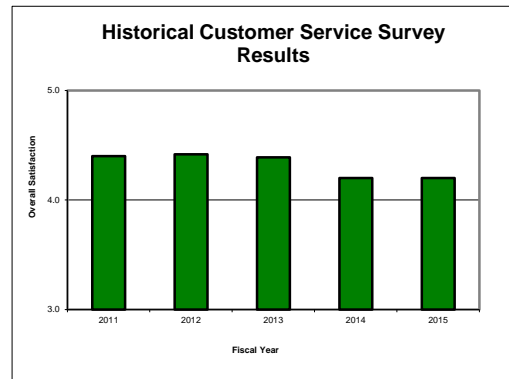
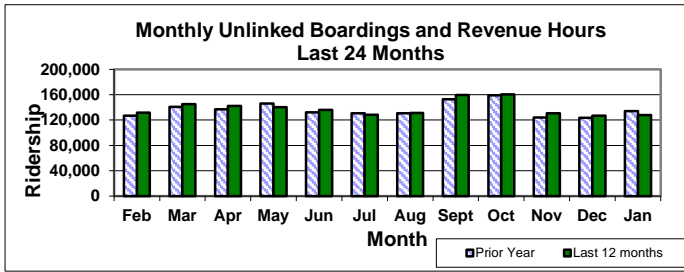
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Rapid Projects	<ul style="list-style-type: none"> <li>Identify remaining projects to fix productivity issues on Rapid. Also complete Rapid shelters.</li> </ul>	Exec Dir	Projects/ Services	Jun 2016	→ Approximately \$300,000 in federal funding remaining for Rapid project. Staff working with FTA on moving the 8 Rapid shelters in Rapid realignment. Shelter inventory provided list of incomplete Rapid shelters.	

## Monthly Summary Statistics for Wheels

*April 2016*

**FIXED ROUTE**

	April 2016			% change from one year ago		
Total Ridership FY 2016 To Date	1,377,353			0.3%		
Total Ridership For Month	131,625			-7.5%		
Fully Allocated Cost per Passenger	\$8.14			9.1%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	5,545	1,988	1,308	-4.5%	-13.6%	-0.9%
Passengers Per Hour	12.9	10.6	11.5	-4.4%	-13.8%	-0.9%
	April 2016			% change from last month		
On Time Performance	82.1%			-0.1%		



## Monthly Summary Statistics for Wheels

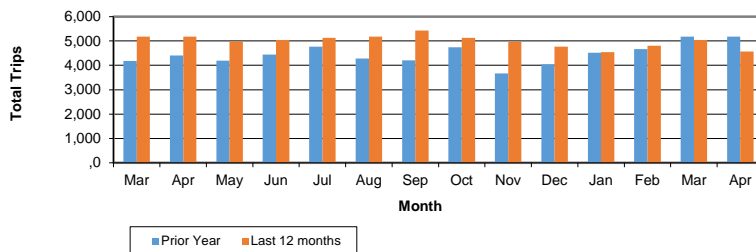
**April 2016**

### PARATRANSIT

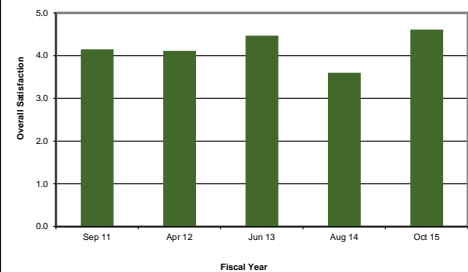
General Statistics	April 2016	% Change from last year	Year to Date
Total Monthly Passengers	4,572	-11.7%	49,169
Average Passengers Per Hour	1.70	-51.4%	
On Time Performance	93.8%	-4.5%	
Cost per Trip	\$32.51	2.0%	
Number of Paratransit Applications	38	52.0%	373
Calls Answered in <1 Minute	83.60%	-4.2%	

Missed Services Summary	April 2016	Year to Date
1st Sanction - Phone Call	0	40
2nd Sanction - Written Letter	0	13
3rd Sanction - 15 Day Suspension	0	4
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

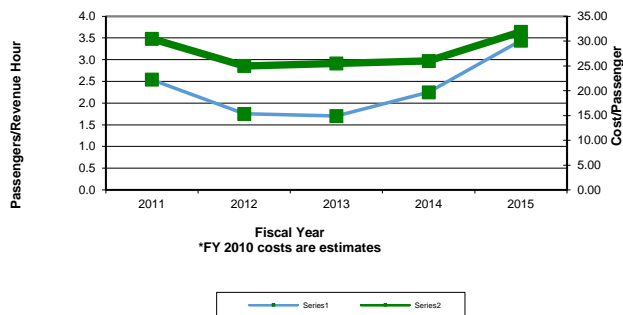
**Paratransit Monthly Unlinked Boardings, Last 24 Months**



**Historical Customer Service Survey Results**



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



**Monthly Summary Statistics for Wheels**  
**April 2016**

SAFETY							
ACCIDENT DATA	April 2016				Fiscal Year to Date		
	Fixed Route		Paratransit		Fixed Route		Paratransit
Total	2		0		39		2
Preventable	2		0		18		0
Non-Preventable	0		0		21		2
Physical Damage							
Major	1		0		6		0
Minor	1		0		31		0
Bodily Injury							
Yes	0		0		9		1
No	2		0		30		0

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$3,156.34
To Date This Fiscal Year	\$83,332.80
Budget	\$100,000.00
% Expended	83%

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	April 2016	Year To Date
Praise	1	1
Bus Stop	1	26
Incident	0	2
Trip Planning	1	4
Fares/Tickets/Passes	0	14
Route/Schedule Planning	7	64
Marketing/Website	0	16
ADA	2	9
<b>TOTAL</b>	12	136

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	3	0	0	14	1	0	0	3
Safety	1	2	0	13	0	0	0	1
Driver/Dispatch Courtesy	0	5	0	8	0	0	2	4
Early	0	0	0	6	0	0	0	0
Late	7	1	0	42	4	0	2	10
No Show	0	0	0	20	1	0	0	5
Incident	0	1	0	0	0	0	0	0
Driver/Dispatch Training	1	2	0	13	1	1	2	7
Maintenance	0	1	0	1	1	0	0	1
Bypass	0	9	0	9	0	0	0	0
<b>TOTAL</b>	9	21	0	112	7	1	6	28
Valid Complaints								
Per 10,000 riders	0.68							
Per 1,000 riders					1.53			

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

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**S T A F F   R E P O R T**

**SUBJECT:** FY 2016 3rd Quarter Report – Operations

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

**DATE:** May 23, 2016

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### Action Requested

This is an informational item.

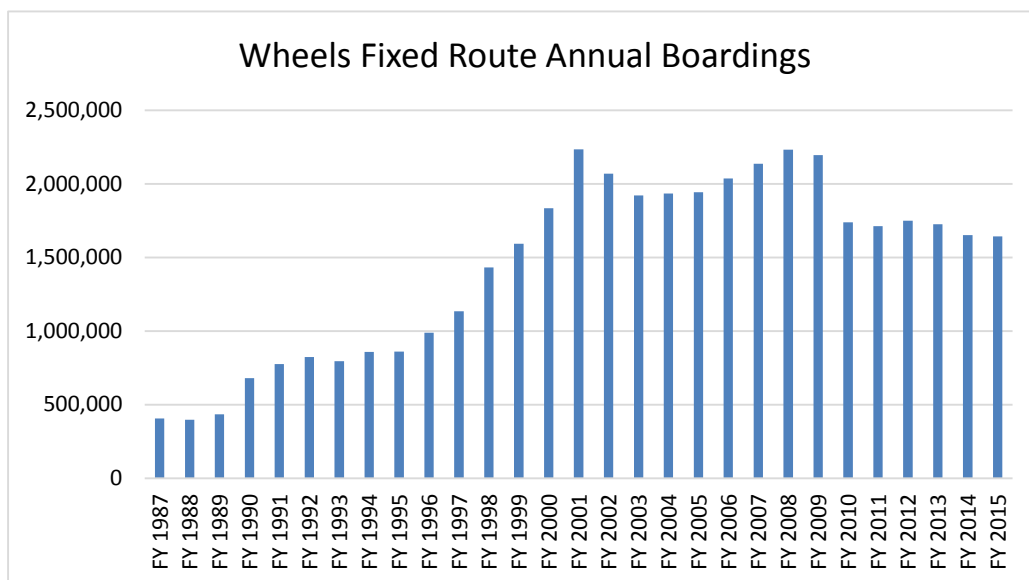
### Background

This report is intended to provide the Committee with a summary and analysis of operations for the third quarter of FY2016 (January - March 2016), including fixed route, paratransit, and operational performance metrics.

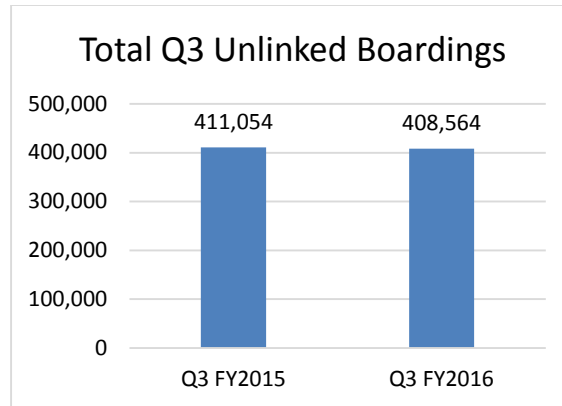
### Discussion

#### Fixed Route

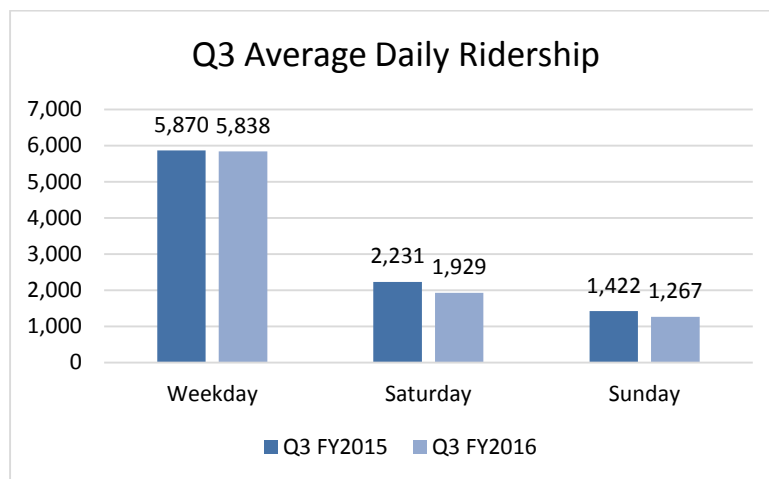
The graph below shows the long-term ridership trend for the Wheels service from the agency's inception thru FY2015.



Turning to the third quarter of FY2016, ridership was down slightly compared to the same quarter of the previous year, at a decrease of 0.6%. Combined with the trend from the first two quarters of the fiscal year (which were positive), the overall trend appears to be one of ridership holding steady. The following chart illustrates the Q3 year-on-year trend and total ridership.

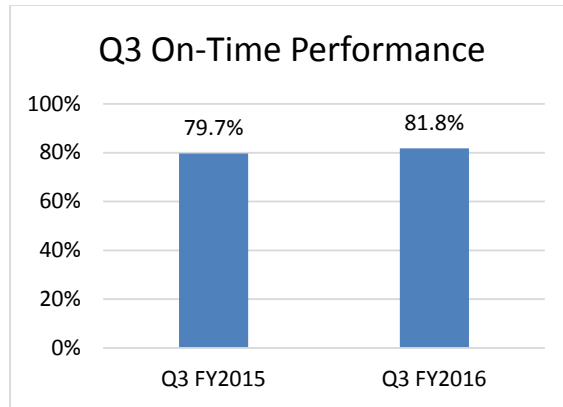


The next chart shows the ridership breakdown by average boardings per service day during the quarter. It shows a continuing trend of weekday ridership increasing slightly (or remaining stationary as in Q3), while weekend ridership is trending significantly down. During the quarter, average Saturday ridership decreased from 2,231 to 1,929, while Sunday ridership decreased from 1,422 to 1,267, compared to a year earlier.



Ridership trends at the individual route level were mixed: The important trunk Route 10 trended downward during all three months of the quarter, while the other main trunk Route 30 (Rapid) was down during two of the three months. Staff is expecting a reversal of this downward trend in ridership after the COA changes are implemented in August 2016.

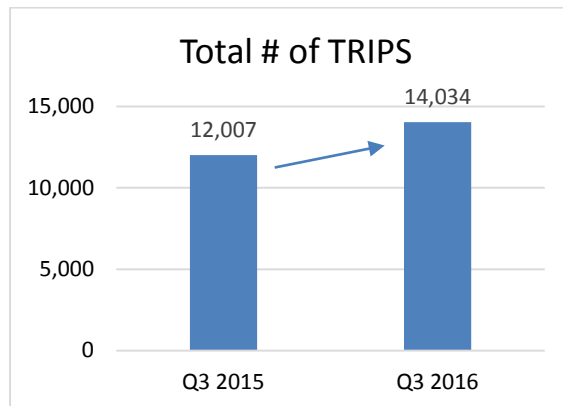
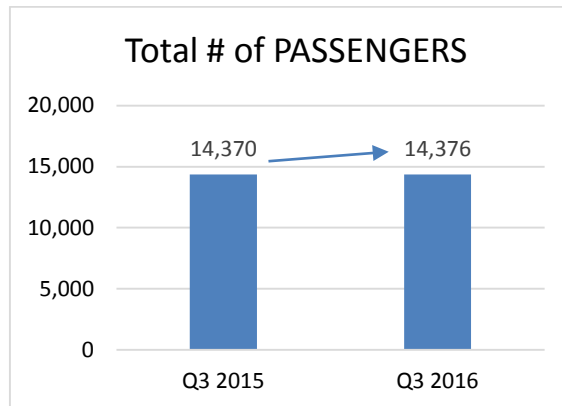
On-time performance (OTP) improved compared with same quarter of the previous year, ending up at 81.8%. Within the quarter, the highest OTP percentage was observed in January, with a reading of 82.4%.



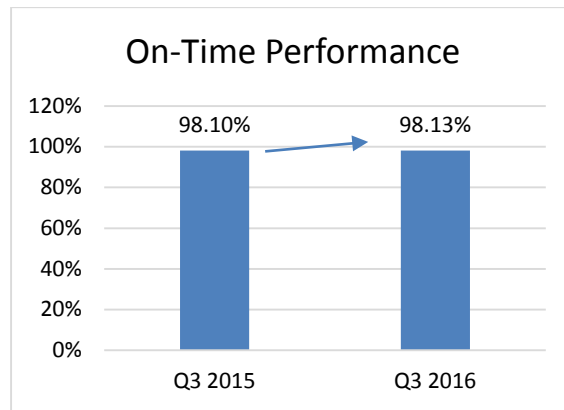
At the route-level, Route 51 (Livermore Library Shuttle) had the best OTP at 95.1%, while Route 54 (Hacienda to ACE Shuttle) saw the poorest percentage during the quarter at 57.8%. Trunk routes 10 and 30/R had percentages close to system average in the low 80s.

#### Paratransit

The FY2016 Q3 total number of passengers served on paratransit, which includes personal care attendants (PCAs) and companions, was about the same when compared to the same three months the year prior (0.04% increase); however, the number of trips during the same time period has increased by 16.88 %, as the following two charts illustrate.

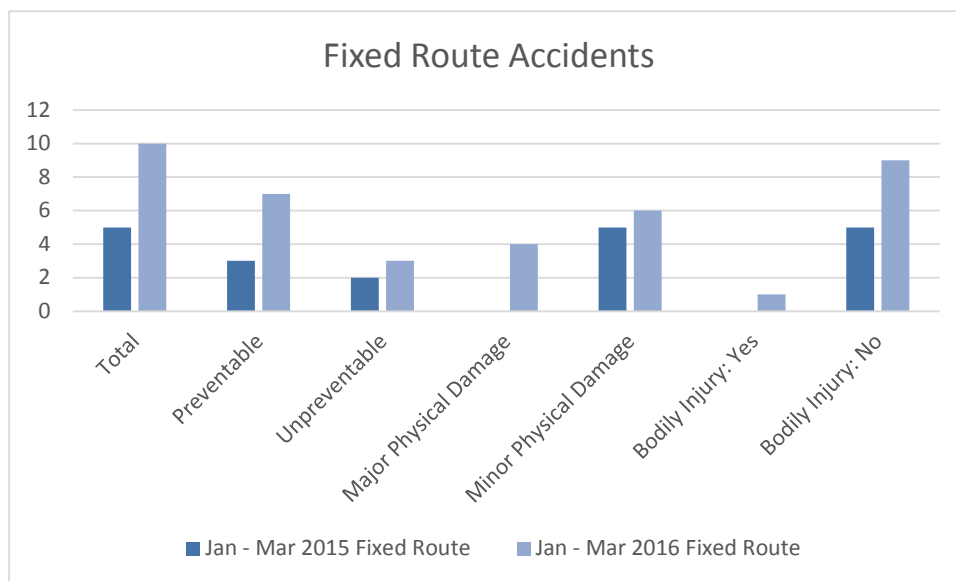


The on-time performance (OTP) for the FY 2016 Q3 is about the same (slightly over 98%) compared to the same quarter during the previous fiscal year (-0.03% increase) as shown in the chart below. The performance standard for OTP is 95%.



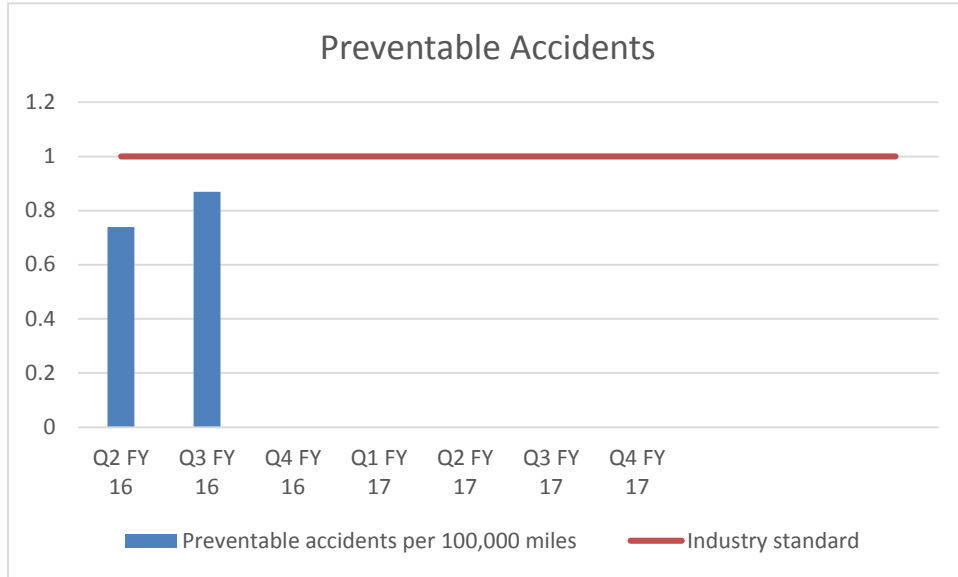
### Accidents/Incidents

Noted in the figure below for Fixed Route Accidents, in the third quarter, there have been ten (10) reportable accidents/incidents on the fixed route system, seven (7) of which were determined to be preventable, and three (3) deemed non-preventable. Four (4) of the accidents resulted in major damage, and six (6) resulted in minor or no damage to the vehicles (only fixed route are LAVTA owned vehicles). One (1) of the fixed route accidents resulted in bodily injury. The total number of accidents for the quarter doubled from this time last year; and the number of preventable accidents for the last quarter doubled from this time last year. Staff continues to work with the operations contractor to identify trends in preventable accidents, and continues to work with CalTIP to ensure appropriate oversight and resources are available in this area. CalTIP is providing LAVTA and its contractor with two days of training in accident/incident prevention.

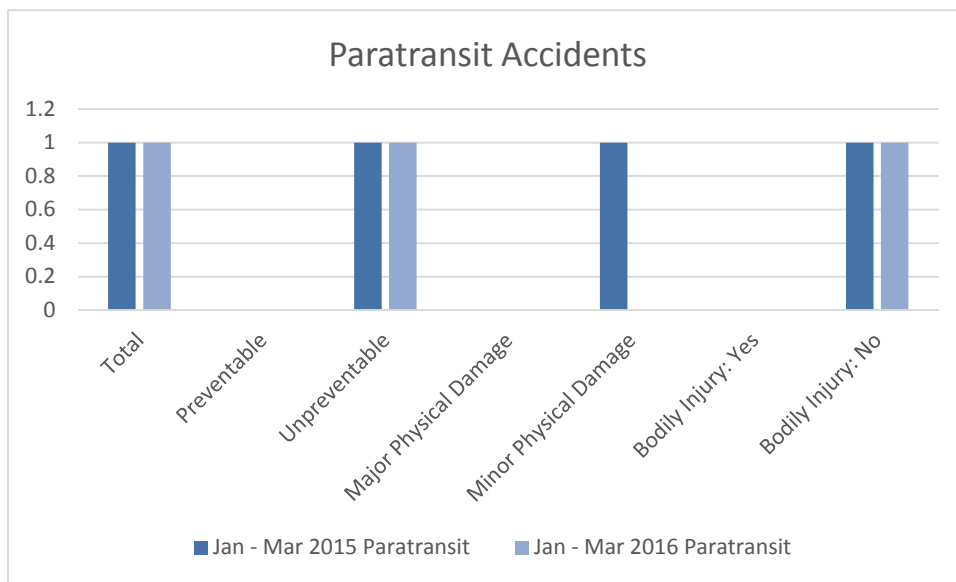




Many contractor-operated transportation companies use 1 preventable accident per 100,000 total miles in fixed route service as a goal. Looking at preventable accidents per 100,000 total miles, MV comes in at 0.74 for a 12-month rolling period from April 1, 2015 – March 31, 2016. (This is a metric that was not included in this report prior to Q2 FY16)



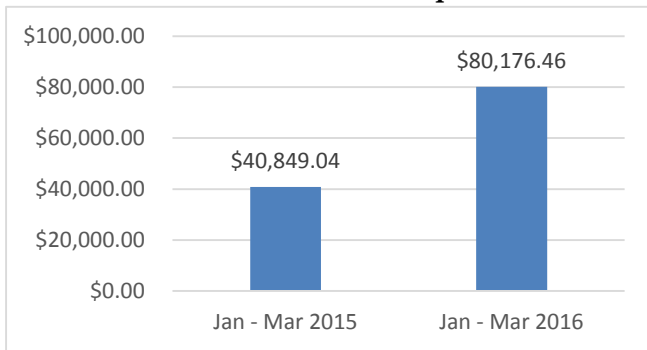
In the third quarter there was one (1) non-preventable paratransit accident/incident compared to one (1) non-preventable accidents/incidents last year. There was no injury involved and only minor damage to the sub-contractors vehicle.



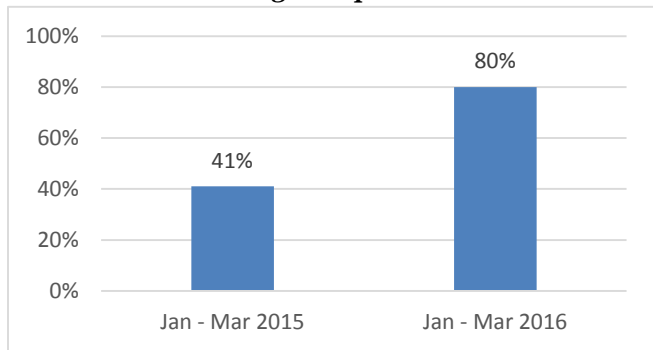
### Claims Activity

With respect to the monthly accident claim activity, the charts below highlight claims **for fixed route only**. The dollar amount expended through Q3 was significantly higher this year than last, and the percent of budget expended over the course of the year was higher, and higher than the 75% planned at the three quarter mark. It should be noted that some of the FY16 expenditures are for the prior fiscal year, as adjudication of claims can take some time after the actual accident/incident. Even so, there is an increased focus on Safety with LAVTA's fixed route contractor in light of the preventable accidents/incidents and higher dollars being expended on claims.

***Accident Claims: \$ Expended***

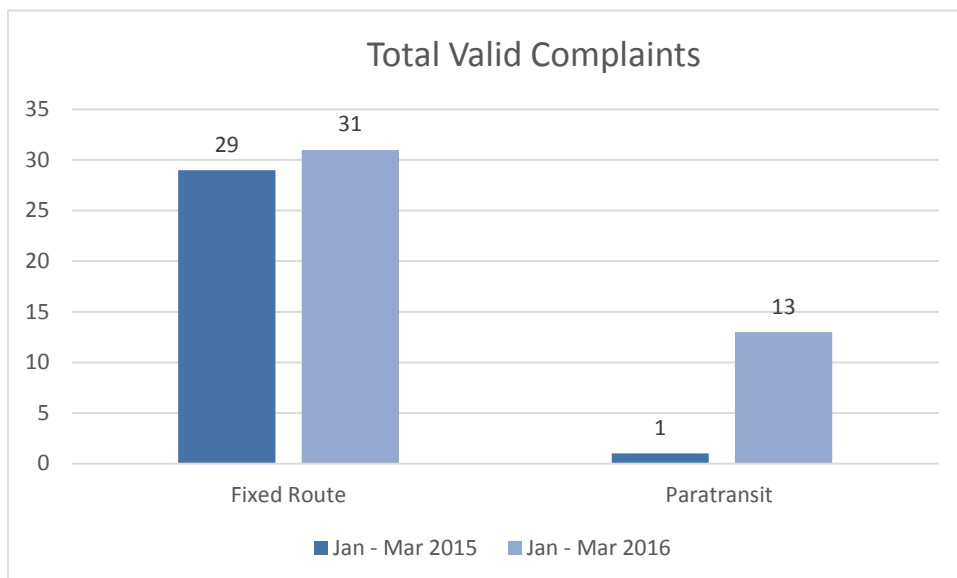


***% Budget Expended***

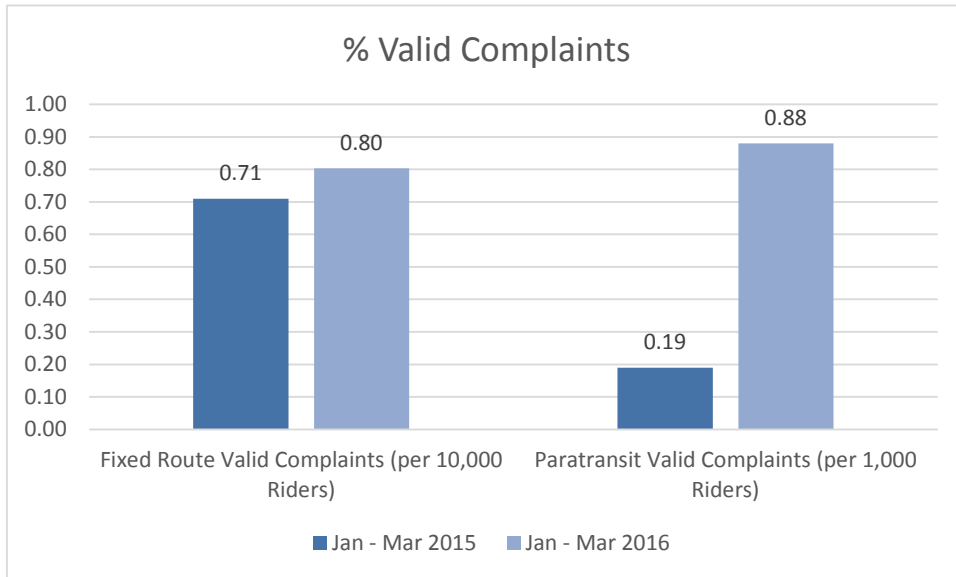


### Customer Service

Customer Service staff processed a total of 151 customer requests for Q3 FY15 and a total of 183 for Q3 FY16; the increase is related to the requests LAVTA staff deals with, i.e., route planning requests, and a marked increase in the valid complaints for paratransit service. LAVTA's Service Quality Standards Index, a measurement of performance for fixed route and paratransit service providers, tracks the number of **valid** complaints for both fixed route and paratransit service, as noted for the quarter in the chart below.



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



Comparing the total valid complaints from FY15 and FY16, the number for fixed route has increased slightly and staff continues to work with the fixed route contractor in the Fixed Route Task Force meetings held every other week, which allow for timely recognition of trends, and increased attention to the Customer Oversight Program which provides for assigning points to operators for valid complaints. The top valid complaints for fixed route for this quarter are in the areas of “late” (14 complaints), “safety” (5 complaints), and “early” (4 complaints).

The paratransit valid complaints increased by twelve complaints as compared to the quarter last year. Staff and the contractor continue to work together in the Paratransit Task Force meetings to ensure that the complaints are dealt with timely, with thirteen (13) valid complaints total (five in the area of “driver/dispatcher courtesy/training, four “late,” three “no show” and one “safety”).

### **Next Steps**

None

### **Recommendation**

None – information only.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Third Quarter 2016 Marketing and Outreach Activities  
FROM: Dennis Mochon, Senior Marketing and Communications Specialist  
DATE: May 23, 2016

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**Action Requested**

Informational item only. No action required.

**Background**

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

**Discussion**

Activities completed in the third quarter:

Wheels Forward Public Hearing and Comment Period Promotion

LAVTA began promotion of customer input on the preferred Wheels Forward service plan and the May 2<sup>nd</sup> Public Hearing through extensive outreach, communications and marketing.

Wheelsbus.com Mobile Website

Wheels web design contractor, Planeteria, developed and launched a mobile Wheelsbus.com website for smartphones.

St. Patrick's Day Parade and Festival

The agency showcased a Rapid bus for the parade on Saturday, March 12<sup>th</sup> donned in St. Patrick's decorations to celebrate the festivities. Wheels participated in the community festival staffing a booth to inform the public about Wheels services and the WheelsForward preferred alternative on Saturday and Sunday, March 12<sup>th</sup> and 13<sup>th</sup>.

Wheels in the News

Wheels produced six press releases during the third quarter. These included: Wheels Launches New Website; Elected Officials Discuss Expediting BART to Livermore; Ride Free to the St. Patrick's Day Festival; WAAC Applications Available; Wheels Passes CHP Inspection and Wheels COA Public Hearing and Comment Period.

Outreach

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

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

Wheels Forward Public Hearing and Comment Period Advertising

Wheels will continue to promote the Public Hearing and Comment Period through extensive newspaper advertising and radio advertising on KKIQ, as well as through major outreach initiatives in April.

Wheels On-Call Graphic Design Services and Timetables

Wheels has released an RFP for on-call graphic design services. The first task for the selected contractor will be to develop new timetables and customer information brochures for the next service change.

Wheels Rebranding

Wheels will be working with the contractor, Pavlov Advertising, to develop new naming concepts, a new logo, and establishment of branding strategies for the transit services that LAVTA provides.

Livermore Wine Festival April 30<sup>th</sup> and May 1st

Wheels will share an information booth with the City of Livermore on Saturday and Sunday, April 30<sup>th</sup> and May 1st at the Livermore Valley Wine Festival.

Bike to Work Day

Wheels will be partnering with the Lawrence Livermore National Labs to staff a Bike to Work Energizer Station in front of the Lab off East Street on Bike to Work Day May 12<sup>th</sup>.

Art Mural Bus Shelter Dedication Event

Wheels will be dedicating its 16th Art Mural Bus Shelter near the Lawrence Livermore National Labs on May 26<sup>th</sup> at Vasco and Mesquite.

Alameda County Fair

For the 2016 fair, Wheels will be offering a buy one get one free ticket similar to last year's campaign. Route 8 will be modified again to serve the fair on both the A & B as well as the weekend 8. There will be staffing to share a table with ACTC and the Pleasanton Paratransit to inform the public on Senior Days about all of the senior and disabled services for the Tri-Valley. Wheels will be doing a joint promotion with the Fair and BART to promote taking BART and Wheels to the Fair. Media includes: KKIQ radio, interior cards, posters, fair signage, BART signage, social media and a press release.

**Budget**

No budgetary impact.

**Recommendation**

None – information only.

**Attachments:**

1. 3rd Quarter FY 2016 Outreach Activities

## 3rd Quarter FY 2016 Wheels Outreach Activities

<b>Organization/Location</b>	<b>Date</b>	<b>Purpose</b>
Livermore Needs Committee	1/12/2016	Networking
Livermore Senior Center	1/14/2016	Consultations for Seniors
Dublin Senior Center	1/19/2016	Consultations for Seniors
Spare the Air Resource Team	1/26/2016	Networking/Planning
Clipper Regional Meeting	1/28/2016	Networking/Planning
Kottinger Water Project	2/10/2016	Distribution of Notifications
Livermore Senior Center	2/11/2016	Consultations for Seniors
Livermore Junction School	2/18/2016	Science Odyssey presentations
Finnian Way	2/22/2016	Consultations for Seniors
Clipper Regional Meeting	2/25/2016	Networking/Planning
Kottinger Place	3/3/2016	Updates on Water Project/Training
Livermore Needs Committee	3/8/2016	Networking
Livermore Senior Center	3/10/2016	Consultations for Seniors
St. Patrick's Festival – Dublin	3/12-13/2016	Public Outreach
Dublin Senior Center	3/15/2016	Consultations for Seniors
Pleasanton Senior Center	3/17/2016	Transportation Fair
Clipper Regional Meeting	3/24/2016	Networking/Planning

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

## STAFF REPORT

SUBJECT: Quarterly Grants Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: May 24, 2016

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**Action Requested**

Approve the FY 2015-16 Third Quarter Grants Update and forward to the Board

**Discussion**

The Board of Directors receives a quarterly update of the budget and grants summarizing all new funding activity. The attached report details activity for the third quarter, January – March 2016.

Awards

One new grant, the “*Transit Center Upgrades and Improvements*” grant, was awarded to the agency by Caltrans through the Public Transportation Modernization, Improvement & Service enhancement Account (PTMISEA) program. It is intended to make repairs of the asphalt lot at the Transit Center.

Applications

Three grants were filed during the quarter. The first, the “*SmartTrips Individualized Marketing Program, College Easy Pass Program and Route 580X Program*” grant, was filed with the Metropolitan Planning Commission (MTC) under the Transit Performance Initiative (TPI) program that is funded through a variety of federal sources. It is a formula-based grant which means the funds are guaranteed upon submission of an appropriately scoped project. LAVTA requested \$423,798 for use over three years.

The *Zero Emission Battery Electric Bus Commuter Line Project* grant was filed with Caltrans in January in the Transit and Intercity Rail Program (TIRCP). This is a \$5,542,247 request for the incremental funding needed to purchase electric buses in lieu of diesel/electric hybrids and the needed charging infrastructure at the Transit Center and BART station. The TIRCP grant was submitted in a highly competitive field open to all transit and rail providers in California offering new service. Funding available is a minimum of \$440 million with legislative options to expand the funding up to \$1.3 billion from Cap & Trade. Caltrans has already contacted LAVTA for clarification and supplemental information on the grant before sending it to the Air Resources Board to verify the air quality benefits of the proposed electric bus project.

The third grant is another formula grant funded through the Low Carbon Transit Operations Program (LCTOP); another Cap & Trade program. The “*Purchase Two Replacement Buses*” grant provides \$253,350 in supplemental funding to apply against the purchase price of new diesel/electric hybrid buses that are part of the 2017 fleet replacement purchase.

All existing grant awards are up-to-date for expenditure activity and reporting requirements.

**Recommendation**

Staff recommends the Committee approve the report and forward it to the Board of Directors.



## Active/Not at Risk

Project Name	Funding Type	Funding Source	Grant Award	Notes
<b>NEW!! Transit Center upgrades and improvements</b>	PTMISEA/Lifeline	MTC	\$125,625	<b>NEW!!!</b> 3 years. Parking lot upgrade and facility improvements at Transit Center
Introduction to Transit Experience	5304 - FTA	Caltrans	\$56,600	Enter 2 <sup>nd</sup> and final year of grant in July 2016. Provides 150 hours of intern staffing/month. Interviewing interns for Year 2 at present
ParaTaxi Voucher – Livermore UZ Two years based on performance	5310 - FTA	Caltrans	\$80,000	Began drawdown of this grant that provides vouchers for qualified riders in Livermore UA. Staff time reimb, promotional material covered
Rural Route Operating Assistance	5311 - FTA	Caltrans	\$43,683	Operating supplement on lines 2, 11, 12, 20
ParaTaxi, Dublin/Pleasanton	New Freedom	MTC/Caltrans	\$33,000	Parataxi rider vouchers
FY 15. Bus Shelter Security Lighting	Prop 1B Security	CalOES	\$36,696	Planned for use on bus shelter retrofits taking place after COA implementation
FY 14 Security Lighting for Transit Locations	Prop 1B Security	CalOES	\$36,696	Planned for use on bus shelter retrofits taking place after COA implementation.
Fleet DVRs for new Bus Fleet	Prop 1B Security	CalOES	\$36,696	FY 13. Grant will close upon receipt of new buses in August 2016
Electric/Diesel Hybrid Bus (2016)	LCTOP	Caltrans	\$107,192	Fund release June 2016. Will be applied to the purchase of buses purchased 2016
Bus Stop Repair/Replacement	Prop 1B PTMISEA	Caltrans	\$240,910	Phase I is complete. Phase II commences upon adoption of final COA paired with Prop 1B projects
LAVTA Facility Upgrade and Improvements	Prop 1B / PTMISEA	Caltrans	\$357,966	Projects include the Rutan shop floor rehab floors; ADA improvements and repaving parking lots.
Bus Purchase (2016)	Prop 1B / PTMISEA	Caltrans	\$572,778	Funding offsets local match for four buses of the Gilligs set for delivery in 2016
LAVTA Facility FY'08		FTA	\$326,879	Balance \$134,000. Dedicated to vault project at Atlantis, completes Summer 2016
The Tri-Valley Multi-Modal Access and PDA Connectivity Study	SC-TAP	ACTC	\$1,385,000	ACTC leads the project which is progressing to schedule
Route 30 Operating Support	TFCA	ACTC	\$27,000	2 yrs. Runs through Dec '17

Routes 8, 12, 15 Operating Support	TFCA	ACTC	\$252,500	2 yrs. Runs through Dec '16
Trapeze upgrade (viewpoint)	RM2	MTC	\$74,535	This grant is proceeding slowly through a Trapeze upgrade and security improvements
TPI Dublin	FHWA	MTC	\$1,509,440	Traffic improvements along Dublin Corridor with LAVTA phone app and queue jumps
BRT Line	FTA	FTA	\$10,930,000	\$600K balance for bus stops resulting from COA.

### Inactive or At Risk

Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
N/A	N/A			

### Pending/Not yet Awarded

Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
<b>NEW!!</b> Wheels on Demand Marketing Program, Student Pass & Route 580X	TPI	MTC/FTA	\$423,798	July 2016
<b>NEW!!</b> Zero Emission Battery Electric Commuter Bus Line Project	TIRCP	Caltrans Cap & Trade	\$5,542,247	June 2016
<b>NEW!!</b> 2 Replacement Buses FY16	LCTOP/ Cap & Trade	Caltrans	\$253,350	July 2016.
WiFi Security Networks on Buses	Prop 1B Security Grants	Cal OES	\$36,696	April 2016
Transit Center TOD Feasibility Study	Sustainable Communities	Caltrans	\$148,000	May 2016
Tri-Valley Paratransit Assessment	Sustainable Communities	Caltrans	\$200,000	May 2016
Lifeline / JARC		FTA	\$517,500	November 2016

### Lost/Not Awarded or Not Pursued

Project Name	Funding Type	Funding Source	Amount Requested	Expected Notification
<b>NEW!!</b> AQIP Grant for All Electric Bus Route Project	Air Quality Investment Program (AQIP)	CARB		March 2016
LoNo All-Electric Bus Route Project	FTA LoNo Program	FTA	\$2,297,400	June 2016

LoNo Electric Buses Cycle 3	FTA LoNo	FTA	N/A	Wrong timing to be competitive. Bus OEM and project manager RFPs pending. Need to have intact team.
5339 Fleet & Facilities	FTA	FTA	N/A	Potential Atlantis Funding Source. But must be shovel ready, still need design funds.

Agency Acronyms:

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

Program Acronyms

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

## LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

## STAFF REPORT

SUBJECT: State Legislative Update

FROM: Angela Swanson, Senior Grants & Project Management Specialist

DATE: May 24, 2016

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**Action Requested**

Review and forward to the LAVTA Board of Directors.

**Background**

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

**Discussion**

The Legislature in May is focused on hearing and acting on moving bills in their houses of origin, with focus moving from policy committees to the finance. Bills must pass out of fiscal committees by May 27 and from the house of origin is June 3<sup>rd</sup>.

**State Budget**

Release of the Governor's "May Revise" to the budget also throws shade over legislative activities this month. In the update released two weeks ago, the Governor pulled the reins tighter on spending noting the flattening in state revenues among other measures of a coming economic slowdown. In January, the Governor's initial budget proposal outlined a \$122 billion General Fund spending plan with \$48 billion in special funds, to total \$170 billion.

In the May Revise, expenditures were curtailed as a result of the forecast that tax revenues will decline by \$1.9 Billion. The forecast is based on sluggish April tax filings. The May Revision continues to reflect the Governor's transportation package that would provide \$36 billion over the next decade to improve the maintenance of highways and roads, expand public transit, and improve critical trade routes. The increased funding would be coupled with Caltrans efficiencies, streamlined project delivery, and accountability measures. 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.

**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 continues to dim in this election year despite continued dialog on the dire need for new/increased infrastructure funding.

The one bright light in this landscape is SBX 1 (Beall). Recent amendments to Senator Beall's SBX 1 does show some movement on trying to secure Republican support for a funding package. Many of the items added to SBX 1 have previously been proposed by Republican Caucus members. In general each of the proposals would create a Road Maintenance & Rehabilitation Account where all the new excise tax and vehicle fee revenue would be deposited. SBX 1 and Assemblyman Frazier's AB 1591 would dedicate 5% of the revenue to a State and Local Partnership Program that would be open to those counties that previously did not have a local transportation sales tax program. The balance of the funds would then be split with 50% allocated to Caltrans for the SHOPP and other eligible projects, and 50% allocated to cities and counties for local street and road projects.

The amendments to SBX 1 illustrate progress in reaching a bi-partisan agreement on a meaningful transportation funding package. This will hopefully spur momentum to reach an agreement as part of the budget.

#### 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 bill continues to move through the Legislature with due speed and solid support. It is presently assigned to the Senate Transportation & Housing Committee.

#### 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 is currently parked.

#### **Recommendation**

Staff recommends the Committee accept the report as presented and recommend it to the Board of Directors.

Attachment:

1. May Legislative Report

**LAVTA Legislative Update**  
**May 2016**

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

**Principles:**

1. Protection of Funding Sources
2. Future Funding Investments
3. Operating Conditions Advocacy
4. Environmental Stewardship
5. Strategic Partnerships

**LAVTA Legislative Update  
May 2016**

SBX1 2	Huff	Greenhouse Gas Reduction Fund.	1		September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.
SBX1 3	Vidak	Transportation bonds: highway, street, and road projects.	1		Returned to Secretary of Senate pursuant to Joint Rule 62(a).
SBX1 4	Beall	Transportation funding.	1		Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.
SBX1 6	Runner	Greenhouse Gas Reduction Fund (GGRF) and Cap & Trade	2		Returned to Secretary of Senate pursuant to Joint Rule 62(a).
<b>SBX1 7</b>	<b>Allen</b>	<b>Diesel sales and use tax.</b>	<b>2</b>	<b>Support</b>	<b>Read second time and amended. Re-referred to Com. on APPR.</b>
<b>SBX1 8</b>	<b>Hill</b>	<b>Public transit: funding.</b>	<b>2</b>	<b>Support</b>	<b>From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57) (September 1). Re-referred to Com. on APPR.</b>
SBX1 10	Bates	Regional transportation capital improvement funds	2		September 8 hearing: Testimony taken. Hearing postponed by committee.
SBX1 11	Berryhill	Environmental quality: transportation infrastructure.	3		From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.
SBX1 12	Runner	California Transportation Commission. Outside oversight of CalSTA	3		Read second time and amended. Re-referred to Com. on APPR.
SBX1 13	Vidak	Office of the Transportation Inspector General.	3		From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (August 19). Re-referred to Com. on APPR.
SCAX1 1	Huff	Motor vehicle fees and taxes: restriction on expenditures.	1		From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.

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**LAVTA Legislative Update**  
**May 2016**

**Legislative Session, 2015-2016**

AB 397	Mathis	Bonds: transportation: water projects	1	Support	From committee: Without further action pursuant to Joint Rule 62(a)
AB 779	Garcia, C	Transportation: Congestion Management Program	3	Watch	In committee: Set, first hearing. Hearing canceled at the request of author
AB 1550	Gomez	Greenhouse Gases: investment plan: disadvantaged communities	4		Referred to Com. on APPR
AB 1555	Gomez	Greenhouse Gas Reduction Fund.	4		Re-referred to Com. on BUDGET. pursuant to Assembly Rule 96. (Set for hearing on 5/11/2016)
AB 1572	Campos	School transportation.	3		In committee: Set, first hearing. Referred to APPR. suspense file.
<b>AB 1591</b>	<b>Frazier</b>	<b>Transportation funding.</b>	<b>2</b>	<b>Support</b>	<b>Referred to Coms, on TRANS. And REV. and TAX.</b>
AB 1595	Campos	Employment: human trafficking training: mass transportation employers.	3	Watch	From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 20). Re-referred to Com. on APPR.
<b>AB 1640</b>	<b>Allen, Travis</b>	<b>Retirement: Public Employees</b>	<b>3</b>	<b>Support</b>	<b>Referred to Com. on P.E. &amp; R.</b>
AB 1641	Stone	Shuttle services: loading and unloading of passengers.	3		In committee: Set, second hearing. Hearing canceled at the request of author.
AB 1665	Bonilla	Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority.	2		Read second time. Ordered to third reading.
<b>AB 1746</b>	<b>Stone, Mark</b>	<b>Transit buses.</b>	<b>3</b>	<b>Support</b>	<b>Senate Transportation &amp; Housing COMM</b>
AB 1833	Linder	Transportation projects: environmental mitigation.	4		Re-referred to Com. on APPR.
AB 1851	Gray	Vehicular Air Pollution: reduction incentives	4		From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 18). Re-referred to Com. on APPR.
AB 1886	McCarty	California Environmental Quality Act: transit priority projects.	4		ASM. NAT. RES. Vote - Do pass as amended.

**Principles:**

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**LAVTA Legislative Update  
May 2016**

AB 2030	Mullin	Transportation districts: contracts.	1		Action From SECOND READING: Read second time.To THIRD READING.
<b>AB 2090</b>	<b>Alejo</b>	<b>Low Carbon Transit Operations Program.</b>	<b>2</b>	<b>Support</b>	<b>In Committee; Set, first hearing. Referred to APPR suspense file</b>
<b>AB 2222</b>	<b>Holden</b>	<b>Greenhouse Gas Reduction Fund: Transit Pass Program</b>	<b>4</b>	<b>Watch</b>	<b>Assembly APPR Suspense</b>
AB 2415	Garcia, Eduardo	CA Clean Truck, Bus and Off-Road Vehicle & Equipment Technology Program	3	Oppose	Re-referred to Comm on APPR
<b>AB 2762</b>	<b>Baker</b>	<b>Transportation: Altamont Pass Regional Rail Authority</b>	<b>5</b>	<b>Support</b>	<b>ASM Transportation. Last amended 4/5/16</b>
<b>ACA 4</b>	<b>Frazier</b>	<b>Local government transportation projects: special taxes: voter approval.</b>	<b>2</b>	<b>Support</b>	<b>In committee: Hearing postponed by committee.</b>
SB 91	Committee on Budget and Fiscal Review	Greenhouse Gas Reduction Fund: investment plan.	4		Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2.
SB 321	Beall	Motor vehicle fees and taxes: rates: adjustments	1	Support	Ordered to inactive file on request of Senator Beall
SB 344	Monning	Commercial Driver's License: Education	3	Neutral	to Assembly APPR.
<b>SB 824</b>	<b>Beall</b>	<b>Low Carbon Transit Operations Program.</b>	<b>1</b>	<b>Support</b>	<b>0</b>
SB 882	Hertzberg	Crimes: public transportation: minors.	3		April 25 hearing: Placed on APPR. suspense file
SB 885	Wolk	Construction contracts indemnity		Oppose	SEN. JUD vote - Do pass as amended
SB 998	Wieckowski	Vehicles: mass transit guideways.	3	Support	Read second time and amended. Ordered to third reading.
SB 1043	Allen	Renewable gas: biogas and biomethane.	4		Read second time and amended. Re-referred to Com. on APPR
<b>SB 1128</b>	<b>Glazer</b>	<b>Commute benefit policies</b>	<b>5</b>	<b>Support</b>	<b>Referred to Comm on TRANS</b>
<b>Total Measures:</b>	<b>50</b>				

**Principles:**

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## LAVTA COMMITTEE ITEMS - MAY 2016 - SEPTEMBER 2016

### Finance & Administration Committee

<b>May</b>	Action	Info
Minutes	X	
Treasurers Report	X	
LAIF	X	
Quarterly Budget & Grants Report		X
Draft FY17 Budget	X	
Annual Org Review	X	
<b>June</b>	Action	Info
Minutes	X	
Treasurers Report	X	
<b>July</b>	Action	Info
Minutes	X	
Treasurers Report	X	
*Typically July committee meetings are cancelled		
<b>August</b>	Action	Info
Minutes	X	
Treasurers Report	X	
Legislative Update	X	
Quarterly Budget & Grants Update		X
<b>September</b>	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	
Quarterly Operations Report		X
Quarterly Marketing Report		X
Wheels on Demand	X	
FY2017 Marketing Work Plan	X	

### June

	Action	Info
Minutes	X	
Fare Study Recommendations	X	
Relocation of Livermore Historic Train Depot		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		