

STAFF REPORT

SUBJECT: Final Comprehensive Operations Analysis Route Changes

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

DATE: June 6, 2016

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.

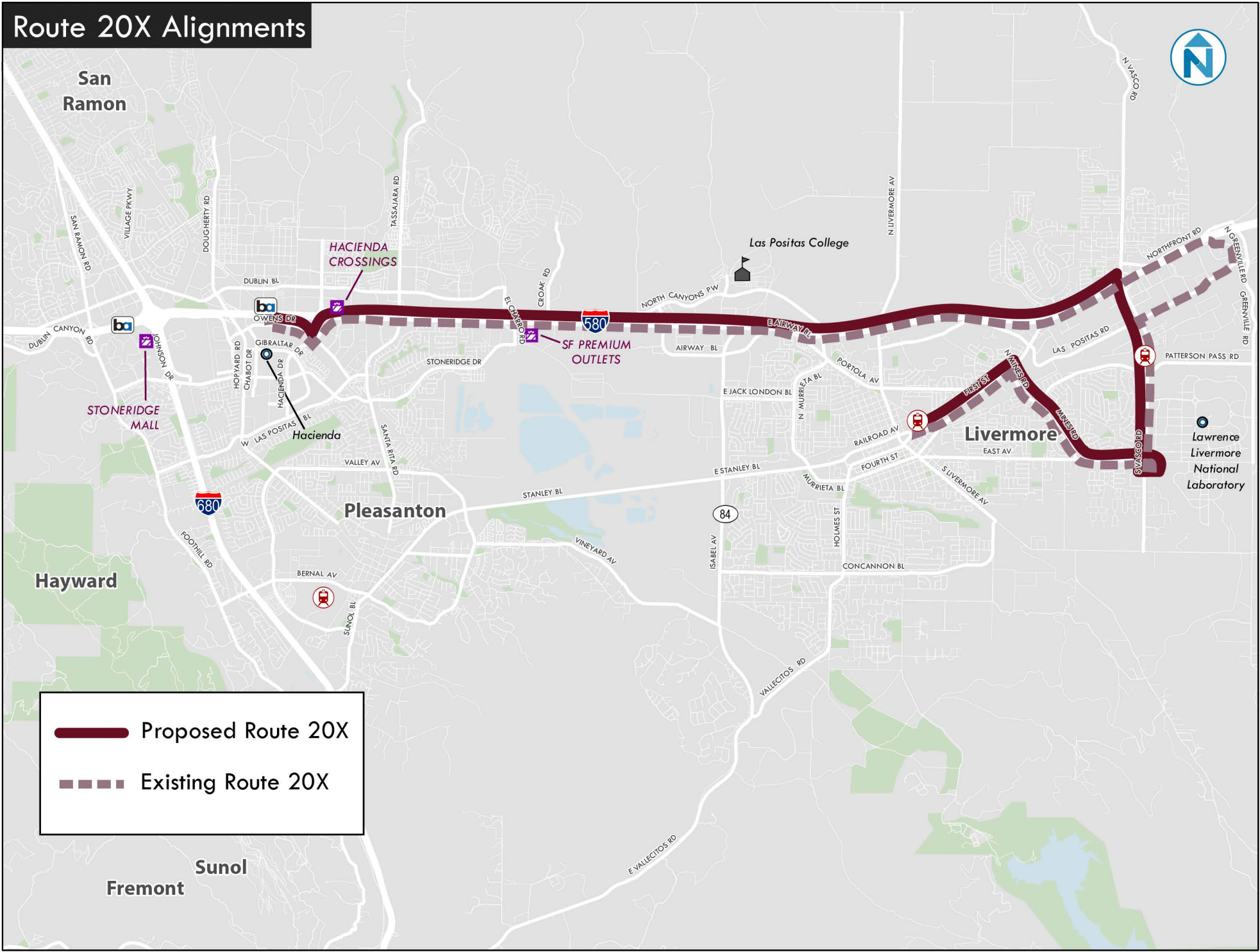
Staff recommends reinstating Route 2 as described above, and recommends the Board authorize staff to file a Notice of Exemption under the California Environmental Quality Act (CEQA).

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.

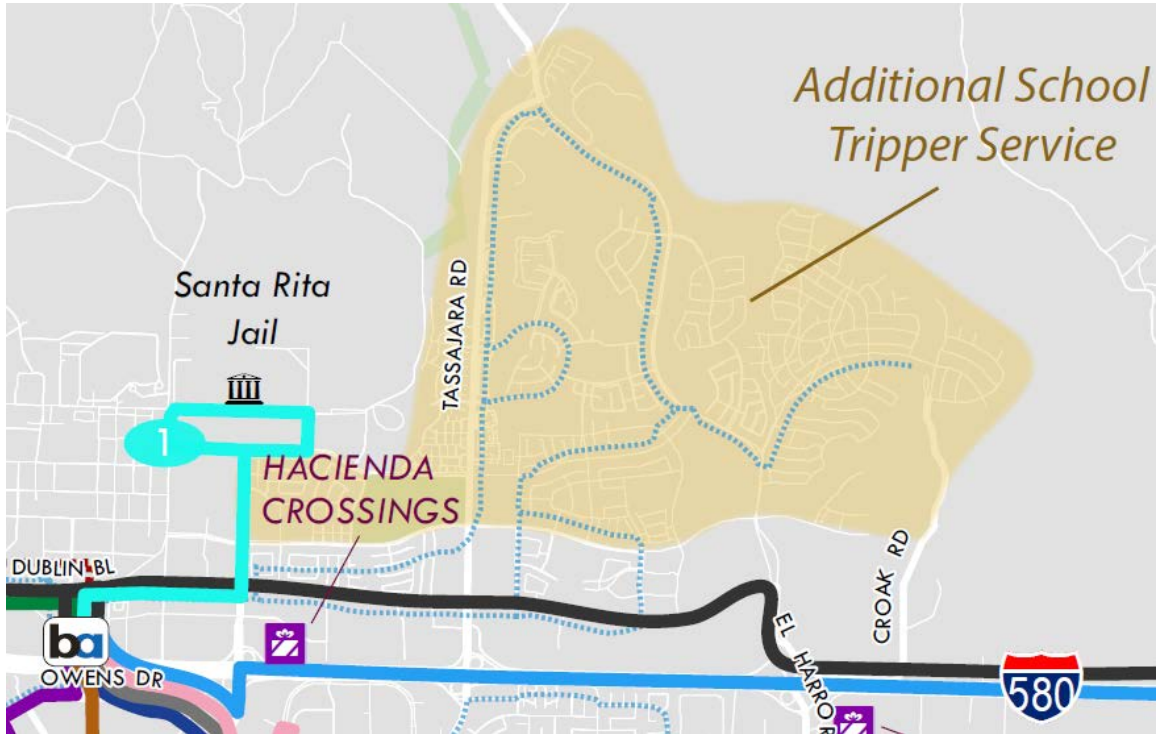
Within the service area, Wheels on Demand would not require walking to a designated bus stop. However, the provider may ask riders to walk to a street corner to facilitate service and ensure on-time performance.

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.



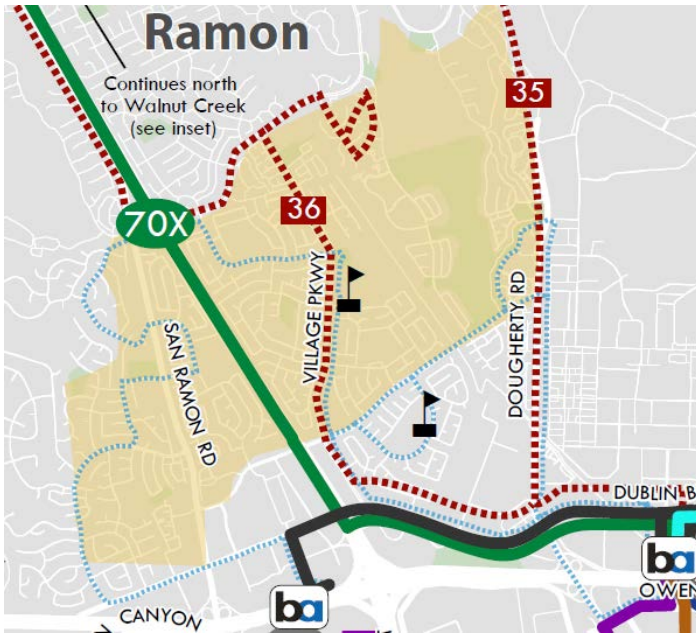
Estimated Costs to LAVTA

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.

Don Biddle, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

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.

Don Biddle, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

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.

Don Biddle, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel