

7. LAVTA's Operating & Capital Budget for FY 2018

Recommendation: Review the final Operating and Capital Budget for FY 2018 and recommend to the Board for approval.

8. Fare Policy Discussion

Recommendation: None –Information Only

9. LAVTA Comments on Draft Plan Bay Area 2040

Recommendation: This item is informational only. Staff requests the Committee provide direction to staff on the proposed comments from LAVTA on the Draft Plan Bay Area 2040 prior to the comment deadline of June 1.

10. Preview of Upcoming F&A Committee Agenda Items

11. Matters Initiated by Committee Members

12. Next Meeting Date is Scheduled for: June 27, 2017

13. Adjourn

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.

In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.

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

/s/ Jennifer Suda

5/18/17

LAVTA Administrative Services Department

Date

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

Executive Director

Livermore Amador Valley Transit Authority

1362 Rutan Court, Suite 100

Livermore, CA 94551

Fax: 925.443.1375

Email : frontdesk@lavta.org

AGENDA

ITEM 4

MINUTES OF THE APRIL 25, 2017
LAVTA FINANCE AND ADMINISTRATION COMMITTEE MEETING

1. Call to Order and Pledge of Allegiance

Committee Chair Don Biddle called the meeting to order at 4:00 pm.

2. Roll Call of Members

Members Present

Jerry Pentin, Vice Mayor, City of Pleasanton

Don Biddle, Vice Mayor, City of Dublin

Bob Coomber, Councilmember, City of Livermore

3. Meeting Open to Public

None.

4. Minutes of the March 28, 2017 Meeting of the F&A Committee

Approved: Pentin/Coomber

Aye: Biddle, Coomber, Pentin

No: None

Abstain: None

Absent: None

5. Treasurer's Report for March 2017

The Finance and Administration Committee recommended submitting the March 2017 Treasurer's Report to the Board for approval.

Approved: Coomber/Pentin

Aye: Biddle, Coomber, Pentin

No: None

Abstain: None

Absent: None

6. Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF) and changing the authorized officers

Councilmember Jerry Pentin requested that staff share with the committee how LAVTA's money is insured with the bank, because he would like to know if it is covered by FDIC. FDIC usually only covers up to \$250,000. Staff explained that LAVTA can only bank with a few banks, since certain requirements must be met for government agencies. Staff acknowledged that if the deposits are more than what is covered under FDIC and agreed to get back to the committee members with the method used by Bank of the West to safeguard LAVTA funds.

The Finance and Administration Committee forwarded a recommendation to the Board of Directors to adopt the attached Resolution 20-2017 reauthorizing investment of LAVTA monies in LAIF, and delete Beverly Adamo, Director of Administrative Services and replace with Tamara Edwards, Director of Finance as an authorized officer.

Approved: Pentin/Coomber
Aye: Biddle, Coomber, Pentin
No: None
Abstain: None
Absent: None

7. Resolution in Support of Application for FY 16-17 funding through the State Low Carbon Transit Operations Program (LCTOP)

The Finance and Administration Committee forwarded a recommendation to the Board of Directors to approve referring Resolution 15-2017 in support of the allocation request submitted to Caltrans for the Low Carbon Transit Operations Program (LCTOP). Once approved, Resolution 21-2017 will supersede Resolution 15-2017.

Approved: Pentin/Coomber
Aye: Biddle, Coomber, Pentin
No: None
Abstain: None
Absent: None

8. Fiscal Year 2016-17 Proposition 1B California Transit Security Grant Program (CTSGP) Resolution

The Finance and Administration Committee forwarded a recommendation to the Board of Directors to approve referring the attached Resolution 22-2017.

Approved: Pentin/Coomber
Aye: Biddle, Coomber, Pentin
No: None
Abstain: None
Absent: None

9. Preview of Upcoming F&A Committee Agenda Items

10. Matters Initiated by Committee Members

None.

11. Next Meeting Date is Scheduled for: May 23, 2017

12. Adjourn

Meeting adjourned at 4:20pm.

AGENDA

ITEM 5

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for April 2017

FROM: Tamara Edwards, Finance and Grants Manager

DATE: May 23, 2017

Action Requested

Review and approve the LAVTA Treasurer's Report for April 2017.

Discussion

Cash accounts:

Our petty cash account (101) has a balance of \$200, 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, 2017	\$8,639,662.08
Payments made	\$1,236,490.89
Deposits made	\$156,632.19
Ending balance April 30, 2017	\$7,559,803.38

Farebox account activity (106):

Beginning balance April 1, 2017	\$156,411.55
Deposits made	\$66,230.28
Ending balance April 30, 2017	\$223,141.83

LAIF investment account activity (135):

Beginning balance April 1, 2017	\$664,142.45
Q3 FY 17 Interest earned	\$1,265.17
Ending balance April 30, 2017	\$665,407.62

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 73.18% overall.

Operating Revenues Summary:

While expenses are at 73.18%, revenues are at 84.1%, providing for a healthy cash flow.

Recommendation

Staff recommends forwarding the April 2017 Treasurer's Report to the Board for Approval.

Attachments:

1. April2017 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
April 30, 2017**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	7,559,803	
106 CASH - FIXED ROUTE ACCOUNT	223,142	
107 Clipper Cash	524,462	
120 ACCOUNTS RECEIVABLE	133,932	
135 INVESTMENTS - LAIF	665,408	
150 PREPAID EXPENSES	687	
160 OPEB ASSET	430,453	
165 DEFFERED OUTFLOW-Pension Related	132,890	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	42,245,608	
TOTAL ASSETS		51,916,824

LIABILITIES:

205 ACCOUNTS PAYABLE	371,271	
211 PRE-PAID REVENUE	1,593,595	
21101 Clipper to be distributed	410,273	
22000 FEDERAL INCOME TAXES PAYABLE	536	
22010 STATE INCOME TAX	122	
22020 FICA MEDICARE	58	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(331)	
22030 SDI TAXES PAYABLE	18	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	255	
22090 WORKERS' COMPENSATION PAYABLE	7,274	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	634,007	
23104 Deferred Inflow- Pension Related	103,992	
23103 INSURANCE CLAIMS PAYABLE	54,503	
23102 UNEMPLOYMENT RESERVE	20,000	
TOTAL LIABILITIES		3,195,573

FUND BALANCE:

301 FUND RESERVE	8,770,327	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	39,460,703	
30401 SALE OF BUSES & EQUIPMENT	55,390	
FUND BALANCE	434,831	
TOTAL FUND BALANCE		48,721,251
TOTAL LIABILITIES & FUND BALANCE		51,916,824

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
April 30, 2017**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,548,670	74,182	1,104,578	444,092	71.3%
4020000	Business Park Revenues	191,030	0	106,623	84,407	55.8%
4020500	Special Contract Fares	171,286	0	130,473	40,813	76.2%
4020500	Special Contract Fares - Paratransit	37,000	0	25,239	11,761	68.2%
4010200	Paratransit Passenger Fares	205,968	9,307	145,331	60,637	70.6%
4060100	Concessions	44,135	810	54,553	(10,418)	123.6%
4060300	Advertising Revenue	95,000	0	102,592	(7,592)	108.0%
4070400	Miscellaneous Revenue-Interest	4,500	1,265	4,615	(115)	102.5%
4070300	Non transportation revenue	91,733	6,283	136,193	(44,460)	100.0%
4090100	Local Transportation revenue (TFCA RTE B	137,500	0	34,375	103,125	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,435,973	0	9,433,761	2,212	100.0%
4099500	TDA Article 4.0-BART	84,324	0	57,634	26,690	68.3%
4099200	TDA Article 4.5 - Paratransit	123,457	0	85,042	38,415	68.9%
4099600	Bridge Toll- RM2	580,836	0	290,418	290,418	50.0%
4110100	STA Funds-Paratransit	49,787	0	17,511	32,276	35.2%
4110500	STA Funds- Fixed Route BART	654,479	0	442,173	212,306	67.6%
4110100	STA Funds-pop	700,785	0	700,785	-	100.0%
4110100	STA Funds- rev	198,153	0	198,154	(1)	100.0%
4110100	STA Funds- Lifeline	194,324	0	194,143	181	99.9%
4130000	FTA Section 5307 Preventative Maint.	424,167	0	0	424,167	100.0%
4130000	FTA Section 5307 ADA Paratransit	341,367	0	0	341,367	0.0%
4130000	FTA 5304	-	0	17,307	(17,307)	100.0%
4130000	FTA JARC and NF	84,517	0	7,534	76,983	8.9%
4130000	FTA 5311	38,951	0	0	38,951	0.0%
4640500	Measure B Gap	-	0	0	-	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	884,690	55,752	612,646	272,044	69.2%
4640100	Measure B Paratransit Funds-Paratransit	167,445	10,552	115,955	51,490	69.2%
4640200	Measure BB Paratransit Funds-Fixed Route	660,528	41,329	450,662	209,866	68.2%
4640200	Measure BB Paratransit Funds-Paratransit	283,285	17,725	193,278	90,007	68.2%
TOTAL REVENUE		17,433,890	217,205	14,661,576	2,772,314	84.1%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
April 30, 2017**

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,381,056	\$102,674	\$1,094,574	\$286,482	79.26%
502 00	Personnel Benefits	\$815,347	\$52,630	\$683,090	\$132,257	83.78%
503 00	Professional Services	\$699,156	\$65,436	\$435,185	\$263,971	62.24%
503 05	Non-Vehicle Maintenance	\$574,029	\$45,402	\$420,405	\$153,624	73.24%
503 99	Communications	\$10,500	(\$9)	\$2,104	\$8,396	20.04%
504 01	Fuel and Lubricants	\$1,231,310	\$59,848	\$545,901	\$685,409	44.33%
504 03	Non contracted vehicle maintenance	\$15,000	\$131	\$1,751	\$13,249	11.68%
504 99	Office/Operating Supplies	\$50,500	\$2,648	\$15,645	\$34,855	30.98%
504 99	Printing	\$60,000	\$1,349	\$67,777	(\$7,777)	112.96%
505 00	Utilities	\$266,900	\$19,405	\$212,897	\$54,003	79.77%
506 00	Insurance	\$590,936	\$61	\$396,874	\$194,062	67.16%
507 99	Taxes and Fees	\$152,000	\$11,572	\$64,780	\$87,220	42.62%
508 01	Purchased Transportation Fixed Route	\$9,018,334	\$712,385	\$7,257,968	\$1,781,330	80.48%
2-508 02	Purchased Transportation Paratransit	\$2,102,600	\$130,320	\$1,366,842	\$735,758	65.01%
508 03	Purchased Transportation WOD	\$100,000	\$0	\$0	\$100,000	0.00%
509 00	Miscellaneous	\$126,504	\$23,522	\$142,515	(\$18,371)	112.66%
509 02	Professional Development	\$39,718	\$280	\$7,948	\$31,770	20.01%
509 08	Advertising	\$190,000	\$282	\$35,187	\$154,813	18.52%
TOTAL		\$17,423,890	\$1,227,935	\$12,751,445	\$4,691,050	73.18%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
April 30, 2017

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	20,000	0	0	20,000	0.00%
4090194	TDA Shop repairs and replacement	67,000	0	0	67,000	0.00%
4091794	Bus stop improvements	767,005	0	0	767,005	0.00%
4092394	TDA Bus replacement	2,476,208	0	1,812,118	664,090	73.18%
4090994	TDA IT Upgrades and Replacements	15,500	0	0	15,500	0.00%
4090794	TDA Transit Center Improvements	56,200	0	0	56,200	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	120,000	0	0	120,000	0.00%
4091394	TDA Board Room upgrade	25,600	0	0	25,600	0.00%
4091294	TDA Doolan Tower Upgrade	10,000	0	0	10,000	0.00%
4090894	TDA TPI	66,000	0	0	66,000	0.00%
4092194	TDA Rebranding bus wrap	95,000	0	0	95,000	0.00%
4091494	TDA WIFI	13,304	0	0	13,304	0.00%
4091594	TDA Farebox upgrade	101,758	0	0	101,758	0.00%
4090394	TDA Non revenue vehicle replacement	144,800	0	0	144,800	0.00%
4092396	Bridge Tolls Bus Replacement	535,578	0	519,943	15,635	97.08%
4111700	PTMISEA Shelters and Stops	116,719	0	0	116,719	0.00%
41124	Prob 1B Security upgrades	73,392	0	0	73,392	0.00%
41114	Prop 1B Wifi	36,696	0	0	36,696	0.00%
41123	PTMISEA Bus Replacement	572,778	0	0	572,778	0.00%
41107	PTMISEA Transit Center Improvements	125,625	0	0	125,625	0.00%
41105	PTMISEA Office improvements	177,390	0	0	177,390	0.00%
41101	PTMISEA Shop Repairs	184,124	0	0	184,124	0.00%
44003	LAVTA SHARE OF SOLD BUS FUNDS	13,312	0	13,312	0	100.00%
41302	FTA MOA FACILITY	-	0	10,308	(10,308)	#DIV/0!
41308	TPI	504,564	0	8,500	496,064	1.68%
41315	FTA Farebox upgrade	398,242	0	0	398,242	0.00%
41304	FTA BRT	450,000	0	62,639	387,361	13.92%
41303	FTA non revenue vehicle upgrade	367,200	0	0	367,200	0.00%
41323	FTA Bus replacements	12,315,205	0	12,078,545	236,660	98.08%
TOTAL REVENUE		19,949,200	-	14,505,365	5,443,835	72.71%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
April 30, 2017

April 30, 2017						
ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550107	Shop Repairs and replacement	251,124	13,000	17,378	233,746	6.92%
5550207	New MOA Facility (Satelite Facility)	-	0	10,582	(10,582)	#DIV/0!
5550307	Non revenue vehicle replacement	512,000	0	0	512,000	0.00%
5550407	BRT	-	4,350	88,789	(88,789)	#DIV/0!
5550507	Office and Facility Equipment	20,000	0	13,389	6,611	66.94%
5550607	511 Integration	-	0	0	0	#DIV/0!
5550707	Driveway resurfacing project	177,390	0	850	176,540	0.48%
5550807	Dublin TPI project	570,564	0	48,954	521,610	8.58%
5550907	IT Upgrades and replacement	15,500	0	732	14,768	4.73%
5551007	Transit Center Upgrades and Improvements	181,825	0	0	181,825	0.00%
5551207	Doolan Tower upgrade	10,000	0	0	10,000	0.00%
5551307	Board Room upgrade	25,600	11,754	11,754	13,846	45.91%
5551407	Wifi	50,000	0	0	50,000	0.00%
5551507	Farebox upgrade	500,000	0	0	500,000	0.00%
5551707	Bus Shelters and Stops	883,724	0	60,076	823,648	6.80%
5552007	Major component rehab	120,000	0	17,125	102,875	14.27%
5552107	Rebranding bus wrap	95,000	0	0	95,000	0.00%
5552307	Bus replacement	15,899,769	0	15,665,534	234,235	98.53%
5552407	Security upgrades	73,392	0	0	73,392	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		19,485,888	29,104	15,935,163	3,550,725	81.78%
FUND BALANCE (CAPITAL)		463312.02	(29,104)	(1,429,798)		
FUND BALANCE (CAPTIAL & OPERATING)		463,312.02	(1,037,766)	495,132		

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

www.treasurer.ca.gov/pmia-laif/laif.asp

May 12, 2017

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 2017 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
4/14/2017	4/13/2017	QRD	1533184	SYSTEM	1,265.17

Account Summary

Total Deposit:	1,265.17	Beginning Balance:	661,305.54
Total Withdrawal:	0.00	Ending Balance:	662,570.71

REPORT.: May 15 17 Monday
 RUN....: May 15 17 Time: 15:19
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 04-17 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-17	H7306	04/07/17	CCG01 (COURTNEY JOSEPH CARDENAS)		13,000.00	.00	13,000.00	CCG01, 265, 2016-19 RUTAN
	H7307	04/07/17	OAK01 (OAKS BUSINESS PK OWNERS)		2,165.00	.00	2,165.00	OAK01, 2ND QTR BUSINESS P
	H7308	04/07/17	MTM01 (MEDICAL TRANSPORTATION MANAG		4,959.50	.00	4,959.50	MTM01, MTM-112088 3/22-4/
	H7309	04/07/17	PAC02 (PACIFIC GAS AND ELECTRIC)		542.48	.00	542.48	PAC02, 7264840356-5, RAPI
	H7310	04/07/17	PAC02 (PACIFIC GAS AND ELECTRIC)		608.29	.00	608.29	PAC02, 9800031052-8, TRAN
	H7311	04/07/17	PAC02 (PACIFIC GAS AND ELECTRIC)		1,876.73	.00	1,876.73	PAC02, 9007202117-4, MOA
	H7312	04/07/17	PAC02 (PACIFIC GAS AND ELECTRIC)		106.60	.00	106.60	PAC02, 7649646868-7, DOOL
	H7313	03/31/17	PAC02 (PACIFIC GAS AND ELECTRIC)		5,902.01	.00	5,902.01	PAC02, 5809326332-3, MOA
	H7314	04/07/17	PAC02 (PACIFIC GAS AND ELECTRIC)		1,470.34	.00	1,470.34	PAC02, 6062256368-6, ATLA
	H7315	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		45.44	.00	45.44	CAL04, 3616555555, TC WAT
	H7316	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		75.46	.00	75.46	CAL04, 4616555555, TC IRR
	H7317	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 5755555555, CONTRA
	H7318	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 4755555555, MOA FI
	H7319	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		64.28	.00	64.28	CAL04, 2575555555, TC FIR
	H7320	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		71.03	.00	71.03	CAL04, 0198655555, BUS WA
	H7321	04/07/17	CAL04 (CALIFORNIA WATER SERVICE)		534.56	.00	534.56	CAL04, 9098655555, MOA WA
	H7322	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H7323	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		135.95	.00	135.95	CIT07, 138430-01, ATLANTI
	H7324	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		77.45	.00	77.45	CIT07, 138431-00, ATLANTI
	H7325	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		133.75	.00	133.75	CIT07, 139388-00, BUS WAS
	H7326	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		51.26	.00	51.26	CIT07, 139361-00, ATLANTI
	H7327	04/07/17	CIT07 (CITY OF LIVERMORE - WATER)		43.88	.00	43.88	CIT07, 139399-00, ATLANTI
	H7328	04/07/17	STA01 (STATE COMPENSATION FUND)		1,720.50	.00	1,720.50	STA01, APR-17 WORKER'S CO
	H7329	04/07/17	WEG01 (CHRISTY WEGENER)		57.35	.00	57.35	WEG01, MAR-17 TRAVEL REIM
	H7330	04/07/17	MTM01 (MEDICAL TRANSPORTATION MANAG		111,855.42	.00	111,855.42	MTM01, FEB-17 MONTHLY SER
	H7331	04/07/17	MVT01 (MV TRANSPORTATION, INC.)		11,051.78	.00	11,051.78	MVT01, 74467, FEB-17 FIXE
	H7332	04/07/17	VER01 (VERIZON WIRELESS)		1,305.40	.00	1,305.40	VER01, 9782636167, 2/23-3
	H7333	04/07/17	PAC01 (AT&T)		350.45	.00	350.45	PAC01, ACCT #436-951-0106
	H7334	04/07/17	PAC01 (AT&T)		144.49	.00	144.49	PAC01, ACCT #925-243-9029
	H7335	04/07/17	PAC01 (AT&T)		32.94	.00	32.94	PAC01, ACCT #232-351-6260
	H7336	04/07/17	TX143 (KIM BRETOI)		164.90	.00	164.90	TX143, PARATAXI REIMBURSE
	H7337	04/07/17	TAX14 (KAREN ADAMS)		32.96	.00	32.96	TAX14, PARATAXI REIMBURSE
	H7338	04/07/17	SUD01 (JENNIFER SUDA)		32.71	.00	32.71	SUD01, MAR-17 EXPENSE REI
	H7339	04/21/17	MTM01 (MEDICAL TRANSPORTATION MANAG		5,022.50	.00	5,022.50	MTM01, MTM-112089, 4/5-4/
	H7340	04/21/17	CAL15 (CALTRONICS BUSINESS SYS)		472.60	.00	472.60	CAL15, 2242107, BIZHUB TH
	H7341	04/21/17	STA13 (STAPLES CREDIT PLAN)		577.02	.00	577.02	STA13, APR-17 CC STATEMEN
	H7342	04/22/17	YEA01 (JENNIFER YEAMANS)		56.94	.00	56.94	YEA01, MAR-17 TRAVEL REIM
	H7343	04/21/17	KUL01 (KADRI KULM)		37.96	.00	37.96	KUL01, MAR-17 TRAVEL REIM
	H7344	04/21/17	VER01 (VERIZON WIRELESS)		369.36	.00	369.36	VER01, 9000091294, PO #61
	H7345	04/21/17	SHE05 (SHELL)		19.32	.00	19.32	SHE05, APR-17 CC STATEMEN
	H7346	04/15/17	MVT01 (MV TRANSPORTATION, INC.)		337,810.88	.00	337,810.88	MVT01, 75131, APR-17 1ST
	H7347	04/14/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		37,758.89	.00	37,758.89	DIR02, PR DIRECT DEPOSIT
	H7348	04/14/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,642.63	.00	2,642.63	EMP01, STATE TAXES 3/24-4
	H7349	04/14/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,570.81	.00	7,570.81	EFT01, FEDERAL TAXES 3/24
	H7350	04/14/17	PER01 (PERS)		3,305.78	.00	3,305.78	PER01, PERS NEW CONTRIBUT
	H7351	04/14/17	PER01 (PERS)		3,752.00	.00	3,752.00	PER01, PERS CLASSIC CONTR
	H7352	04/14/17	PER04 (CALPERS RETIREMENT SYSTEM)		716.01	.00	716.01	PER04, PERS 457 CONTRIBUT
	H7353	04/21/17	TX177 (MARILYN LANE)		40.00	.00	40.00	TX177, PARATAXI REIMBURSE
	H7354	04/21/17	TAX07 (ASMA SYEDA)		10.84	.00	10.84	TAX07, PARATAXI REIMBURSE
	H7355	04/21/17	TAX72 (JUSTIN HART)		106.06	.00	106.06	TAX72, PARATAXI REIMBURSE
	H7356	04/21/17	TX137 (HIMATILAL R MEHTA)		69.91	.00	69.91	TX137, PARATAXI REIMBURSE
	H7357	04/21/17	TAX14 (KAREN ADAMS)		20.00	.00	20.00	TAX14, PARATAXI REIMBURSE
	H7358	04/21/17	TX113 (RODGER RAGER)		142.00	.00	142.00	TX113, PARATAXI REIMBURSE
	H7359	04/21/17	TAX67 (CHRISTEL RAGER)		138.55	.00	138.55	TAX67, PARATAXI REIMBURSE
	H7360	04/21/17	TAX91 (VIVIAN MARIE MILLER)		105.61	.00	105.61	TAX91, PARATAXI REIMBURSE
	H7361	04/21/17	WEG01 (CHRISTY WEGENER)		128.00	.00	128.00	WEG01, PER DIEM CALACT SP
	H7362	04/21/17	MCC01 (TONY MCCAULAY)		12,156.71	.00	12,156.71	MCC01, MOVING EXPENSE REI
	H7363	04/30/17	STA05 (STATE BOARD OF EQUAL)		885.58	.00	885.58	STA05, 1ST QTR 2017 EXEMP
	H7364	04/30/17	STA04 (STATE BOARD OF)		1,698.86	.00	1,698.86	STA04, 1ST QTR 2017 UNDER
	H7365	04/30/17	PER04 (CALPERS RETIREMENT SYSTEM)		716.63	.00	716.63	PER04, PERS 457 CONTRIBUT
	H7366	04/30/17	PER01 (PERS)		3,305.78	.00	3,305.78	PER01, PERS NEW CONTRIBUT
	H7367	04/30/17	PER01 (PERS)		3,752.00	.00	3,752.00	PER01, PERS CLASSIC CONTR
	H7368	04/30/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,529.71	.00	7,529.71	EFT01, FEDERAL TAXES 4/7-
	H7369	04/30/17	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,503.12	.00	2,503.12	DEL05, MAY-17 DENTAL INSU
	H7370	04/30/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,636.42	.00	2,636.42	EMP01, STATE TAXES 4/7-4/
	H7371	04/30/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		37,250.19	.00	37,250.19	DIR02, PR DIRECT DEPOSIT
	H7372	04/30/17	PER03 (CAL PUB EMP RETIRE SYSTM)		38,939.85	.00	38,939.85	PER03, MAY-17 HEALTH INSU
	H7373	04/30/17	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, APR-17 BOD STIPEND
	H7374	04/30/17	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, APR-17 BOD STIPEND
	H7375	04/30/17	HAG01 (SCOTT HAGGERTY)		200.00	.00	200.00	HAG01, APR-17 BOD STIPEND
	H7376	04/30/17	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, APR-17 BOD STIPEND
	H7377	04/30/17	PEN01 (JERRY PENTIN)		200.00	.00	200.00	PEN01, APR-17 BOD STIPEND
	H7378	04/30/17	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, APR-17 BOD STIPEND
	H7379	04/30/17	COO03 (BOB COOMBER)		300.00	.00	300.00	COO03, APR-17 BOD STIPEND
	H7380	04/28/17	MVT01 (MV TRANSPORTATION, INC.)		337,810.88	.00	337,810.88	MVT01, 75132, APR-17 2ND
	H7381	04/01/17	MER01 (MERCHANT SERVICES)		161.37	.00	161.37	MER01, MAR-17 MOA CC FEES
	H7382	04/01/17	MER01 (MERCHANT SERVICES)		140.25	.00	140.25	MER01, MAR-17 TC CC FEES
	019804	04/07/17	A&M01 (LEO LAM INC)		221.91	.00	221.91	Automatic Generated Check
	019805	04/07/17	ART01 (ART'S SECURITY LOCKSMITH)		104.37	.00	104.37	Automatic Generated Check
	019806	04/07/17	ATT03 (AT&T)		955.85	.00	955.85	Automatic Generated Check
	019807	04/07/17	BAY08 (BAY CITY ELECTRIC WORKS)		250.00	.00	250.00	Automatic Generated Check
	019808	04/07/17	CAL05 (CALTEST LABS)		885.40	.00	885.40	Automatic Generated Check
	019809	04/07/17	CAL13 (CALIFORNIA TRANSIT)		284.16	.00	284.16	Automatic Generated Check
	019810	04/07/17	VOID (Reversed Check)		.00	.00	.00	Ck# 019810 Reversed
	019811	04/07/17	CIT06 (CITY OF LIVERMORE SEWER)		109.26	.00	109.26	Automatic Generated Check
	019812	04/07/17	ELB01 (ELB US INC.)		11,754.06	.00	11,754.06	Automatic Generated Check
	019813	04/07/17	IGU01 (IGUANA DESIGN AND PRINT)		1,349.08	.00	1,349.08	Automatic Generated Check
	019814	04/07/17	INT01 (INTERSTATE PLASTICS)		59.79	.00	59.79	Automatic Generated Check
	019815	04/07/17	IPC01 (IPC (USA) INC)		15,159.81	.00	15,159.81	Automatic Generated Check
	019816	04/07/17	JTH01 (J. THAYER COMPANY)		89.85	.00	89.85	Automatic Generated Check
	019817	04/07/17	KOF01 (KOFF & ASSOCIATES)		1,375.00	.00	1,375.00	Automatic Generated Check

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RUN....: May 15 17 Time: 15:19
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 04-17 BANK ACCOUNT 105

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ID #: PY-CD
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-17	019818	04/07/17	LIV10 (LIVERMORE SANITATION INC)		2,317.45	.00	2,317.45	Automatic Generated Check
	019819	04/07/17	PRE03 (PREMIER SECURITY SOLNS CO)		314.90	.00	314.90	Automatic Generated Check
	019820	04/07/17	PRO02 (PROFESSIONAL ELECTRIC)		350.00	.00	350.00	Automatic Generated Check
	019821	04/07/17	SCF01 (SC FUELS)		29,702.35	.00	29,702.35	Automatic Generated Check
	019822	04/07/17	SDG01 (STEER DAVIES & GLEAVE INC.)		24,477.00	.00	24,477.00	Automatic Generated Check
	019823	04/07/17	SHA02 (SHAMROCK OFFICE SOLUTIONS)		1,679.13	.00	1,679.13	Automatic Generated Check
	019824	04/07/17	TCG01 (THE CREATIVE GROUP)		3,033.60	.00	3,033.60	Automatic Generated Check
	019825	04/07/17	TIC01 (JENNIFER PHAM)		35.00	.00	35.00	Automatic Generated Check
	019826	04/07/17	TIC06 (LINDA VERNON)		18.00	.00	18.00	Automatic Generated Check
	019827	04/07/17	TRA10 (TRANSIT INFORMATION PROD.)		4,350.04	.00	4,350.04	Automatic Generated Check
	019828	04/07/17	TX115 (LARRY MENDEZ)		73.31	.00	73.31	Automatic Generated Check
	019829	04/07/17	TX169 (SARAH SARGAZI)		26.35	.00	26.35	Automatic Generated Check
	019830	04/07/17	TX174 (MOLLIE BYRD)		159.48	.00	159.48	Automatic Generated Check
	019831	04/07/17	TX175 (AMELIA GONZALES)		67.79	.00	67.79	Automatic Generated Check
	019832	04/07/17	TX176 (TERA BRINGHURST)		59.57	.00	59.57	Automatic Generated Check
	019833	04/21/17	AIM01 (AIM TO PLEASE JANITORIAL SER		34,419.88	.00	34,419.88	Automatic Generated Check
	019834	04/21/17	ATT02 (AT&T)		376.17	.00	376.17	Automatic Generated Check
	019835	04/21/17	AVI01 (AMADOR VALLEY INDUSTRIES)		341.71	.00	341.71	Automatic Generated Check
	019836	04/21/17	BAY03 (BAY AREA NEWS GROUP)		225.00	.00	225.00	Automatic Generated Check
	019837	04/21/17	CIT06 (CITY OF LIVERMORE SEWER)		43.88	.00	43.88	Automatic Generated Check
	019838	04/21/17	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	019839	04/21/17	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	019840	04/21/17	EME01 (EMERALD LANDSCAPE CO INC)		1,940.00	.00	1,940.00	Automatic Generated Check
	019841	04/21/17	HOT01 (HOTSYPACIFIC)		2,205.09	.00	2,205.09	Automatic Generated Check
	019842	04/21/17	IPC01 (IPC (USA)INC)		15,550.92	.00	15,550.92	Automatic Generated Check
	019843	04/21/17	L&D01 (L&D PRINTING INC)		406.52	.00	406.52	Automatic Generated Check
	019844	04/21/17	LIV13 (LIVERMORE-PLEASANTON)		4,775.50	.00	4,775.50	Automatic Generated Check
	019845	04/21/17	MET01 (METROPOLITAN TRANSPORT-)		6,782.31	.00	6,782.31	Automatic Generated Check
	019846	04/21/17	OVE01 (ONE VISION ENTERPRISES)		33,800.00	.00	33,800.00	Automatic Generated Check
	019847	04/21/17	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	019848	04/21/17	SCF01 (SC FUELS)		3,747.50	.00	3,747.50	Automatic Generated Check
	019849	04/21/17	SOLO1 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	019850	04/21/17	STA15 (STATE WATER RESOURCES CONTRO		3,352.00	.00	3,352.00	Automatic Generated Check
	019851	04/21/17	TEL01 (TELEPACIFIC COMMUNICATIONS)		1,906.44	.00	1,906.44	Automatic Generated Check
	019852	04/21/17	TX133 (SAROJA IYER)		204.98	.00	204.98	Automatic Generated Check
	019853	04/21/17	TX146 (CHARLES PLUNGE)		14.45	.00	14.45	Automatic Generated Check
	019854	04/21/17	TX162 (SANDRA LANGLOTZ)		371.29	.00	371.29	Automatic Generated Check
	019855	04/21/17	TX174 (MOLLIE BYRD)		223.43	.00	223.43	Automatic Generated Check
	019856	04/21/17	TX176 (TERA BRINGHURST)		36.98	.00	36.98	Automatic Generated Check
	019857	04/21/17	WEL03 (WELLS SWEEPING)		377.00	.00	377.00	Automatic Generated Check
Total for Bank Account 105 ----->					1,223,490.89	.00	1,223,490.89	

Grand Total of all Bank Accounts -----> 1,223,490.89 .00 1,223,490.89
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REPORT.: May 15 17 Monday
 RUN....: May 15 17 Time: 15:20
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 04-17

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-17	A&M01 (LEO LAM INC)	135879	03/31/17	04/30/17	A	221.91	A&M01, 135879, PO #6130 GODUBLIN BUSINESS CA
04-17	AIM01 (AIM TO PLEASE JANITORIAL SE	1029	12/29/16	01/28/17	A	10500.00	AIM01, 1029, DEC-16 BUS STOP CLEANING SERVIC
		1030	01/25/17	02/24/17	A	10500.00	AIM01, 1030, JAN-17 BUS STOP CLEANING SERVIC
		1031	02/22/17	03/24/17	A	10500.00	AIM01, 1031, FEB-17 BUS STOP CLEANING
	19-MAR-17		03/29/17	04/28/17	A	2919.88	AIM01, MAR-17 MONTHLY JANITORIAL SERVICE
	Vendor's Total ----->					34419.88	
04-17	ART01 (ART'S SECURITY LOCKSMITH)	76838	03/31/17	04/30/17	A	104.37	ART01, 76838, PO #6153 ED FILING CABINET KEY
04-17	ATT02 (AT&T)	9553858	04/13/17	05/13/17	A	376.17	ATT02, PAYER #9391035694, 3/13-4/12/17
04-17	ATT03 (AT&T)	141395306	03/19/17	04/18/17	A	955.85	ATT03, ACCT #171-795-7615, MAR-17 INTERNET P
04-17	AVI01 (AMADOR VALLEY INDUSTRIES)	607246	03/31/17	04/30/17	A	341.71	AVI01, 607246, MAR-17 GARBAGE PICK UP SERVIC
04-17	BAY03 (BAY AREA NEWS GROUP)	1041194	03/31/17	04/30/17	A	225.00	BAY03, 1041194, PO #6084 ON-CALL GRAPHIC DES
04-17	BAY08 (BAY CITY ELECTRIC WORKS)	W167302	01/30/17	03/01/17	A	250.00	BAY08, W167302, JAN-17 GENERATOR PREVENT MAI
04-17	BID01 (DON BIDDLE)	APR-2017H	04/30/17	05/30/17	A	200.00	BID01, APR-17 BOD STIPEND
04-17	BRO03 (KARLA SUE BROWN)	APR-2017H	04/30/17	05/30/17	A	200.00	BRO03, APR-17 BOD STIPEND
04-17	CAL04 (CALIFORNIA WATER SERVICE)	198031717H	03/17/17	04/16/17	A	71.03	CAL04, 0198655555, BUS WASH 2/16-3/16/17
		257033117H	03/31/17	04/30/17	A	64.28	CAL04, 2575555555, TC FIRE 4/1-4/30/17
		361040317H	04/03/17	05/03/17	A	45.44	CAL04, 3616555555, TC WATER 3/1-3/30/17
		461040317H	04/03/17	05/03/17	A	75.46	CAL04, 4616555555, TC IRRG. 3/1-3/30/17
		475033117H	03/31/17	04/30/17	A	85.71	CAL04, 4755555555, MOA FIRE 4/1-4/30/17
		575033117H	03/31/17	04/30/17	A	85.71	CAL04, 5755555555, CONTRACTOR FIRE 4/1-4/30/17
		909031717H	03/17/17	04/16/17	A	534.56	CAL04, 9098655555, MOA WATER 2/16-3/16/17
	Vendor's Total ----->					962.19	
04-17	CAL05 (CALTEST LABS)	570900	03/20/17	04/19/17	A	885.40	CAL05, 57090,PPO #6139 2017 ANNUAL COMPLIANC
04-17	CAL13 (CALIFORNIA TRANSIT)	312017MAR	04/06/17	05/06/17	A	284.16	CAL13, MAR-17 INSURANCE CLAIMS
04-17	CAL15 (CALTRONICS BUSINESS SYS)	2242107H	04/10/17	05/10/17	A	472.60	CAL15, 2242107, BIZHUB THRU 4/7/17
04-17	CCG01 (COURTNEY JOSEPH CARDENAS)	265	03/31/17	04/30/17	A	13000.00	CCG01, 265, 2016-19 RUTAN BAY LIFT PROJECT
		265H	03/31/17	04/30/17	A	13000.00	CCG01, 265, 2016-19 RUTAN BAY LIFT PROJECT
		265u	04/07/17	/ /		13000.00	Ck# 019810 Reversed
	Vendor's Total ----->					13000.00	
04-17	CIT06 (CITY OF LIVERMORE SEWER)	BW032117	03/21/17	04/20/17	A	48.27	CIT06, 138143-00, BUS WASH 2/21-3/21/17
		TC041117	04/11/17	05/11/17	A	43.88	CIT06, 133389-00, TRANSIT CENTER 3/14-4/11/1
		MOA032117	03/21/17	04/20/17	A	60.99	CIT06, 133294-00, MOA SEWER 2/21-3/21/17
	Vendor's Total ----->					153.14	
04-17	CIT07 (CITY OF LIVERMORE - WATER)	361032117H	03/21/17	04/20/17	A	51.26	CIT07, 139361-00, ATLANTIS SEWER 2/21-3/21/1
		388032117H	03/21/17	04/20/17	A	133.75	CIT07, 139388-00, BUS WASH 2/21-3/21/17
		399032117H	03/21/17	04/20/17	A	43.88	CIT07, 139399-00, ATLANTIS SEWER 2/21-3/21/1
		430032117H	03/21/17	04/20/17	A	135.95	CIT07, 138430-01, ATLANTIS INDOOR 2/21-3/21/1
		431032117H	03/21/17	04/20/17	A	77.45	CIT07, 138431-00, ATLANTIS IRRG. 2/21-3/21/1
		432032117H	03/21/17	04/20/17	A	26.65	CIT07, 138432-00, ATLANTIS FIRE 2/21-3/21/17
	Vendor's Total ----->					468.94	
04-17	COO03 (BOB COOMBER)	APR-2017H	04/30/17	05/30/17	A	300.00	COO03, APR-17 BOD STIPEND
04-17	DAY02 (DAY & NIGHT PEST CONTROL)	123150	04/03/17	05/03/17	A	218.00	DAY02, 123150, 3/31/17 RUTAN SERVICE
04-17	DEL05 (ALLIED ADMIN/DELTA DENTAL)	MAY-2017H	04/25/17	05/25/17	A	2503.12	DEL05, MAY-17 DENTAL INSURANCE
04-17	DIR01 (DIRECT TV)	133338168	04/11/17	05/11/17	A	14.00	DIR01, 31133338168, APR-17 SERVICE

REPORT.: May 15 17 Monday
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LAVTA
 Month End Payable Activity Report
 Prior Period Report for 04-17

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-17	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20170407H	04/14/17	05/14/17	A	37758.89	DIR02, PR DIRECT DEPOSIT 3/24-4/7/17
		20170421H	04/27/17	05/27/17	A	37250.19	DIR02, PR DIRECT DEPOSIT 4/7-4/21/17
		Vendor's Total ----->				75009.08	
04-17	EFT01 (ELECTRONIC FUND TRANFERS)	20170407H	04/14/17	05/14/17	A	7570.81	EFT01, FEDERAL TAXES 3/24-4/7/17
		20170421H	04/27/17	05/27/17	A	7529.71	EFT01, FEDERAL TAXES 4/7-4/21/17
		Vendor's Total ----->				15100.52	
04-17	ELB01 (ELB US INC.)	JC101388	02/28/17	03/30/17	A	11754.06	ELB01, JC101388, PO #6076 BOARD ROOM TOUCHSC
04-17	EME01 (EMERALD LANDSCAPE CO INC)	294856	04/01/17	05/01/17	A	1190.00	EME01, 294856, APR-17 LANDSCAPING SERVICE
		295506	03/31/17	04/30/17	A	750.00	EME01, 295506, PO #6180 IRRG REPAIRS RUTAN 3
		Vendor's Total ----->				1940.00	
04-17	EMP01 (EMPLOYMENT DEVEL DEPT)	20170407H	04/14/17	05/14/17	A	2642.63	EMP01, STATE TAXES 3/24-4/7/17
		20170421H	04/27/17	05/27/17	A	2636.42	EMP01, STATE TAXES 4/7-4/21/17
		Vendor's Total ----->				5279.05	
04-17	HAG01 (SCOTT HAGGERTY)	APR-2017H	04/30/17	05/30/17	A	200.00	HAG01, APR-17 BOD STIPEND
04-17	HAU01 (DAVID HAUBERT)	APR-2017H	04/30/17	05/30/17	A	100.00	HAU01, APR-17 BOD STIPEND
04-17	HOT01 (HOTSYPACIFIC)	53698	04/01/17	05/01/17	A	2205.09	HOT01, 53698, PO #6151 REPAIR BUS WASH OSMOS
04-17	IGU01 (IGUANA DESIGN AND PRINT)	1703001	03/31/17	04/30/17	A	1349.08	IGU01, 1703001, PO #6121 WHEELS TIMETABLES
04-17	INT01 (INTERSTATE PLASTICS)	820210	03/20/17	04/19/17	A	59.79	INT01, 820210, PO #6101 ART MURAL PANELS 201
04-17	IPC01 (IPC (USA)INC)	169650495	03/24/17	04/23/17	A	384.35	IPC01, 169650495, 3/24/17 FUEL DELIVERY
		170040115	03/30/17	04/29/17	A	14775.46	IPC01, 170040115, 3/30/17 FUEL DELIVERY
		170986579	04/13/17	05/13/17	A	15550.92	IPC01, 170986579, 4/13/17 FUEL DELIVERY
		Vendor's Total ----->				30710.73	
04-17	JTH01 (J. THAYER COMPANY)	1131685-0	04/03/17	05/03/17	A	89.85	JTH01, 1131685-0, 4/3/17 PRINTING PAPER
04-17	KOF01 (KOFF & ASSOCIATES)	3706	04/04/17	05/04/17	A	1375.00	KOF01, 3706, PO #6108 COMP STUDY 2017 PART 1
04-17	KUL01 (KADRI KULM)	MAR-2017H	04/21/17	05/21/17	A	37.96	KUL01, MAR-17 TRAVEL REIMBURSE
04-17	L&D01 (L&D PRINTING INC)	46329	04/11/17	05/11/17	A	130.61	L&D01, 46329, PO #6090 GFI CODE STICKERS 100
		46330	04/11/17	05/11/17	A	275.91	L&D01, 46330, PO #6135 FRAUD PROOF STICKERS
		Vendor's Total ----->				406.52	
04-17	LIV10 (LIVERMORE SANITATION INC)	848369	03/31/17	04/30/17	A	2317.45	LIV10, 848369, MAR-17 GARBAGE SERVICE RUTAN
04-17	LIV13 (LIVERMORE-PLEASANTON)	917-2017	03/31/17	04/30/17	A	1816.00	LIV13, 1203-917-2017, ATLANTIS ANNUAL FEE 20
		223-71517	03/31/17	04/30/17	A	2959.50	LIV13, 223-715-2017, 2017 RUTAN ANNUAL FEE
		Vendor's Total ----->				4775.50	
04-17	MCC01 (TONY McCAULAY)	MOVEEXP17H	04/21/17	05/21/17	A	12156.71	MCC01, MOVING EXPENSE REIMBURSE 4/20/17
04-17	MER01 (MERCHANT SERVICES)	TC033117H	04/01/17	05/01/17	A	140.25	MER01, MAR-17 TC CC FEES
		MOA033117H	04/01/17	05/01/17	A	161.37	MER01, MAR-17 MOA CC FEES
		Vendor's Total ----->				301.62	
04-17	MET01 (METROPOLITAN TRANSPORT-)	AR012969	01/04/17	02/03/17	A	6782.31	MET01, AR012969, NOV-16 CLIPPER FEES
04-17	MTM01 (MEDICAL TRANSPORTATION MANA	FEB-2017H	03/10/17	04/09/17	A	111855.42	MTM01, FEB-17 MONTHLY SERVICE
		MTM112088H	04/05/17	05/05/17	A	4959.50	MTM01, MTM-112088 3/22-4/4/17
		MTM112089H	04/20/17	05/20/17	A	5022.50	MTM01, MTM-112089, 4/5-4/18/17
		Vendor's Total ----->				121837.42	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-17	MVT01 (MV TRANSPORTATION, INC.)	74467H	03/10/17	04/09/17	A	11051.78	MVT01, 74467, FEB-17 FIXED ROUTE SERVICE
		75131H	04/02/17	05/02/17	A	337810.88	MVT01, 75131, APR-17 1ST INSTALL PAYMENT
		75132H	04/03/17	05/03/17	A	337810.88	MVT01, 75132, APR-17 2ND INSTALL PAYMENT
		Vendor's Total ----->				686673.54	
04-17	OAK01 (OAKS BUSINESS PK OWNERS)	2NDQTR17H	04/01/17	05/01/17	A	2165.00	OAK01, 2ND QTR BUSINESS PARK DUES 2017
04-17	OVE01 (ONE VISION ENTERPRISES)	FEB-2017	03/31/17	04/30/17	A	21400.00	OVE01, ARRWG EXECUTIVE CONSULTANT FEB-17
		MAR-2017	03/31/17	04/30/17	A	12400.00	OVE01, ARRWG EXECUTIVE CONSULTANT MAR-17
		Vendor's Total ----->				33800.00	
04-17	PAC01 (AT&T)	ATT030717H	03/07/17	04/06/17	A	32.94	PAC01, ACCT #232-351-6260, CONTRACTOR FIRE 3/
		ATT031117H	03/11/17	04/10/17	A	350.45	PAC01, ACCT #436-951-0106, ATLANTIS T1 3/11-
		ATT031317H	03/13/17	04/12/17	A	144.49	PAC01, ACCT #925-243-9029, ATLANTIS ALARM 3/1
		Vendor's Total ----->				527.88	
04-17	PAC02 (PACIFIC GAS AND ELECTRIC)	580033117H	03/31/17	04/30/17	A	5902.01	PAC02, 5809326332-3, MOA ELECTRIC 3/2-3/30/1
		606033017H	03/30/17	04/29/17	A	1470.34	PAC02, 6062256368-6, ATLANTIS 3/1-3/29/17
		726032217H	03/22/17	04/21/17	A	542.48	PAC02, 7264840356-5, RAPID STOPS 2/21-3/21/1
		764031417H	03/14/17	04/13/17	A	106.60	PAC02, 7649646868-7, DOOLAN TWR 2/10-3/13/17
		900040317H	03/15/17	04/14/17	A	1876.73	PAC02, 9007202117-4, MOA GAS 2/11-3/14/17
		980031517H	03/15/17	04/14/17	A	608.29	PAC02, 9800031052-8, TRANSIT CENTER 2/13-3/1
		Vendor's Total ----->				10506.45	
04-17	PAC11 (PACIFIC ENVIROMENTAL SERV)	1065	04/11/17	05/11/17	A	120.00	PAC11, 1065, MAR-17 RUTAN MONTHLY SERVICE
		1066	04/11/17	05/11/17	A	120.00	PAC11, 1066, MAR-17 ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
04-17	PEN01 (JERRY PENTIN)	APR-2017H	04/30/17	05/30/17	A	200.00	PEN01, APR-17 BOD STIPEND
04-17	PER01 (PERS)	20170407CH	04/14/17	05/14/17	A	3752.00	PER01, PERS CLASSIC CONTRIBUTION 3/24-4/7/17
		20170407NH	04/14/17	05/14/17	A	3305.78	PER01, PERS NEW CONTRIBUTION 3/24-4/7/17
		20170421CH	04/27/17	05/27/17	A	3752.00	PER01, PERS CLASSIC CONTRIBUTION 4/7-4/21/17
		20170421NH	04/27/17	05/27/17	A	3305.78	PER01, PERS NEW CONTRIBUTION 4/7-4/21/17
		Vendor's Total ----->				14115.56	
04-17	PER03 (CAL PUB EMP RETIRE SYSTM)	MAY-2017H	04/14/17	05/14/17	A	38939.85	PER03, MAY-17 HEALTH INSURANCE
04-17	PER04 (CALPERS RETIREMENT SYSTEM)	20170407H	04/14/17	05/14/17	A	716.01	PER04, PERS 457 CONTRIBUTION 3/24-4/7/17
		20170421H	04/27/17	05/27/17	A	716.63	PER04, PERS 457 CONTRIBUTION 4/7-4/21/17
		Vendor's Total ----->				1432.64	
04-17	PRE03 (PREMIER SECURITY SOLNS CO)	1703-188	03/28/17	04/27/17	A	314.90	PRE03, 1703-188, PO #6150 REPLACE LOW BATTER
04-17	PRO02 (PROFESSIONAL ELECTRIC)	1765	02/03/17	03/05/17	A	350.00	PRO02, 1765, PO #6141 MOVE DATA COM LINES-ED
04-17	SCF01 (SC FUELS)	3280692	03/16/17	04/15/17	A	14935.11	SCF01, 3280692, 3/16/17 FUEL DELIVERY
		3285881	03/23/17	04/22/17	A	14767.24	SCF01, 3285881, 3/23/17 FUEL DELIVERY
		3298519	04/07/17	05/07/17	A	3747.50	SCF01, 3298519, 4/7/17 FUEL DELIVERY
		Vendor's Total ----->				33449.85	
04-17	SDG01 (STEER DAVIES & GLEAVE INC.)	5601161	03/23/17	04/22/17	A	24477.00	SDG01, 5601161, 2016-16 INDIVIDUALIZED MARKE
04-17	SHA02 (SHAMROCK OFFICE SOLUTIONS)	294653	03/31/17	04/30/17	A	1679.13	SHA02, 294653, PO #6109 NEW ADMIN PRINTER-RU
04-17	SHE05 (SHELL)	981641704H	04/05/17	05/05/17	A	19.32	SHE05, APR-17 CC STATEMENT
04-17	SOL01 (SOLUTIONS FOR TRANSIT)	17-0405LA	04/05/17	05/05/17	A	2083.33	SOL01, MAR-17 CLIPPER ANALYSIS
04-17	SPE04 (STEVEN G. SPEDOWFSKI)	APR-2017H	04/30/17	05/30/17	A	200.00	SPE04, APR-17 BOD STIPEND
04-17	STA01 (STATE COMPENSATION FUND)	APR-2017H	03/22/17	04/21/17	A	1720.50	STA01, APR-17 WORKER'S COMP PREMIUM

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-17	STA04 (STATE BOARD OF)	QTR1 2017H	04/24/17	05/24/17	A	1698.86	STA04, 1ST QTR 2017 UNDERGROUND STORAGE TANK
04-17	STA05 (STATE BOARD OF EQUAL)	QTR1 2017H	04/24/17	05/24/17	A	885.58	STA05, 1ST QTR 2017 EXEMPT DIESEL FUEL TAX
04-17	STA13 (STAPLES CREDIT PLAN)	APR-2017H	04/07/17	05/07/17	A	577.02	STA13, APR-17 CC STATEMENT
04-17	STA15 (STATE WATER RESOURCES CONTR	SW0130426	04/05/17	05/05/17	A	1676.00	STA15, SW-0130426, '17 ANNUAL PERMIT #298953
		SW0130491	04/05/17	05/05/17	A	1676.00	STA15, SW-0130491, '17 ANNUAL PERMIT #299018
		Vendor's Total ----->				3352.00	
04-17	SUD01 (JENNIFER SUDA)	MAR-2017H	04/06/17	05/06/17	A	32.71	SUD01, MAR-17 EXPENSE REIMBURSE
04-17	TAX07 (ASMA SYEDA)	4-5-17H	04/21/17	05/21/17	A	10.84	TAX07, PARATAXI REIMBURSE 4/5/17
04-17	TAX14 (KAREN ADAMS)	3-28-17H	04/21/17	05/21/17	A	20.00	TAX14, PARATAXI REIMBURSE 3/28/17
		0314-0318H	04/06/17	05/06/17	A	32.96	TAX14, PARATAXI REIMBURSE 3/14-3/18/17
		Vendor's Total ----->				52.96	
04-17	TAX67 (CHRISTEL RAGER)	0228-0331H	04/21/17	05/21/17	A	138.55	TAX67, PARATAXI REIMBURSE 2/28-3/31/17
04-17	TAX72 (JUSTIN HART)	0301-0328H	04/21/17	05/21/17	A	106.06	TAX72, PARATAXI REIMBURSE 3/1-3/28/17
04-17	TAX91 (VIVIAN MARIE MILLER)	0223-0404H	04/21/17	05/21/17	A	105.61	TAX91, PARATAXI REIMBURSE 2/23-4/4/17
04-17	TCG01 (THE CREATIVE GROUP)	47974911	03/21/17	04/20/17	A	1516.80	TCG01, 47974911, PO #6093 TEMP STAFF W/E 3/1
		48004536	03/27/17	04/26/17	A	1516.80	TCG01, 48004536, PO #6093 TEMP STAFF W/E 3/2
		Vendor's Total ----->				3033.60	
04-17	TEL01 (TELEPACIFIC COMMUNICATIONS)	890032420	03/31/17	04/30/17	A	1906.44	TEL01, 89003242-0, ACCT #154589 4/1-4/30/17
04-17	TIC01 (JENNIFER PHAM)	4-5-17DAR	04/06/17	05/06/17	A	35.00	TIC01, 4/5/17-1 DAR SHEET #52865 REFUND
04-17	TIC06 (LINDA VERNON)	3-30-17HF	04/06/17	05/06/17	A	18.00	TIC06, 3/30/16-18 HALF FARE TICKETS REFUND
04-17	TRA10 (TRANSIT INFORMATION PROD.)	13094	03/29/17	04/28/17	A	4350.04	TRA10, 13094, PO #6118 RAPID BUS STOP SIGNS
04-17	TX113 (RODGER RAGER)	0301-0317H	04/21/17	05/21/17	A	142.00	TX113, PARATAXI REIMBURSE 3/1-3/17/17
04-17	TX115 (LARRY MENDEZ)	1226-0324	04/06/17	05/06/17	A	73.31	TX115, PARATAXI REIMBURSE 12/26-3/24/17
04-17	TX133 (SAROJA IYER)	0206-0329	04/21/17	05/21/17	A	204.98	TX133, PARATAXI REIMBURSE 2/6-3/29/17
04-17	TX137 (HIMATLAL R MEHTA)	0317-0403H	04/21/17	05/21/17	A	69.91	TX137, PARATAXI REIMBURSE 3/17-4/3/17
04-17	TX143 (KIM BRETOI)	0203-0228H	04/06/17	05/06/17	A	164.90	TX143, PARATAXI REIMBURSE 2/3-2/28/17
04-17	TX146 (CHARLES PLUNGE)	3-27-17	04/21/17	05/21/17	A	14.45	TX146, PARATAXI REIMBURSE 3/27/17
04-17	TX162 (SANDRA LANGLOTZ)	0105-0403	04/21/17	05/21/17	A	371.29	TX162, PARATAXI REIMBURSE 1/5-4/3/17
04-17	TX169 (SARAH SARGAZI)	0217-0315	04/06/17	05/06/17	A	26.35	TX169, PARATAXI REIMBURSE 2/17-3/15/17
04-17	TX174 (MOLLIE BYRD)	0301-0324	04/06/17	05/06/17	A	159.48	TX174, PARATAXI REIMBURSE 3/1-3/24/17
		0328-0412	04/21/17	05/21/17	A	223.43	TX174, PARATAXI REIMBURSE 3/28-4/12/17
		Vendor's Total ----->				382.91	
04-17	TX175 (AMELIA GONZALES)	0212-0331	04/06/17	05/06/17	A	67.79	TX175, PARATAXI REIMBURSE 2/12-3/31/17
04-17	TX176 (TERA BRINGHURST)	0206-0324	04/06/17	05/06/17	A	59.57	TX176, PARATAXI REIMBURSE 2/6-3/24/17
		0328-0407	04/21/17	05/21/17	A	36.98	TX176, PARATAXI REIMBURSE 3/28-4/7/17
		Vendor's Total ----->				96.55	

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-17	TX177 (MARILYN LANE)	3-29-17H	04/21/17	05/21/17	A	40.00	TX177, PARATAXI REIMBURSE 3/29/17
04-17	VER01 (VERIZON WIRELESS)	782636167H	03/22/17	04/21/17	A	1305.40	VER01, 9782636167, 2/23-3/22/17 WIFI & CELL
		900091294H	04/07/17	05/07/17	A	369.36	VER01, 9000091294, PO #6155 REPLACE PHONE FO
		Vendor's Total ----->				1674.76	
04-17	WEG01 (CHRISTY WEGENER)	MAR-2017H	04/06/17	05/06/17	A	57.35	WEG01, MAR-17 TRAVEL REIMBURSE
		0425-0426H	04/21/17	05/21/17	A	128.00	WEG01, PER DIEM CALACT SPRING CONF. 4/25-4/2
		Vendor's Total ----->				185.35	
04-17	WEL03 (WELLS SWEEPING)	201703305	04/30/17	05/30/17	A	377.00	WEL03, 2017-03-305, QTRLY PARKING LOT SWEEPI
04-17	YEA01 (JENNIFER YEAMANS)	MAR-2017H	04/21/17	05/21/17	A	56.94	YEA01, MAR-17 TRAVEL REIMBURSE
Total of Purchases ->						1223490.89	

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: One Year Extension to Legal Services Agreement with Hanson Bridgett LLP

FROM: Michael Tree, Executive Director

DATE: May 23, 2017

Action Requested

Exercise the option to extend the contract with Hanson Bridgett through FY2018.

Background

In June 2013 the Board of Directors awarded a contract to Hanson Bridgett to serve as general legal counsel for the Authority. The agreement was awarded for a fixed three year term with the right to extend the agreement for seven one-year periods. The initial three year agreement expired on June 30, 2016 and was extended by the Board of Directors through June 30, 2017. The final option year expires June 30, 2023. The terms specify that the extension price will be based on the CPI for the immediate prior calendar year.

Discussion

Michael Conneran and his colleagues at Hanson Bridgett have provided excellent legal service to this agency during the contract period. In addition to acting as legal counsel for all Board of Directors' activities, this past year, the firm has assisted staff with the preparation of numerous procurement and construction contracts, ensuring compliance with applicable funding requirements. Additionally, the firm has continued to provide guidance on general topics requiring legal compliance, such as ADA issues, employment matters and general federal procurement issues. Hanson Bridgett has monitored and will continue to monitor significant changes in federal transit policy, including revisions to charter service and school bus service regulations, and timely informed staff of proposed regulatory actions.

Recommendation

Staff recommends the Finance and Administration Committee exercise an option year and extend the legal services agreement from July 1, 2017 through June 30, 2018.

Attachment

1. Letter to Hanson Bridgett Exercising Agreement Option
2. CPI Index (All Urban Consumers, All Items for the San Francisco Area)

June 5, 2017

Michael Conneran
Hanson Bridgett LLP
425 Market Street, 26th Floor
San Francisco, CA 94105

Dear Michael:

On July 1, 2013 LAVTA entered into an Agreement with your firm for the provision of legal services. In accordance with this Agreement, specifically, Attachment 1, Section II, 1.3, the initial period of the contract ended June 30, 2016, and LAVTA has sole discretion to extend the contract for seven (7) one-year periods, the first one year extension ends June 30, 2017. This letter confirms LAVTA's intention to exercise the option to extend this contract for the period of July 1, 2017 through June 30, 2018.

In addition, in accordance with Section 4 of this Agreement, this letter also confirms the change in hourly rate for FY18.

In the past, we have used the CPI as of February, and LAVTA accepts your proposal to do that as well moving forward. We have confirmed the calculations of the CPI for each category and rounded the amount up or down to the closes \$5 (keeping the actual number for the next calculation so the rounding doesn't affect the next year's number). The CPI (for All Urban Consumers All Items for the San Francisco-Oakland-San Jose area) changed 3.4% from February 2016 to February 2017. Here are the rates for FY18 starting July 1, 2017:

Attorney Category	2017 Rate	2017 Raw Rate	2017 Rate plus CPI (raw)	Rounded Rate for FY 2018
Partner	\$360	\$362.16	\$374.47	\$375
Senior Counsel	\$320	\$318.89	\$329.73	\$330
Associate	\$295	\$297.30	\$307.41	\$305

It is a pleasure working with you.

Sincerely,

Michael Tree
Executive Director

CONSUMER PRICE INDEXES PACIFIC CITIES AND U. S. CITY AVERAGE

February 2017

ALL ITEMS INDEXES

(1982-84=100 unless otherwise noted)

MONTHLY DATA	All Urban Consumers (CPI-U)						Urban Wage Earners and Clerical Workers (CPI-W)					
	Indexes			Percent Change			Indexes			Percent Change		
				Year ending		1 Month ending				Year ending		1 Month ending
	Feb 2016	Jan 2017	Feb 2017	Jan 2017	Feb 2017	Feb 2017	Feb 2016	Jan 2017	Feb 2017	Jan 2017	Feb 2017	Feb 2017
U. S. City Average.....	237.111	242.839	243.603	2.5	2.7	0.3	230.972	236.854	237.477	2.5	2.8	0.3
(1967=100).....	710.278	727.439	729.727	-	-	-	687.995	705.517	707.371	-	-	-
Los Angeles-Riverside-Orange Co.....	247.113	252.373	253.815	2.1	2.7	0.6	238.262	242.735	244.254	1.7	2.5	0.6
(1967=100).....	730.081	745.623	749.881	-	-	-	704.136	717.357	721.845	-	-	-
West	244.821	250.814	252.252	2.5	3.0	0.6	236.747	242.384	243.810	2.3	3.0	0.6
(Dec. 1977 = 100)	395.739	405.426	407.752	-	-	-	380.913	389.982	392.277	-	-	-
West – A*.....	251.196	257.949	259.316	2.8	3.2	0.5	241.486	247.442	248.896	2.4	3.1	0.6
(Dec. 1977 = 100)	409.609	420.622	422.851	-	-	-	390.918	400.561	402.914	-	-	-
West – B/C**(Dec. 1996=100).....	144.128	146.469	147.451	1.8	2.3	0.7	143.283	145.963	146.832	1.9	2.5	0.6
BI-MONTHLY DATA	All Urban Consumers (CPI-U)						Urban Wage Earners and Clerical Workers (CPI-W)					
	Indexes			Percent Change			Indexes			Percent Change		
				Year ending		2 Months ending				Year ending		2 Months ending
	Feb 2016	Dec 2016	Feb 2017	Dec 2016	Feb 2017	Feb 2017	Feb 2016	Dec 2016	Feb 2017	Dec 2016	Feb 2017	Feb 2017
San Francisco-Oakland-San Jose.....	262.600	269.483	271.626	3.5	3.4	0.8	257.141	263.222	265.569	3.0	3.3	0.9
(1967=100).....	807.306	828.464	835.053	-	-	-	783.017	801.534	808.680	-	-	-
Seattle-Tacoma-Bremerton.....	250.942	256.821	259.503	2.6	3.4	1.0	246.464	252.286	255.471	2.5	3.7	1.3
(1967=100).....	764.970	782.889	791.065	-	-	-	731.011	748.282	757.726	-	-	-

* A = 1,500,000 population and over

** B/C = less than 1,500,000 population

Dash (-) = Not Available.

Release date March 15, 2017. The next monthly releases are scheduled for April 14, 2017. The next bi-monthly releases are scheduled for May 12, 2017.

Please note: Customers can receive hotline information by calling the BLS West Region Information Office: (415) 625-2270.

This card is available on the day of release by electronic distribution. Just go to www.bls.gov/bls/list.htm and sign up for the free on-line delivery service. For questions, please contact us at BLSinfoSF@BLS.GOV or (415) 625-2270.

AGENDA

ITEM 7

STAFF REPORT

SUBJECT: LAVTA's Operating & Capital Budget for FY 2018

FROM: Tamara Edwards, Director of Finance

DATE: May 23, 2017

Discussion

Attached for your review is the draft LAVTA Operating Budget for FY 2018 (July 1, 2017 through June 30, 2018). The operating budget includes revenues and expenses required to operate fixed route, Dial-a-Ride, and other projects such as Go Dublin, the shared autonomous vehicles and the Regional Rail Working Group. The total operating budget of \$18,365,924 reflects an overall increase of 6.02% from the FY 2017 budget. This is broken down as an increase of 1.79% in the fixed route budget, and a decrease in the paratransit budget of 4.69%. Other increases come from the addition of the Go Dublin project, the Shared Autonomous Vehicle Project and the Rail Working Group, which were not included in the FY 17 budget. A large portion of these three projects are covered by dedicated grants and allocations. The operating budget was balanced without the need to drawdown from the LAVTA reserve funds. Additionally the FY2018 Capital Budget has been enclosed for your review.

Planning for the FY 2018 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. In FY17 LAVTA budgeted \$2.35 per gallon for fuel, however the average price per gallon that LAVTA paid in FY 17 (to date- 5/16/17) is \$1.71. However, with anticipated fuel price increases the amount per gallon for FY 18 was also budgeted at \$2.35 per gallon. Additionally, the amount budgeted for fuel taxes increased to reflect new legislation.

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.

At the meeting, staff will review with the committee the line item budgets for revenues and expenses, highlighting changes from the prior year budget and areas of particular importance.

Recommendation

Review the final Operating and Capital Budget for FY 2018 and recommend to the Board for approval.

Attachments:

1. Operating and Capital Budget FY 2018
2. Resolution 23-2017 Operating and Capital Budget FY2018

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. New this year are contracted Fare Revenues from Las Positas college student body, Low Carbon Transit Operations Program (LCTOP) to supplement the free fares for Las Positas students, and fares from the Alameda County Transportation Commission (ACTC) for their student pass pilot program.

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

LAVTA currently contracts with Lamar Outdoor Advertising for use of exterior bus advertising space. However, is in the process of awarding a new contract therefore, the amount budgeted is based on expected minimums. LAVTA will receive almost \$19,000 from an agreement with ACE to sell train tickets at 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 \$32,000, while the agreement with Google to park at the Atlantis Facility is expected to generate \$48,000.

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 FY2018 is \$9,778,570 additionally the amount requested in TDA 4.5 funds is \$133,864.

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 \$98,995 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 2018 is \$592,225, and LAVTA has requested revenue based STA funding of \$173,758.

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 18 is \$56,773, and through BART LAVTA will receive \$591,679.

Regional Measure 1 and 2 (RM1) (RM2)

Both Regional Measure 1 and Regional Measure 2 increased the toll on Bay Area bridges by \$1. Funds from these increases were designated to fund projects to improve transit in the Bay Area. LAVTA has received \$580,836 in RM2 funding for the Rapid service, and is receiving reimbursement for consultant expenses for the Alameda San Joaquin Rail group from RM1.

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 \$342,169.

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 \$444,777 in FY18. 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.

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

\$170,441. Another portion of these revenues helps support fixed route service; LAVTA is expected to receive \$905,892 in fixed route revenues for FY 2018.

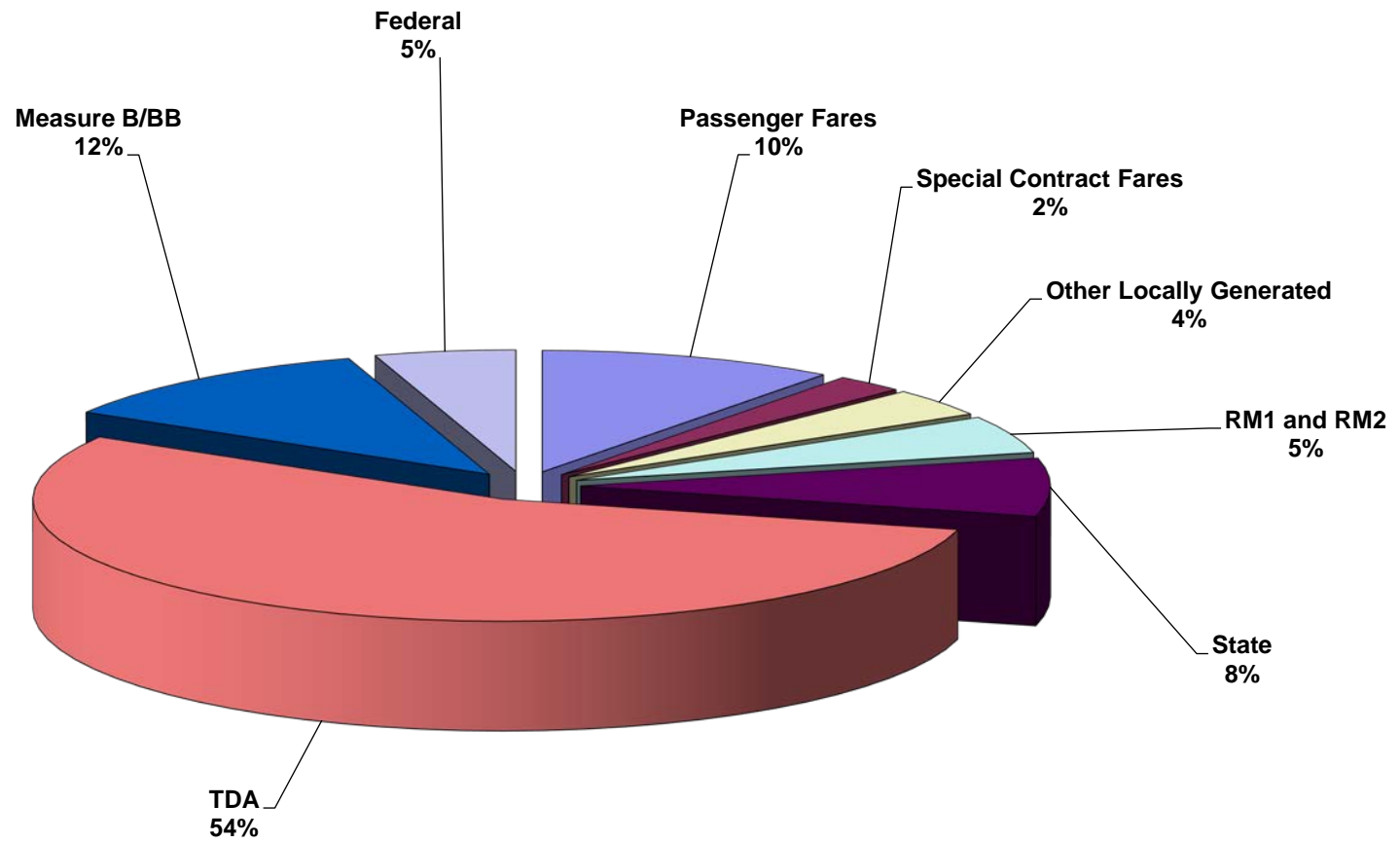
Measure BB

Additionally, voters in Alameda County voted for an addition sales tax increase for transit projects. This measure BB is anticipated to provide an additional \$670,032 in funds for Fixed Route service and \$285,657 for Paratransit service.

**LAVTA
FY2018 BUDGET
OPERATING REVENUES**

		FIXED ROUTE FUND	PARATRANS. FUND	WOD	Rail	TOTAL FY2018	BUDGET FY2017	% CHANGE
401	Passenger Fares:	\$1,473,687	\$203,000			\$1,676,687	\$1,754,638	-4%
402	Business Park Revenue	\$203,170				\$203,170	\$191,030	6%
402	05 Special Contract Fares:	\$399,028	\$42,000			\$441,028	\$208,286	-100%
406	01 Concessions	\$50,972				\$50,972	\$44,135	15%
406	03 Advertising	\$90,000				\$90,000	\$95,000	-5%
407	04 Interest	\$6,000				\$6,000	\$4,500	33%
407	03 Google Lease	\$48,000				\$48,000	\$24,000	100%
407	99 Clipper Fees and cards	\$8,400	\$0			\$8,400	\$67,733	-88%
409	Transit Development Act (TDA)							
91	Article 4.0	\$8,487,936	\$1,092,662	\$78,571	\$119,401	\$9,778,571	\$9,325,975	5%
92	Article 4.5		\$133,864			\$133,864	\$123,457	8%
95	BART 4.0	\$98,995				\$98,995	\$84,324	17%
96	RM1				\$333,000	\$333,000		
96	RM2	\$580,836				\$580,836	\$580,836	0%
01	TFCA BRT	\$159,000				\$159,000	\$137,500	16%
01	BAAQMD SAV			\$320,000		\$320,000		
411	State Transit Assistance (STA)							
01	Operating-Population Based	\$592,225				\$592,225	\$700,785	-15%
01	Operating-Revenue Based	\$173,758				\$173,758	\$198,153	-12%
01	Regional Paratransit	\$0	\$56,773			\$56,773	\$49,787	14%
01	STA Route 14	\$0				\$0	\$194,324	-100%
05	Regional BART	\$591,679				\$591,679	\$654,479	-10%
413	Federal Transit Administration							
	Section 5303	\$0				\$0	\$0	0%
	Section 5307	\$444,777	\$342,169			\$786,946	\$765,534	3%
	Sectin 5311	\$104,000				\$104,000	\$38,951	167%
	JARC Grant (Route 14)	\$0				\$0	\$64,517	-100%
	FTA 5310		\$0			\$0	\$10,000	-100%
	FTA 5317		\$0			\$0	\$10,000	-100%
464	01 Measure B and BB	\$1,575,924	\$456,098	\$100,000		\$2,132,022	\$1,995,948	7%
TOTAL REVENUE		\$15,088,386	\$2,326,566	\$498,571	\$452,401	\$18,365,924	\$17,323,891	6.02%

OPERATING REVENUE FY2018



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), Alameda San Joaquin Rail consultant 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 2018 at \$2.35 per gallon; fuel for non-revenue vehicles is budgeted at \$3.50 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.

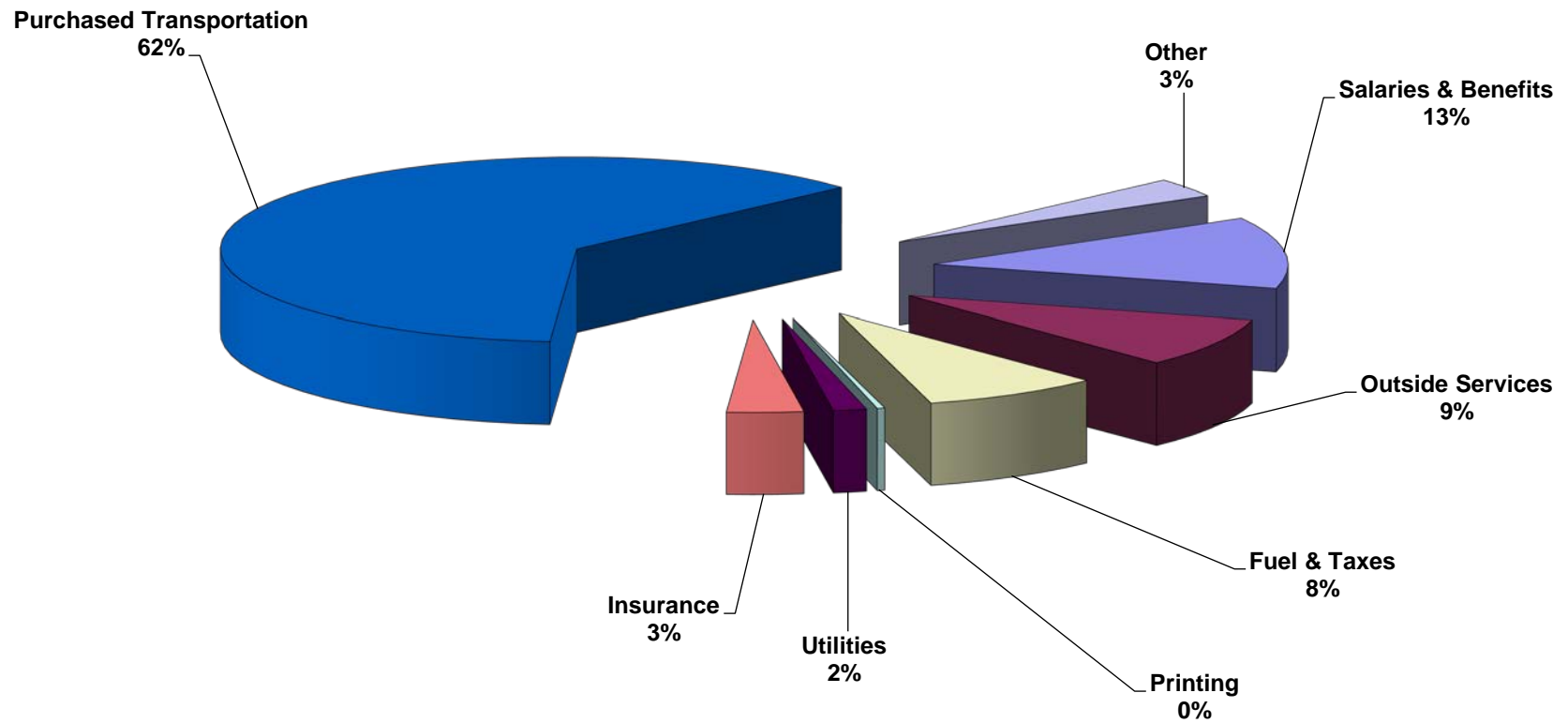
Advertising

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

**LAVTA
FY2018 BUDGET
OPERATING EXPENDITURES**

			GENERAL FUND	PARATRANSIT FUND	Wheels On Demand	Alameda San Joaquin Rail	TOTAL FY 18	BUDGET FY17
501	02	Salaries and Wages	\$1,114,467	\$137,964	\$30,807	\$79,607	\$1,362,846	\$1,381,056
502	00	Personnel Benefits	\$846,138	\$54,126	\$7,931	\$34,794	\$942,989	\$815,347
503	00	Professional Services	\$499,446	\$103,600	\$50,000	\$333,000	\$986,046	\$699,156
503	05	Non-Vehicle Maintenance	\$580,452	\$5,762	\$0	\$0	\$586,214	\$574,029
503	99	Communications	\$6,500	\$3,000	\$0	\$0	\$9,500	\$10,500
504	01	Parts, Fuel and Lubricants	\$1,174,700	\$0	\$0	\$0	\$1,174,700	\$1,231,310
504	03	Non Contracted Vehicle Maintenance	\$10,550	\$0	\$0	\$0	\$10,550	\$15,000
504	99	Office/Operating Supplies	\$27,625	\$575	\$500	\$0	\$28,700	\$50,500
504	99	Printing	\$63,500	\$0	\$0	\$0	\$63,500	\$60,000
505	00	Utilities	\$272,454	\$3,546	\$0	\$0	\$276,000	\$266,900
506	00	Insurance	\$626,405	\$10,833	\$0	\$0	\$637,238	\$590,936
507	99	Taxes and Fees	\$302,000	\$0	\$0	\$0	\$302,000	\$152,000
508	01	Purchased Transportation	\$9,338,719	\$1,994,500	\$75,000	\$0	\$11,408,219	\$11,120,934
509	00	Miscellaneous	\$94,830	\$9,160	\$333,333	\$5,000	\$442,323	\$126,504
509	02	Professional Development	\$36,600	\$3,500	\$0	\$0	\$40,100	\$39,718
509	08	Advertising	\$94,000	\$0	\$1,000	\$0	\$95,000	\$190,000
TOTAL TRANSIT OPERATIONS AND MAINTENANCE			\$15,088,386	\$2,326,566	\$498,571	\$452,401	\$18,365,924	\$17,323,890

OPERATING EXPENDITURES FY 2018



CAPITAL IMPROVEMENT PROGRAM – FY 2018

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 FY18.

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 FY18 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. This year LAVTA is receiving 1.6 Million from the Alameda CTC to improve the shelters on the Santa Rita corridor.

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 began 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 service to Rapid and commuter 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 FY18. For FY 18 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.

TSP Upgrade

There is no TSP along Santa Rita Road, which is a key corridor that has been

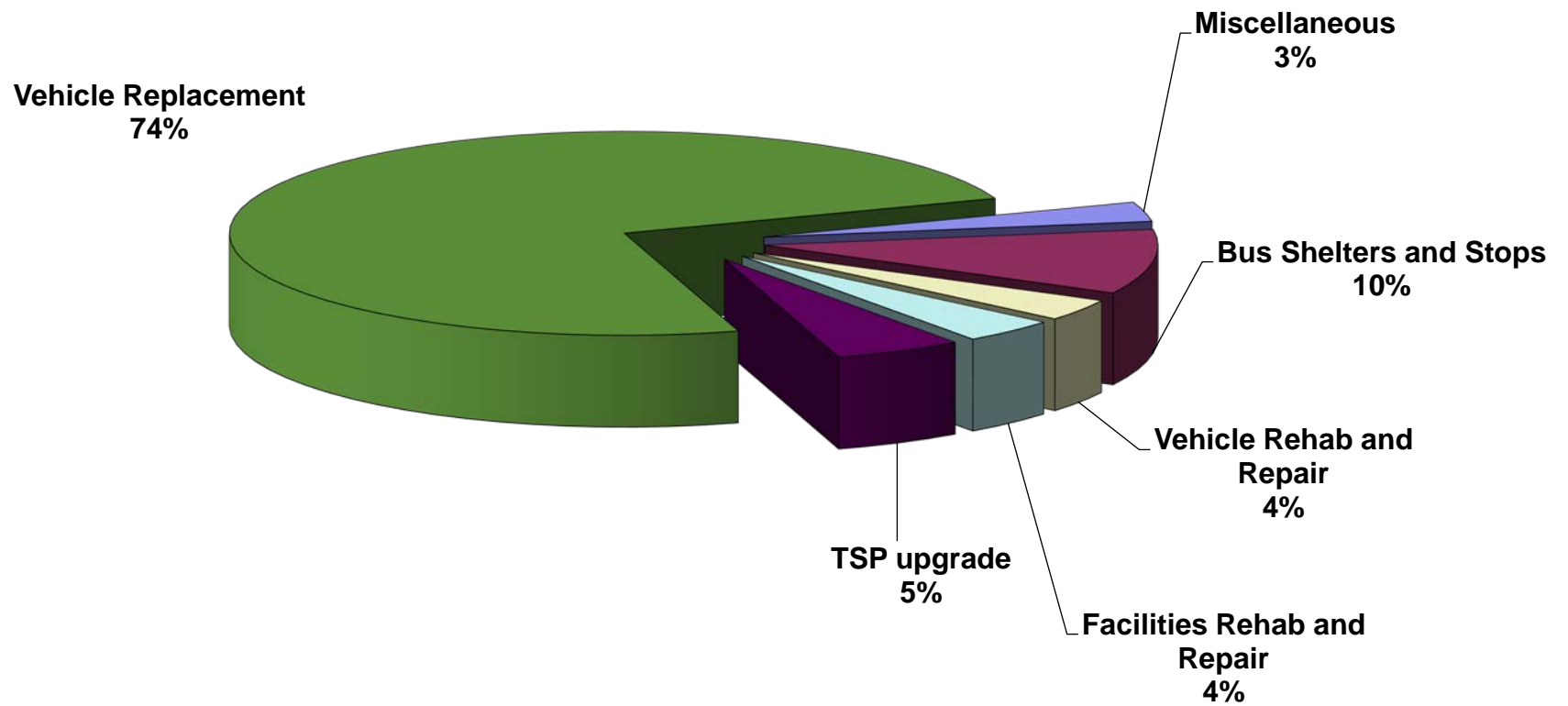
identified for increased ridership. Additionally we are upgrading the entire TSP network in the Tri-Valley to a GPS-based system.

**LAVTA
FY2018 BUDGET
PROJECT DETAIL**

Capital Improvement Program

Project	FTA FUNDS	BRIDGE TOLLS	CTC CIP	TVTC	TDA 4.0	Prop 1B	BUDGET FY18
Bus Replacement	\$12,312,300	\$535,578			\$2,738,770		\$15,586,648
Transit Center Upgrades and Improvements					\$273,493	\$126,507	\$400,000
Bus Shelters, signs, and Stops	\$300,000		\$1,600,000		\$212,461	\$117,539	\$2,230,000
IT upgrades and replacement					\$35,000		\$35,000
Office and Facility Equipment					\$100,000	\$177,390	\$277,390
Transit Capital					\$100,000		\$100,000
Shop Repairs and Replacements					\$85,000		\$85,000
TSP upgrade				\$1,140,000			\$1,140,000
Doolan tower upgrade					\$10,000		\$10,000
TPI Projects	\$504,564				\$66,000		\$570,564
Rebranding bus wrap					\$175,000		\$175,000
Vehicle Repairs					\$30,000		\$30,000
WiFi						\$36,696	\$36,696
Farebox Upgrade	\$398,242				\$101,758		\$500,000
Non Revenue Vehicle replacement	\$367,200				\$144,800		\$512,000
Security upgrades						\$36,696	\$36,696
TOTAL	\$13,882,306	\$535,578	\$1,600,000	\$1,140,000	\$4,072,282	\$494,828	\$21,724,994

**CAPITAL PROGRAM
FY 2018**



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 FY2018 based on currently available information about FY 2017

Projected Reserves at June 30, 2017	\$9,896,005 (Projected Carryover 2/22/17)
FY2017 Apportionment (estimated)	9,778,570 (FY18 revenue estimate 2/22/17)
FY2018 TDA Funds Available for Allocation	\$19,674,575

FY2018 Operating Request	9,778,570
FY2018 Capital Request	4,072,282
FY2018 TDA Request for Allocation	\$13,850,852

Projected Reserves at June 30, 2018	
Reserves at June 30, 2017	\$5,823,723
Expiring Capital Allocations @June 30, 2016	1,098,742
FY 2017 Unexpended Funds (Due to LTF)	174,339 (estimate)
FY 2016 Due to LTF	\$5,866,550

<u>TOTAL TDA RESERVES</u>	<u>\$12,963,354</u>
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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 FY2018 based on currently available information about FY 2017.

Population Based

Reserves at June 30, 2017	\$592,225 (Projected Carryover 2/22/17)
FY2018 Apportionment	\$666,477 (FY18 revenue estimate 2/22/17)
FY2018 Available STA Funds	\$1,258,702

FY2018 STA Request for Allocation	\$592,225
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Reserves at June 30, 2018	\$666,477
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Revenue Based

Reserves at June 30, 2017	\$173,758 (Projected Carryover 2/22/2017)
FY2018 Apportionment	194,878 (FY18 revenue estimate 2/22/2017)
FY2018 Available STA Funds	\$368,636

FY2018 STA Request for Allocation	\$173,758
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Reserves at June 30, 2018	\$194,878
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<u>TOTAL STA RESERVES</u>	<u>\$861,355</u>
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<u>TOTAL TDA and STA RESERVES</u>	<u>\$13,824,709</u>
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RESOLUTION NO. 23-2017

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING
AND CAPITAL BUDGET FOR FISCAL YEAR 2018**

WHEREAS the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of June 5, 2017 reviewed the Operating and Capital Budget for Fiscal Year 2018 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 2018, 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 5th day of June, 2017.

Steven Spedowski, Chair

ATTEST:

Michael Tree, Executive Director

AGENDA

ITEM 8

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Fare Policy Discussion

FROM: Christy Wegener, Director of Planning and Operations

DATE: May 23, 2017

Action Requested

None – Information only

Background

Notwithstanding the projected growth in fixed route ridership as a result of the cost-neutral changes implemented as a part of the Comprehensive Operations Analysis, as well as the new revenues that will flow from SB1, staff remains cautious and expects operating costs to likely outpace revenues in the future. Additionally, as more and more discretionary funds are being tied to a healthy farebox recovery ratio (>20%), it is imperative that the agency maintain a competitive cost per hour and average passenger fare.

The following table summarizes the past 16 years of cash fare amounts and categories:

History of the Wheels Bus Fares

Fare Category	2001-2006	August 2006	August 2007	March 2009	Clipper Nov 2015
Regular cash fare	\$1.25	\$1.50	\$1.75	\$2.00	\$2.00
Discount “Fare Buster” ticket	\$0.75	\$1.15	\$1.40	\$1.60	N/A
Day Pass	N/A	N/A	N/A	N/A	\$3.75
Regular monthly pass	N/A	\$45.00	\$53.00	\$60.00	\$60.00
Senior/disabled cash fare	\$0.40	\$0.65	\$0.85	\$1.00	\$1.00
Senior/disabled monthly pass	\$8.00	\$12.00	\$16.00	\$18.00	\$18.00
BART transfer fare	--	--	\$0.85	\$1.00	\$1.00
Paratransit (Dial A Ride)	\$1.25	\$1.75* *(2007)	\$2.50** **(2008)	\$3.50	N/A
Transfers	One (1 hr)	Unlimited (2 hrs)	Unlimited (2 hrs)	Unlimited (2 hrs)	One (2 hrs)

The most current fares for cash and Clipper® were codified in Resolution 27-2015 (Attachment 1).

Discussion

As a part of LAVTA's 2016 Comprehensive Operational Analysis (COA), the planning team completed a fare study (Attachment 2) to evaluate LAVTA's current fare policy and make recommendations for potential adjustments. The report includes an analysis of agency trends, a snapshot of the current fare breakdown, an examination of potential fare policy adjustments and associated ridership/revenue impacts, and a package of recommendations. Included in the review was a comparison to other Bay Area transit properties of similar size and operating condition.

A peer review chart taken from the report (Figure 5-2, page 5-3) is included as Attachment 2. As noted in the chart, the current Wheels base cash fare of \$2.00 remains in-line with the majority of Bay Area transit agencies. LAVTA is also aligned with the 50% discount offered for senior and disabled fares, and offers very affordable monthly pass products. Unlike many other agencies, LAVTA has a lower paratransit fare at \$3.50 (only 1.5x the base fare of \$2). The Federal Transit Administration (FTA) states that agencies can charge up to 2x their base fare for paratransit, which most transit agencies do.

Potential Fare Modifications

As a part of the study, specific fare changes have been analyzed for impacts to revenue and ridership. The fare changes analyzed do not consider any modifications to Clipper® fares or fare policies. The following fare changes have been included as a part of the fare study:

- 1) Eliminate Transfers and Replace with a Day Pass
- 2) Eliminate Farebusters and Replace with a Day Pass
- 3) Monthly Pass price increase - senior/disabled
- 4) Implement Youth Fare (\$1)
- 5) Modify the Regional Express Fare
- 6) Modify Transfer Policy (to one transfer every 2 hours)
- 7) Demand Response: Increase Paratransit Fare to \$4

Each potential fare change has associated ridership and revenue impacts, some of which can be mitigated. In cases where there are fare increases or fare policy changes that tend to have a negative impact on riders, the cumulative impacts of the fare changes can be more significant. Careful attention must be paid to the impact on sensitive groups and populations.

The following table is a chart of the package/scenarios of fare changes that were analyzed as a part of the study, as well as their impacts on revenue and ridership:

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Scenario 1A: Eliminate Transfers and Add Day Pass (\$3.75)	-2,700	-0.2%	\$531,300	26.5%
Scenario 1B: Eliminate Transfers and Add Day Pass (\$4.00)	-7,600	-0.5%	\$519,600	25.9%
Scenario 1C: Eliminate Transfers and Add Day Pass (\$4.50)	-17,300	-1.1%	\$496,300	24.7%
Scenario 1D: Eliminate Transfers and Add Day Pass (\$5.00)	-27,100	-1.6%	\$473,000	23.6%
Scenario 2: Eliminate FareBuster Tickets and Add Day Pass	-48,500	-2.9%	-\$2,300	-0.1%
Scenario 3A: Modify Senior/Disabled Monthly Pass Price (\$20)	-2,300	-0.1%	\$4,300	0.2%
Scenario 3B: Modify Senior/Disabled Monthly Pass Price (\$25)	-7,900	-0.5%	\$14,000	0.7%
Scenario 3C: Modify Senior/Disabled Monthly Pass Price (\$30)	-13,600	-0.8%	\$22,000	1.1%
Scenario 4: Modify Youth Fare	32,100	1.9%	-\$285,600	-14.2%
Scenario 5: Modify Regional Express Fare	-12,500	-0.8%	\$33,500	1.7%
Scenario 6: Allow <u>One</u> Transfer within Two-Hour Window	-28,600	-1.7%	\$121,200	6.0%

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Demand Response Scenario	-1,200	-2.3%	\$27,100	11.7%

Staff is particularly sensitive to ridership losses at this point in the COA implementation, so would not recommend the Board consider anything that is significantly impactful to the ridership without proper mitigation. For whatever changes may be considered, a phased-approach to implementation may be appropriate.

Monthly Pass Price Increase

The multiplier for regular monthly passes is currently 30x the base fare of \$2.00, which is in line with a monthly pass price offered by peer agencies. Currently, senior and disabled monthly passes are sold at a lower price point than peer agencies, at 18x the current base fare of \$1.00.

Transfers and Day Pass Discussion: Currently, the Agency policy is to allow for an unlimited number of transfers within a two hour window of first boarding. Older buses are equipped with a paper tear-sheet transfers that operators remit to passengers when requested. The transfer slips are stamped with the date and have an adjustable time stamp that operators use for authentication. Newer buses dispense transfers from the farebox; these transfers are imprinted with the date and time, and include a magnetic stripe that can be swiped in the farebox reader for authentication. Shifting away from transfers and incorporating a day pass is something many transit agencies are moving to, and it is something LAVTA staff has been discussing for some time. The study modeled different day pass prices, and each price has associated ridership and revenue impacts.

For any scenario that adds in a day pass, it must be noted that the agency currently does not have the capability to dispense day passes onboard the buses. Currently, the LAVTA day pass is only available on Clipper and is available as an accumulator (so, once a passenger pays \$3.75 in fares on a given day, they automatically get a day pass and ride free the rest of that day). No such cash option currently exists, which is important for low-income riders. The Wheels bus fleet has a mix of farebox technology; the newest buses (2016 and upcoming 2017 bus order) will have the upgraded fareboxes that can dispense day passes. The remaining fleet (20 buses) have antiquated fareboxes that would need to be upgraded; a farebox retrofit is programmed in the FY2018 budget.

Eliminating transfers and implementing a day pass at \$4.00 would result in a 0.5% decrease in ridership and a 25.9% increase in revenue. The Clipper® day pass would remain at \$3.75 to encourage the switch to electronic fare media.

Until the fleet can be upgraded, one idea would be to consider a first step of going to a one-transfer within a two hour window, and then a full elimination of transfers/day pass implementation when the farebox upgrade is complete. Currently, the breakdown of transfers among LAVTA ridership are: 45% of passengers don't transfer at all; 35% of passengers transfer once; 16% transfer twice; and 4% transfer three or more times. Moving to a one-transfer policy with no day pass was modeled as a part of the study (Scenario 6, above), and results in a 1.7% decrease in ridership, and a 6% increase in revenue.

Farebusters and Day Passes

Eliminating Farebusters and replacing with a Day Pass results in a significant decrease in ridership (-2.9%) and a slight decrease in revenue (-0.1%). The decrease in revenue is because passengers are expected to shift to pass products (monthly or day pass) where less revenue is ultimately collected across the same or greater number of trips. There may be options to consider raising the farebuster price from \$1.60 to \$1.80 per ticket; or holding off on any changes until the fareboxes can be fully upgraded. The ridership appears to be very sensitive to this fare product.

Youth Fare Discussion

For the past several years, there have been numerous inquiries as to whether the Agency should (or will ever) offer a discounted youth fare. Offering a youth discount is more common than not among transit agencies, and LAVTA is out of alignment in that sense. The study team modeled a youth fare discount of 50% discount, which results in an increase in ridership of 1.9% and a significant loss in revenue of over 14%. It should also be noted that many of the school tripper routes serving some of the schools in Pleasanton and Dublin do not have capacity for more students; additional buses would need to be deployed as overflow service to safely transport students, which could become a constraint with the fleet. In fiscal year 2017, LAVTA piloted two different student pass programs in Livermore. The following paragraphs describe the pilots:

Alameda County Measure BB Affordable Student Transit Pass: The first pass pilot is administered by Alameda County Transportation Commission (ACTC) and is funded through Measure BB. The Affordable Student Transit Pass Pilot (ASTPP) has been rolled out throughout the county in partnership with ACTC, numerous schools and schools districts, and the three

county bus operators (LAVTA, AC Transit, and Union City). In the Tri-Valley, the ASTPP includes two Livermore schools – East Avenue Middle and Livermore High. For the first year of the pilot, students who receive free or reduced-price lunches were given access to a free Wheels pass, and the remaining study body was offered 50% discount on a Wheels pass. The pass was administered quarterly, so students who were taking advantage of the discount had to pay \$120 a quarter. Ridership has been lower than expected, and feedback from students/parents and schools indicate that the cost remains to be a barrier for those who want to use the bus as an occasional option.

After comprehensive mid-year program evaluations were completed by Alameda County Transportation Commission (Attachment 3), it was recommended that, for the second year of the pilot (2017/2018), the pass model would be expanded to *free and universal pass* model: every student at the pilot schools would have access to a free yearly pass on Wheels. For the 2017/18 year, the pilot pass is also being converted from a flash student ID pass to Clipper® card, which will be administered by LAVTA. A shift to Clipper® will result in improved accuracy of data available for program evaluation. Additionally, the Alameda County Transportation Commission recently approved expanding the ASTPP to two additional schools for the second pilot year: Christensen Middle School and Del Valle Continuation High School in Livermore. This will bring the total number of students with access to a free Wheels pass to approximately 3,200 for the upcoming year.

Las Positas Easy Pass and Livermore Valley Charter Prep: The second pilot launched in fiscal year 2017 are Easy Pass pilots: The Las Positas College Easy Pass and the Livermore Valley Charter Prep (LVCP) Easy Pass. This is a LAVTA-sponsored pilot where free Wheels passes are available for all students enrolled in the 2016/17 academic year. Both passes are being administered as a student ID flash pass.

The Las Positas Easy Pass has resulted in ridership gains of over 75% from pre-COA levels at the College and currently there are nearly 450 trips taken per day on school day weekdays. Feedback from student riders is extremely positive. LAVTA staff has been developing a relationship with key members of the school administration and student body to facilitate a student vote on long-term funding within the next academic year. Accordingly, LAVTA staff has recommended funding the pilot one additional year through LAVTA's Low-Carbon Transit Operations (LCTOP) fund allocation of approximately \$144,000, as well as through \$25,000 from the Las Positas College student association. The pilot costs an estimated \$180,000 per year.

The LVCP pass has been less successful at an average use of 40 trips per day, and the school administration has not expressed an interest in funding the pass a second year.

Express Fare Discussion

Many transit agencies offer a premium fare for express services that travel outside the base service area. An express fare would apply to LAVTA's Route 70X, which provides peak service on the I-680 corridor between Dublin/Pleasanton BART, Walnut Creek BART, and Pleasanton Hill BART. The fare study modeled an express fare of \$3.50 (from the current \$2 fare), which results in a ridership loss of 0.8% and an increase in fare revenue of 1.7%. A more modest

express fare of \$2.25 or \$2.50 may make more sense initially. It should be noted that there may be implications to the Agency's monthly pass policies (paper pass and Clipper) with moving to a higher express fare that will need to be considered.

Demand Response Fare Increase:

Staff is recommending that the paratransit fare increase to \$4.00 not be considered at this time. The paratransit fare increase will be considered as a part of the Tri-Valley Comprehensive Paratransit Assessment and weighed against other programmatic changes through the course of that study later in 2017.

Preliminary Recommendations

For discussion purposes, staff is recommending the Committee provide feedback on the following potential fare changes:

- 1) Increase in the Senior/Disabled Monthly Pass from \$18 to \$20 or \$25
- 2) Implementing a two-phased modification in the transfer policy: The first phase would include a shift to a one-transfer per two hour policy; the second phase would be to eliminate transfers and implement a cash day pass at \$4.00 when the fareboxes are upgraded.
- 3) Increasing the farebuster price to \$1.80.
- 4) Increasing the express fare on Route 70X to \$2.25 or \$2.50.

Next Steps

After receiving the Committee's feedback, staff will finalize draft recommendations and will prepare a staff report for the June Committee and July Board meetings. Staff will be presenting the draft fare recommendations to the Wheels Accessible Advisory Committee at their July 5th meeting.

Recommendation

None –Information Only

Attachment:

1. Resolution 27-2015 Fare Amounts and Categories
2. LAVTA Fare Study Draft Report
3. Peer Review Chart
4. ACTC Staff Report

RESOLUTION NO. 27-2015

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
UPDATING THE CONSOLIDATED FARE SCHEDULES
AND TRANSFER AGREEMENTS FOR PASSENGERS**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 2-2015 to consolidate existing fare schedules and transfer agreements for Fixed Route and Dial-A-Ride Paratransit Service passengers effective February 2, 2015; and

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority finds it desirable and necessary to add the Clipper Card Fares and the Clipper Card Day Pass Accumulator fare media to LAVTA's fare policy in anticipation of the Clipper Card Implementation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority updates fare schedules and agreements with upcoming Clipper Card fares as shown below:

FARE SCHEDULE**I. FIXED ROUTE SERVICE – Effective March 22, 2009****(i) Regular one-way fare including unrestricted transfers between Wheels buses within two hours of fare payment of:**

(a)	Adults	\$2.00
(b)	Youths between ages 6 and 18	\$2.00
(c)	Senior Citizens age 65 and over	\$1.00
(d)	Disabled Persons	\$1.00
(e)	Children under age 6 when accompanied by a fare paying passenger	FREE
(f)	Americans with Disabilities Act (ADA) Certified persons (with RTC Card)	\$1.00
(g)	Eligible employees and family members/ dependents with applicable ID*	FREE

(ii) The following paper passes will be available for passengers:

(a)	Adults and Youths ages 6 through 18 Monthly 10 Ride Book/Script	\$16.00
-----	--	---------

(b)	Regular Monthly (Calendar) Unlimited Rides Pass	\$60.00
(c)	Senior Citizens Monthly (Calendar) Unlimited Rides Pass	\$18.00
(d)	Disabled Persons Monthly (Calendar) Unlimited Rides Pass	\$18.00

II. CLIPPER CARD - FIXED ROUTE SERVICE – Effective Fall 2015 (when Clipper Card fully implemented)

(i) Regular one-way fare including unrestricted transfers between Wheels buses within two hours of fare payment of:

(a)	Adults	\$2.00
(b)	Youths between ages 6 and 18	\$2.00
(c)	Senior Citizens age 65 and over	\$1.00
(d)	Disabled Persons	\$1.00
(e)	Children under age 6 when accompanied by a fare paying passenger	FREE
(f)	Americans with Disabilities Act (ADA) Certified persons (with RTC Card)	\$1.00

(iii) The following electronic Clipper Card passes will be available for passengers:

(a)	Regular Monthly (Rolling 31 Day) Unlimited Rides Pass	\$60.00
(b)	Senior Citizens Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00
(c)	Disabled Persons Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00
(d)	Day Pass Accumulator Regular	\$ 3.75
(e)	Day Pass Accumulator Senior/Disabled	\$ 1.75

III. DIAL-A-RIDE PARATRANSIT SERVICE – Effective March 22, 2009

(a)	Fare per Ride	\$3.50
(b)	Eligible employees with applicable ID	Free**

REGIONAL TRANSFER POLICIES

All passes and transfers from transit systems with a reciprocal agreement (shown below) will be accepted by LAVTA at intersecting points, transit centers, and BART stations. Agencies that have reciprocal agreements with LAVTA:

Fixed Route:

- Free – To and from Wheels - City of Pleasanton, Downtown Pleasanton Route (DTR)
- Free – To and from Wheels - County Connection (CCCTA) within two hour period of boarding
- Free – From San Joaquin Regional Rail Commission (SJRRRC) aka Altamont Corridor Express (ACE) to Wheels
- \$1.00 – From BART to Wheels

Dial-A-Ride:

- Free – interagency paratransit transfers from East Bay Paratransit
- Free – interagency paratransit transfers to and from County Connection Links

WHEELS CLASS PASS PROGRAM

A class pass is a free bus ride for up to 25 passengers (includes children, teachers and adult supervisors) from a school to any Tri-Valley destinations that WHEELS fixed routes currently serve. Teachers may request up to two (2) class passes per school year.

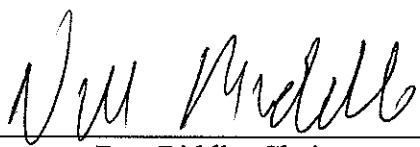
*LAVTA Employees and contracted employees, as well as “eligible family members/dependents” defined below shall be issued picture identification cards that will be good for a period not to exceed one year. LAVTA staff and dependents, and contractor staff may be issued a picture ID upon date of hire, but contractor dependents are not eligible for an ID until 90 days after the employee’s hire date. At the beginning of each fiscal year, July 1, a new annual sticker will be issued to each employee and eligible dependent in order to ride Fixed Route transit. Board Members and their dependents are eligible for an ID; however retirees of the agency are not.

“Eligible Family Member/Dependent” is defined as a person who is claimed by the employee on their tax returns; or in the event no tax return is filed, then a person who is covered on the employee’s health benefits. If no tax return is filed and the employee does not elect health benefits, then a notarized and signed statement documenting that the identified person would meet the requirements of “dependent” as defined by within the parameters of a tax return or health benefit election.

LAVTA’s maintenance and operations contractor will be responsible for collecting employee and family member ID cards upon the termination of employment for one of their employees and returning these ID cards to LAVTA.

** Free rides on Dial-A-Ride will be available only for Authority direct or contracted employees (no dependents), who are certified eligible for participation in the ADA paratransit program, and only for work related trips. Fraudulent use of the issued IDs, whether by a Wheels employee or their dependent, will result in rescinding the employee’s free ride privileges as well as the privileges of the employee’s dependents.

PASSED AND ADOPTED this 14th day of September 2015.



Don Biddle, Chair

ATTEST:

A handwritten signature in black ink, appearing to read "Michael Tree", written over a horizontal line.

Michael Tree, Executive Director

APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read "Michael Conneran", written over a horizontal line.

Michael Conneran, Legal Counsel



LAVTA Fare Study

Draft Report

December 2016

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1 INTRODUCTION

The Livermore Amador Valley Transit Authority (LAVTA) fare study is a comprehensive evaluation of LAVTA's existing fare structures and policies. The study offers an in-depth analysis of the current fare program, peer review of LAVTA's fare policies with other agencies, and evaluation of potential future fare alternatives. The fare study was conducted as part of LAVTA's Comprehensive Operations Analysis (COA), which aims to improve the effectiveness and efficiency of the existing LAVTA Wheels service as well as provide a roadmap for future service investments.

GOALS AND OBJECTIVES

A comprehensive evaluation of LAVTA's existing fare structures and policies is opportune in light of this year's Clipper implementation, as well as the current COA study. Goals for the fare study include:

- **Reviewing current fare pricing for different fare categories.** Operating costs are increasing, while fares have remained the same for six years. A fresh look at fare structures and policies is worthwhile.
- **Determining distribution of ridership and utilization by fare category.** A clear understanding of how current transit riders are using the system by fare media is paramount to enhancing the transit experience.
- **Aligning fare policies with Clipper's fare policy.** With the implementation of Clipper to LAVTA and the East Bay transit group, there are opportunities to align policies with other major transit agencies to make transit in the Bay Area easier and more convenient for all riders.
- **Studying current pass programs and evaluating pass and transfer policies, including inter-operator transfers.** Opportunities exist to improve upon existing programs and policies.

These goals are used as a reference throughout the project and are key factors in the development of fare structure scenarios and policy recommendations.

2 SERVICE OVERVIEW

As of FY 2016, the LAVTA Wheels bus system includes a network of 33 routes serving the Dublin, Pleasanton, and Livermore area, including one Rapid route and 16 school-focused routes. LAVTA also operates Dial-A-Ride service in compliance with the Americans with Disabilities Act (ADA).

Routes operate with headways ranging from 15 minutes to 120 minutes depending on the day and time period. Eight routes provide all day service. Some routes operate only during peak times, while others operate from 4:00 a.m. to 2:00 a.m. Service frequencies and spans for each FY 2016 route are shown in Figure 2-1. Six routes operate on Saturdays, and five operate on Sundays.

Figure 2-2 shows the LAVTA's systemwide routes in FY 2016, and Figure 2-3 shows the service network with connecting agency routes. Service is strongly oriented toward connections to BART service, including providing connections to the East and West Dublin/Pleasanton stations. Several routes also serve Altamont Corridor Express (ACE) stations, providing rail connections all the way to San Jose to the south and Stockton to the northeast. Several County Connection bus routes also serve the LAVTA service area in Dublin and Pleasanton, while LAVTA routes 70X and 70XV serve Walnut Creek BART and Pleasant Hill BART in Contra Costa County.

Route Categories

LAVTA's categories of routes as of FY 2016 are as follows:

- **Primary:** *Route 10, 12/12X, 20X, and Rapid.* Primary routes operate between the municipalities in the service area. With the exception of Route 20X, which only operates during peak hours, primary routes generally operate all day with regular frequencies, usually at least half hourly or hourly service.
- **Regional Express:** *Route 70X/70XV.* Regional Express service is the 70X/70XV and operates at 30-minute headways during peak periods. This is specifically a peak hours-only service to connect people to multiple BART stations in the service area.
- **Neighborhood Feeder:** *Route 1, 2, 3, 8A/8B, 9, 11, 14, 15, 51, 53, and 54.* Neighborhood Feeder routes serve smaller geographic areas and may operate with limited spans of service, with the exception of route 15, which operates regularly throughout the day.
- **School:** *Route 401, 402, 403, 501, 502, 503, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611.* School routes operate Monday through Friday and are intended to help area students get to and from school. Service is always open to the general public.

Figure 2-4 illustrates total annual boardings by route for the different categories, excluding school routes. For more information about system performance, please see the COA report.

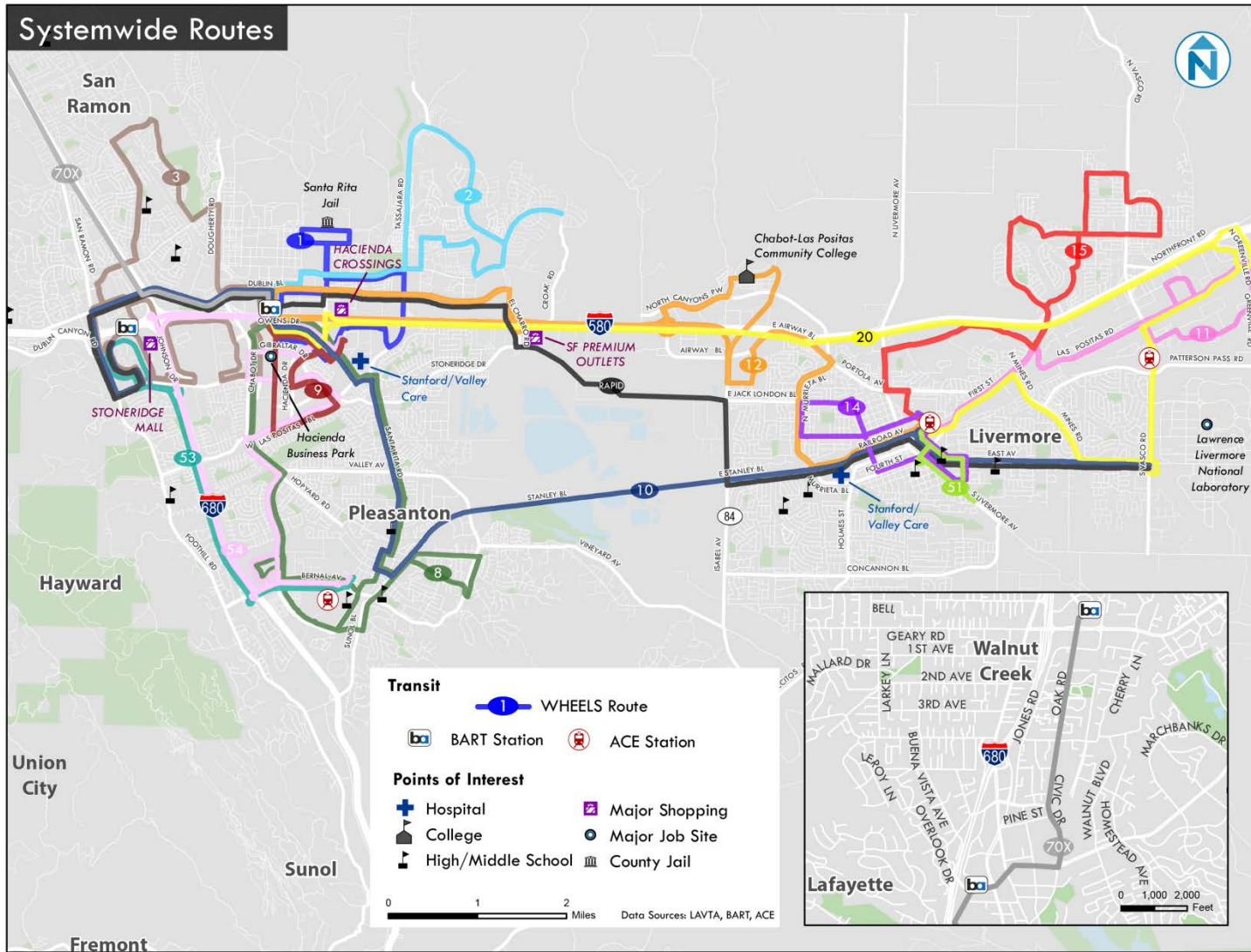
LAVTA COA | FARE STUDY
Livermore Amador Valley Transit Authority

Figure 2-1 Frequency and Span of Service by Route (FY 2016)

Route	Frequency of Service					Span of Service		
	AM	Midday	PM	Saturday	Sunday	Weekday	Saturday	Sunday
Route 1	30	30	30	30	30	6:00 a.m. – 8:55 p.m.	8:01 a.m. – 9:25 p.m.	8:01 a.m. – 9:25 p.m.
Route 2	60	-	60	-	-	6:30 a.m. – 9:20 a.m. 3:20 p.m. – 6:48 p.m.	-	-
Route 3	30	-	30	60	-	5:55 a.m. – 9:20 a.m., 3:30 p.m. – 8:50 p.m.	9:01 a.m. – 5:51 p.m.	-
Route 8A	60	60	60	-	-	6:15 a.m. – 7:02 p.m.	-	-
Route 8B	60	60	60	-	-	6:45 a.m. – 8:32 p.m.	-	-
Route 8	-	-	-	50-60	40	-	8:01 a.m. – 11:11 p.m.	9:01 a.m. – 2:18 p.m.
Route 9	15-30	-	15	-	-	6:30 a.m. – 9:19 a.m. 3:30 p.m. – 6:19 p.m.	-	-
Route 10	30	30	40	16-48	40	4:12 a.m. – 1:44 a.m.	4:57 a.m. – 1:14 a.m.	5:17 a.m. – 1:14 a.m.
Route 11	45	-	45	-	-	6:42 a.m. – 8:48 a.m. 4:12 p.m. – 6:18 p.m.	-	-
Route 12	15-30	60	15-60	60	120	5:58 a.m. – 10:42 p.m.	9:01 a.m. – 9:47 p.m.	9:02 a.m. – 8:47 p.m.
Route 14	30	30	30	-	-	6:42 a.m. – 8:06 p.m.	-	-
Route 15	30-60	30-60	30-60	60	60	5:12 a.m. – 11:58 p.m.	6:02 a.m. – 11:48 p.m.	7:08 a.m. – 8:43 p.m.
Route 20X	45	-	45	-	-	6:15 a.m. – 9:54 a.m. 3:52 p.m. – 6:36 p.m.	-	-
Route 51	-	-	30	-	-	3:12 p.m. – 6:57 p.m.	-	-
Route 53	25-75	-	60	-	-	5:33 a.m. – 8:41 a.m. 3:55 p.m. – 7:31 p.m.	-	-
Route 54	65 – 75	-	60	-	-	5:33 a.m. – 8:23 a.m. 3:47 p.m. – 6:28 p.m.	-	-
Route 70X/70XV	30	-	30			5:43 a.m. – 8:53 a.m. 4:00 p.m. – 6:41 p.m.	-	-
Rapid	12-18	15	15	-	-	5:16 a.m. – 8:04 p.m.	-	-

Livermore Amador Valley Transit Authority

Figure 2-2 System Map (FY 2016)



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Figure 2-3 LAVTA Service Area Transit Service (FY 2016)

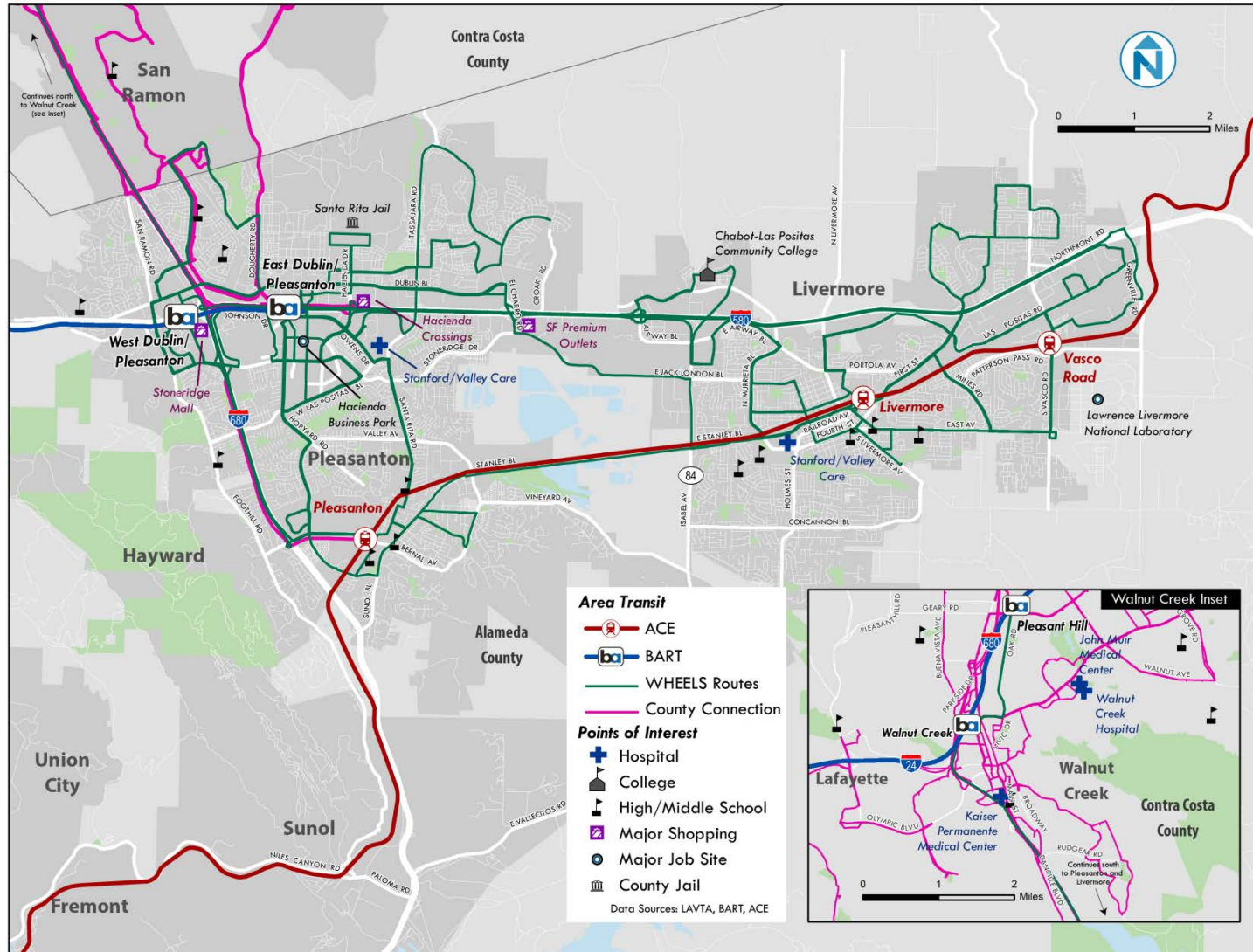
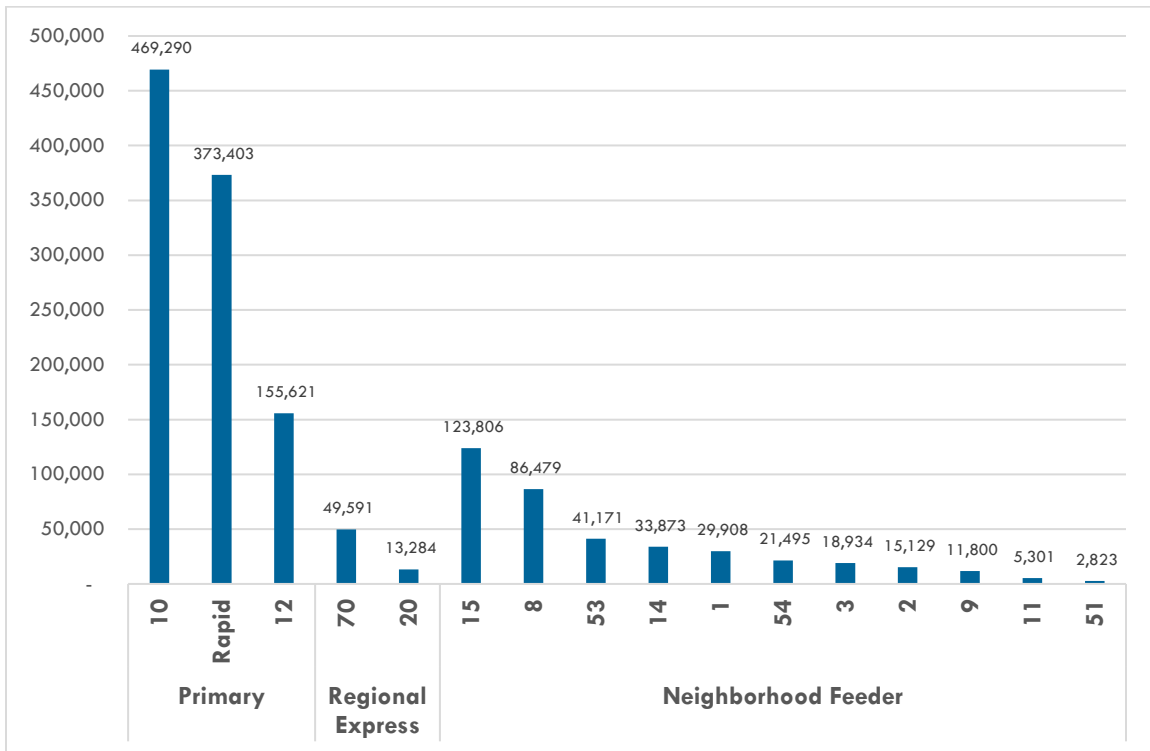


Figure 2-4 Total Annual Boardings by Route (FY 2016)



FY 2017 SERVICE CHANGES

LAVTA implemented service changes effective on August 13, 2016. As a result of these service changes, the current fixed-route bus system includes a network of 14 routes serving the Dublin, Pleasanton, and Livermore area. Routes operate with headways ranging from 15 minutes to 60 minutes depending on the day and time period. Seven routes provide all day service and operate on weekends. Some routes operate only during peak times, while others operate from 4:30 a.m. to 1:00 a.m.

Service frequencies and spans for each route are shown in Figure 2-5, and Figure 2-6 shows LAVTA's systemwide routes effective as of August 13, 2016.

Student Pass Pilot Program

LAVTA also incorporated four new student transit passes as part of a pilot program to allow students at selected schools to ride Wheels for free, including the following:

- **Livermore Valley Charter Prep (LVCP):** LVCP's new High School Campus opened in August 2016 and is located on North Canyons in Livermore (on the new 30R). All LVCP students are able to ride Wheels by flashing their ID card when boarding the bus.
- **Las Positas College:** All students enrolled at Las Positas College are able to ride Wheels for free by flashing their student ID.
- **Livermore High School:** Some Livermore High School Students also have a bus pass. Those who have the pass have a sticker on their ID card that changes color each semester. For the fall semester, the sticker is Red with an expiration date 12/2016. Students flash their ID card when boarding the bus. If there is no sticker, they need to pay for their trip.
- **East Avenue Middle School:** Some East Avenue Middle School Students also have a bus pass. Similar to Livermore High School, those who have the pass have a sticker on their ID card that changes color each semester. Students flash their ID card when boarding the bus; if there is no sticker, they need to pay for their trip.

The remainder of this document describes service and fare structure in place through FY 2016.

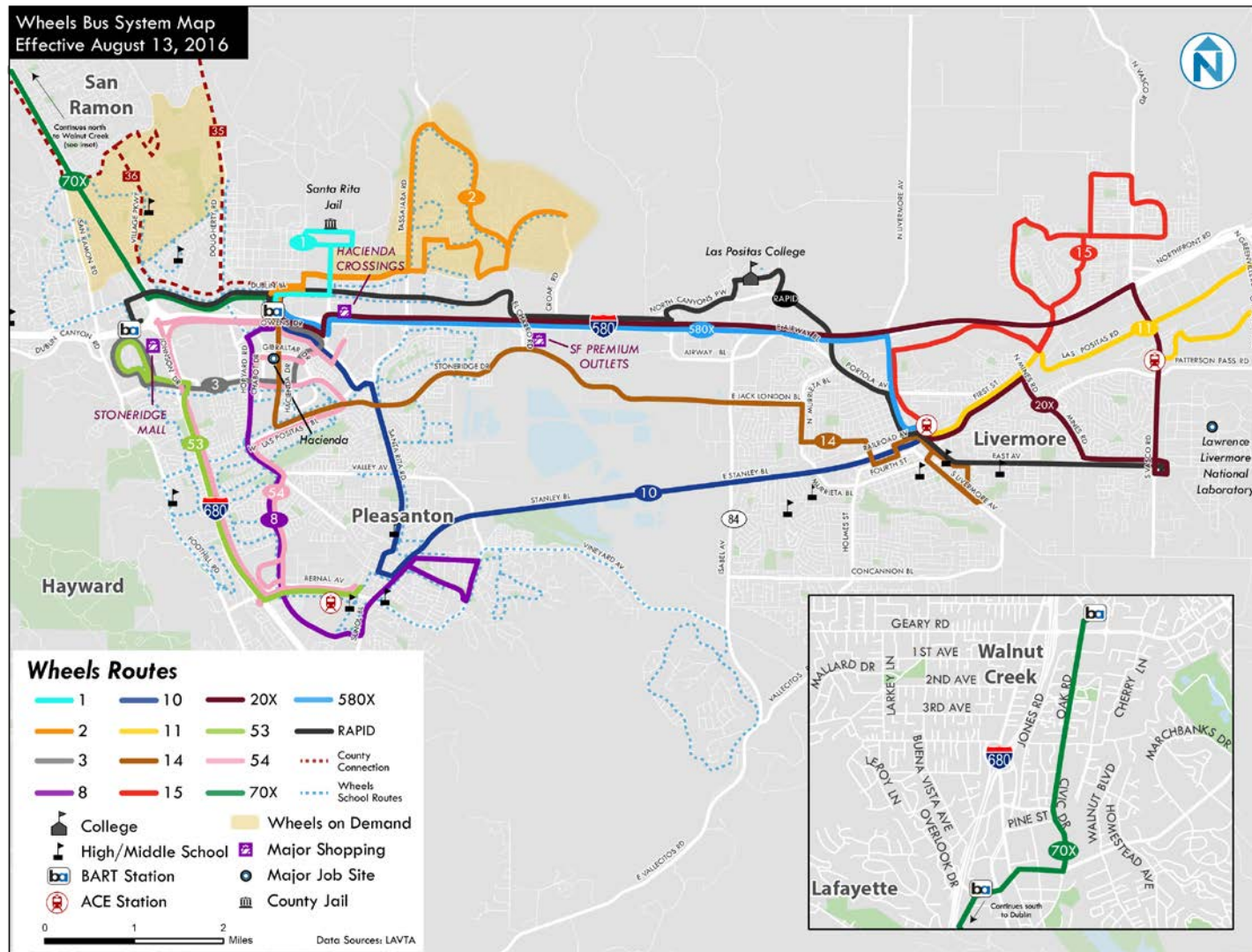
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Figure 2-5 Frequency and Span of Service by Route (Effective August 13, 2016)

Route	Frequency of Service						Span of Service		
	AM Peak	Midday	PM Peak	Evening	Sat	Sun	Weekday	Saturday	Sunday
Route 1	30	60	30	60	60	60	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 2	60	-	60	-	-	-	6:30 a.m. – 9:20 a.m. 3:20 p.m. – 6:48 p.m.-	-	-
Route 3	45	45	45	45-60	45-60	45-60	6:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.	8:00 a.m. – 1:00 a.m.
Route 8	30	60	30	60	60	60	6:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.	8:00 a.m. – 9:00 p.m.
Route 10	15	15	15	30-60	30-60	30-60	4:30 a.m. – 1:00 a.m.	5:30 a.m. – 1:00 a.m.	6:00 a.m. – 1:00 a.m.
Route 11	60	-	60	-	-	-	6:00 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 p.m.	-	-
Route 14	30	60	30	60	60	60	6:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.	8:00 a.m. – 10:00 p.m.
Route 15	30	30	30	60	60	60	5:00 a.m. – Midnight	6:00 a.m. – Midnight	7:00 a.m. – 9:00 p.m.
Route 20X	2 trips	-	2 trips	-	-	-	7:30 a.m. – 9:10 a.m. 4:45 p.m. – 6:20 p.m.-	-	-
Rapid	15	15	15	30-60	60	60	5:15 a.m. – Midnight	5:15 a.m. – Midnight	5:15 a.m. – Midnight
Route 53	25-75	-	60	-	-	-	5:30 a.m. – 8:30 a.m. 4:00 p.m. – 7:30 p.m.	-	-
Route 54	2 trips	-	3 trips	-	-	-	6:50 a.m. – 8:30 a.m. 3:45 p.m. – 6:30 p.m.	-	-
Route 70X/70XV	30	-	30	-	-	-	5:30 a.m. – 9:00 a.m. 4:00 p.m. – 7:00 p.m.	-	-
Route 580X	30	-	30	-	-	-	6:00 a.m. – 8:30 a.m. 4:30 p.m. – 7:30 p.m.	-	-

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Figure 2-6 System Map (Effective August 13, 2016)



3 EXISTING FARE STRUCTURE

FARE CATEGORIES

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

Adult

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

Youth

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

Children

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

Senior Citizens/Disabled Persons

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

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

ADA-Certified Persons for Paratransit

Wheels offers a Dial-A-Ride service that provides accessible door-to-door paratransit service for people with disabilities in Livermore, Dublin, Pleasanton, and surrounding unincorporated areas of Alameda County. The service is available wherever and whenever fixed-route service is

operating. As an exception, service is also provided to and from the San Ramon Medical Center if one end of the trip is in Livermore, Dublin, or Pleasanton.

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

Eligible Employees and Family Members

LAVTA employees and contract employees, as well as eligible family members and dependents, are granted free rides on Wheels through a picture identification card and annual sticker showing eligibility. Picture IDs are issued upon date of hire for a period not to exceed one year. Annual stickers are issued to each employee and eligible dependent at the beginning of each fiscal year, which is July 1. In addition to LAVTA staff and dependents and contractor staff, Board Members and their dependents are eligible for an ID. Contractor dependents are not eligible for an ID until 90 days after the employee's hire date. Retirees of the agency are not eligible for the ID.¹

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

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

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

FARE PRODUCTS

Wheels offers several fare products by category. Figure 3-1 summarizes key products for single rides, passes, and paratransit. A detailed description of fare products, fare changes, and Clipper Card integration follows below.

Figure 3-1 Wheels Fare Products

Fixed Route Single Ride Products	Fare
Adults	\$2.00
Youths 6 years and over	\$2.00
Senior citizens age 65 and over	\$1.00
Disabled Persons or Americans with Disabilities Act (ADA) Certified persons (with RTC Card)	\$1.00
Children under age 6 when accompanied by a fare paying passenger	FREE
Eligible employees and family members/dependents with applicable ID	FREE
Fixed Route Pass Products	Fare
FareBuster 10-ride tickets (Adults and Youths aged 6 through 18 Monthly 10 Ride Book/Script)	\$16.00
East Bay Monthly Pass (Regular Monthly (Calendar) Unlimited Rides Pass)	\$60.00
Senior Monthly Pass (Senior Citizens Monthly (Calendar) Unlimited Rides Pass)	\$18.00
Disabled Monthly Pass (Disabled Persons Monthly (Calendar) Unlimited Rides Pass)	\$18.00
Dial-A-Ride Paratransit	Fare
Cash fare	\$3.50
Companions accompanying passenger	\$3.50
Dial-A-Ride 10 tickets	\$35.00
Personal Care Attendants (PCA) traveling with fare paying passenger	FREE

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

Single Rides

Single-ride cash fares are \$2 for adults or youth, and \$1 for senior citizens or disabled persons. Children under age 6 and eligible employees and family members can ride for free. Figure 3-2 summarizes single ride fares for fixed route service, and Figure 3-3 shows examples of special one-way ride tickets.

Figure 3-2 Single Ride Fares

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

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

Figure 3-3 One-Way Ride Tickets

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

Source: LAVTA (2016)


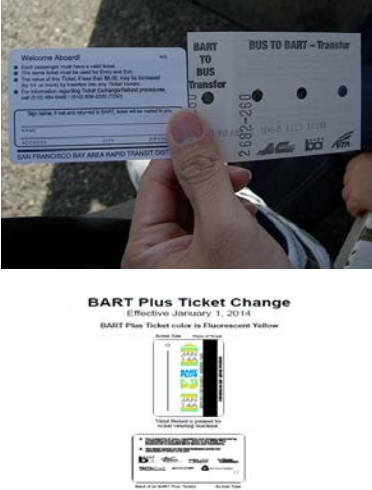

Transfers

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

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

Transfers among different Wheels routes are also free within two hours from the time of fare payment. With the integration of Clipper—the Bay Area’s transit smart card—on Wheels service and other East Bay providers, transfers are expected to be easier and more seamless for the rider. With a Clipper card, only one transfer will be allowed within a two-hour window. Figure 3-4 provides more detail about local transfers.

Figure 3-4 Wheels Transfers

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

Source: LAVTA (2016)

Pass Products

LAVTA offers numerous transit pass options including multiple-ride and unlimited-ride products. Figure 3-5 summarizes current paper pass products through FY 2016 and future pass products available with the integration of Clipper. Figure 3-6 provides additional details on current paper pass offerings.

Figure 3-5 Pass Products Summary

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

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




In addition to official pass products offered by LAVTA and Clipper, LAVTA accepts BART Plus² tickets, BART's "flash pass" for area transit operators. The BART Plus ticket is good on BART, Wheels, County Connection, Rio Vista Delta Breeze, Tri Delta Transit, Union City Transit, and WestCAT. The BART Plus ticket comes in eight different denominations, and includes stored BART value along with unlimited local bus rides for the various agencies. BART Plus tickets range from \$43 to \$76, with stored BART values ranging from \$15 to \$50.

The BART Plus ticket works in the BART fare gate like a regular ticket and is valid for a half month period as a "flash pass" to bus operators, where ticket holders are granted unlimited local bus rides during a half month period. BART Plus ticket Part A covers the first half of the month (21st to 5th of the month), while Part B covers the second half of the month (6th to 20th of the month).

The BART Plus ticket is valid on all Wheels routes. Restrictions may apply for the other agencies. BART Plus tickets may only be purchased from ticket vending machines at the following BART stations: Concord, Dublin/Pleasanton, El Cerrito del Norte, Lafayette, North Concord, Orinda, Pittsburg/Bay Point, Pleasant Hill, Union City, Walnut Creek, and West Dublin/Pleasanton.

² BART Plus was eliminated on Dec 31, 2015

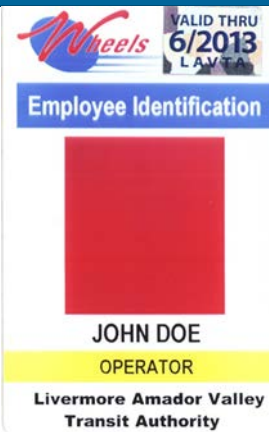

Figure 3-6 Paper Passes – Monthly Unlimited Ride Passes

East Bay Monthly Pass	Senior Monthly Pass	Disabled Monthly Pass
 <p>The East Bay Value Pass is a green and blue pass. It features the logos for Wheels, The County Connection, Tri Delta Transit, and WestCat. It includes a calendar grid for months JAN through DEC and years 2009, 2010, and 2011.</p>	 <p>The Senior Monthly Pass is a blue and white pass. It features the Wheels logo, a bus image, and the text 'SENIOR MONTHLY PASS'. It includes a calendar grid for months JAN through DEC and years 2008, 2009, and 2010. The pass number 001400 is visible.</p>	 <p>The Disabled Monthly Pass is a red and white pass. It features the Wheels logo, a bus image, and the text 'DISABLED MONTHLY PASS'. It includes a calendar grid for months JAN through DEC and years 2008, 2009, and 2010. The pass number 001000 is visible.</p>
<ul style="list-style-type: none"> ▪ \$60 ▪ Pass is used for general fare. ▪ Pass can be used on all East Bay group agencies – Wheels, County Connection, Tri Delta Transit, and WestCat. ▪ Pass must have the correct month and year punched, and is invalid if punched more than twice. ▪ Pass is valid from 1st of the current month until end of month 	<ul style="list-style-type: none"> ▪ \$18 ▪ Must be 65 years or older ▪ Pass must have the correct month and year punched, and is invalid if punched more than twice. ▪ Pass is valid from 1st of the current month until end of month ▪ 3-day grace period is given to purchase a new pass 	<ul style="list-style-type: none"> ▪ \$18 ▪ Must show proof of disability to use (Dial-A-Ride ID card, RTC card, physician's letter, DMV placard, etc.) ▪ Pass must have the correct month and year punched, and is invalid if punched more than twice. ▪ Pass is valid from 1st of the current month until end of month ▪ 3-day grace period is given to purchase a new pass

Source: LAVTA (2016)

In addition to the pass products offered to the public, LAVTA offers annual unlimited ride passes to eligible employees and family members. Employees of LAVTA and MV Transportation, which operates the fixed-route services, receive unlimited rides. Additionally, members of the Wheels Accessible Advisory Committee (WAAC) and the Ambassador Program receive a pass. Figure 3-7 shows the annual unlimited ride passes issued to eligible employees and members.

Figure 3-7 Annual Unlimited Ride Passes

MV/LAVTA Pass	WAAC/Ambassador Pass
 <p>The image shows an employee identification pass for John Doe. It features the 'Wheels' logo at the top left, a 'VALID THRU 6/2013' sticker at the top right, and a blue 'Employee Identification' banner. Below this is a large red rectangular placeholder for a photo. The name 'JOHN DOE' is printed in bold, followed by 'OPERATOR' on a yellow background. At the bottom, it says 'Livermore Amador Valley Transit Authority'.</p>	 <p>The image shows a WAAC member pass for Jane Doe. It features the 'Wheels' logo at the top left, a red 'WAAC MEMBER' banner at the top right, and a photo of Jane Doe. The name 'JANE DOE' is printed to the right of the photo. Below the photo is a blue 'Expiration Date: 06/30/2011' banner. At the bottom left, the number '01000126' is visible.</p>

Source: LAVTA (2015)

Dial-a-Ride Paratransit Service

LAVTA offers Wheels Dial-A-Ride, a door-to-door shared ride transportation service for ADA paratransit eligible passengers. Dial-A-Ride service operates during the same days and hours as Wheels fixed route service—weekdays from 4:30 a.m. to 1:30 a.m. and weekends from 5:00 a.m. to 1:30 a.m. Figure 3-8 details fares for paratransit rides.

Figure 3-8 Dial-A-Ride Paratransit Fares

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

Source: LAVTA (2016)

Customers may reserve a ride one to seven days before the ride is needed. Reservations are taken seven days a week from 8:30 a.m. to 5:00 p.m. Passengers are given an approximate 30-minute pick-up window time. For repeated trips, passengers may set a standing order, which is an ongoing reservation for a trip that has the same starting and ending location and the same pick-up day and time.

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

Fare Changes

Fares have not changed in approximately six years, while operating costs are increasing. The implementation of Clipper on Wheels and the East Bay group in 2015 accounts for the most significant fare change in recent history. Most notably, LAVTA is introducing the day pass accumulator, a new fare media that is only available through the use of the Clipper card. LAVTA currently does not have a day pass, unlike its peers WestCat and Tri Delta. Current fareboxes on Wheels do not have the ability to print day passes.

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

Fare Distribution

Fare media is distributed throughout the Wheels service area. Figure 3-9 details current locations where different fare media are sold.

As of November 2015, Clipper is sold at Wheels Administrative Offices, Livermore Transit Center, Whole Foods in Dublin (5200 Dublin Boulevard), Walgreens in Livermore (1620 First Street), Walgreens in Pleasanton (1763 Santa Rita Road), and BART stations in the LAVTA service area. Clipper can also be purchased at many retail locations in the Bay Area, as well as online.

Figure 3-9 Fare Media Outlets

	Location	FareBuster	East Bay Value Pass	Senior Monthly Pass	Disabled Monthly Pass	Senior/Disabled Single Ticket	Dial-A-Ride Ticket
D u b l i n	Safeway Market (7499 Dublin Boulevard)	X	X	X	X		X
	Safeway Market (4440 Tassajara Road)	X	X	X	X		
	Wells Middle School (6800 Penn Street)	X					
L i v e r m o r e	Wheels Administrative Offices (1362 Rutan Drive, Ste 100)	X	X	X	X	X	X
	Livermore Transit Center (2500 Railroad Avenue)	X	X	X	X	X	X
	Contreras Market (861 Rincon Avenue)	X					
	Hidalgo Little Market (106 North K Street)	X					
	Lucky Market (2000 Portola Avenue)	X	X				
	Las Positas College Book Store	X					
	Livermore City Hall (1110 S Livermore Avenue)	X	X	X	X		
	Livermore Senior Center (inside the Community Center; 4444 East Avenue)						X
	Safeway Market (Livermore Arcade Shopping Center, 1554 First Street)	X	X	X	X		
	Safeway Market Place (4495 First Street)	X		X	X		
P l e a s a n t o n	Lucky Market (Las Positas Boulevard/Hopyard Road)	X	X				
	Pleasanton Senior Center (5353 Sunol Boulevard)	X	X	X	X	X	X
	Safeway Market (1701 Santa Rita Road)	X	X	X	X		
	Safeway Market (6790 Bernal Avenue)	X	X	X	X		

Source: Wheels Ticket Outlets <http://www.wheelsbus.com/index.aspx?page=55>; accessed October 9, 2015.

Fare Programs and Promotions

ECO Pass³

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

Established in 1989 and funded by Hacienda, the ECO Pass represents an excellent longstanding public-private partnership. In 2015, Wheels Bus and Hacienda recognized more than 5 million passenger trips utilizing the free ECO Pass program.

Ambassador Program⁴

Since 2007, LAVTA offers an “Ambassador Program” to train helpers to assist others in learning how to travel and understand the routes, maps, and all fixed route service on Wheels. Trainers help promote public transit and support other passengers, giving them the best travel options to suit their needs. The Ambassador Program recruits two high school students from each Dublin, Pleasanton, and Livermore high school, and targets helping students navigate the Wheels system.

Participants attend a minimum two hour classroom training, two hours of onboard training, and one hour of staff observation at the transit center. Ambassadors work with at least 8 new riders each year, and spend at least one hour a month on board buses talking to passengers and offering assistance. In return for the service, ambassadors are granted a yearly pass valued at \$720.

Class Program⁵

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

Try Transit to School Promotion⁶

Since 2000, Wheels offers a special promotion during the beginning of the school year to encourage middle and high school students to ride transit. The “Try Transit to School” promotion ran September 7-18 in 2015 and allowed students to ride Wheels to and from school and other destinations for free. During the promotion, Wheels carried approximately 400 more students per day on their school routes, for a total daily ridership of 1,600 students.

³ Details about the Hacienda Business Park and ECO Pass program eligibility available online: <http://www.hacienda.org/form/details/wheels%20eco%20pass>; accessed October 12, 2015.

⁴ Ambassador program overview and application available online: <http://wheelsbus.com/index.aspx?page=267>; accessed October 12, 2015.

⁵ Resolution No. 27-2015, “A Resolution for the Board of Directors of the Livermore Amador Valley Transit Authority Updating the Consolidated Fare Schedules and Transfer Agreements for Passengers.”

⁶ Try Transit to School Promotion information available online: <http://wheelsbus.com/index.aspx?recordid=243&page=33>; accessed October 12, 2015.

FARE TECHNOLOGY

Fareboxes

LAVTA currently uses the SPX Genfare GFI CENTSaBill farebox. In the future, LAVTA is looking at updating its fareboxes to have both a magnetic TRiM reader and WiFi.

Clipper Card Integration

Public transit in the San Francisco Bay Area is arguably the most complex in the United States, with more than two dozen unique transit agencies serving the area. Clipper is the all-in-one transit smart card that allows ease of payment and supports transfers across multiple Bay Area agencies. Clipper is overseen and sponsored by Metropolitan Transportation Commission (MTC), the Bay Area's metropolitan planning organization. First introduced as Translink in 2002, Clipper was rebranded to its current form in 2010. Implementation rolled out beginning with the largest Bay Area transit agencies—BART, Muni, AC Transit, SamTrans, Caltrain, Golden Gate Transit, and VTA. As of early 2015, Clipper is available at 13 agencies and can be used to pay for parking in select San Francisco garages.

To become integrated into the Clipper program, transit agencies execute a Memorandum of Understanding (MOU) outlining roles and responsibilities. MTC is responsible for centralized planning, contracting with the vendor (Cubic), initial capital costs of equipment, and maintenance of data. Transit agencies are responsible for coordinating with MTC and Cubic, and paying a share of operating expenses based on share of revenue and transactions handled.

In March 2014, MTC's Operations Committee approved expanding Clipper to the East Bay Group, which includes LAVTA, County Connection, Tri Delta, and WestCAT by the end of 2015. By Spring of 2016, Clipper will expand to Santa Rosa City Bus, Sonoma County Transit, Cloverdale Transit, Petaluma Transit, and Healdsburg Transit in Sonoma County.⁷

The East Bay group will issue reports and handle revenue disbursements and expenses as one agency. LAVTA's role among the four agencies will be to act as Treasurer. LAVTA is responsible for receiving financial information, paying MTC's invoice, and distributing Clipper revenues on behalf of the four agencies. County Connection is the lead on IT infrastructure and equipment installation. WestCat represents the East Bay group in the Planning Committee, Tri Delta represents the group in the Steering Committee, and County Connection represents the group in the Executive Committee.⁸

Clipper has long been requested by riders, so the implementation of this technology on Wheels service will be an added value. Clipper will allow LAVTA to reduce future printing costs and avoid continued printing of monthly passes, FareBuster tickets, senior/disabled passes, and similar fare media. Clipper is also expected to reduce fare evasion on the system.

⁷ Metropolitan Transportation Commission's Clipper Information Page. <http://www.mtc.ca.gov/services/clipper/>

⁸ LAVTA Staff Report from March 25, 2014 to approve the Clipper MOU and authorize the Executive Director to sign it.

4 REVENUE AND RIDERSHIP TRENDS

PERFORMANCE TRENDS

Figure 4-1 shows performance trends from 2008-2013 using data available from the National Transit Database (NTD). Figures 4-2 to 4-7 visually display this data to show service level, ridership, fare, and cost trends. Analysis of this data reveals a couple important trends for LAVTA's fixed-route service:

- **Declining ridership:** Total passenger trips declined from 2.2 million in 2008 to 1.7 million in 2013, a decline of more than 20%. Passenger trips declined most dramatically from 2009 to 2010. Passenger boardings per revenue hour, a measure of service efficiency, declined by 15% in the same time period, from 16.25 trips per hour to 13.86 trips per hour.
- **Increasing operating costs per passenger trip:** Farebox recovery has fluctuated over the 2008-2013 period. Operating expense per passenger trip rose to \$7.14 in 2013 from \$5.52 in 2008, an increase of 29%. Similarly, the subsidy per passenger trip has also increased, from an average of \$4.51 in 2008 to \$5.80 in 2013.
- **Restoring revenue hours, miles, and ridership:** In 2010, when transit systems across the country were slashing service because of funding shortfalls surrounding the economic recession, LAVTA cut 27% of its revenue vehicle hours and 26% of its revenue miles from 2009 levels. This decrease in service amounted to a drop in operating costs of only 12.7%. As the economy improved, LAVTA restored its revenue hours and revenue miles to previous levels. However, ridership levels have not been restored to the same levels as in 2008. Additionally, despite the significant amount of hours allocated to Rapid service, ridership has not picked up as quickly as expected.

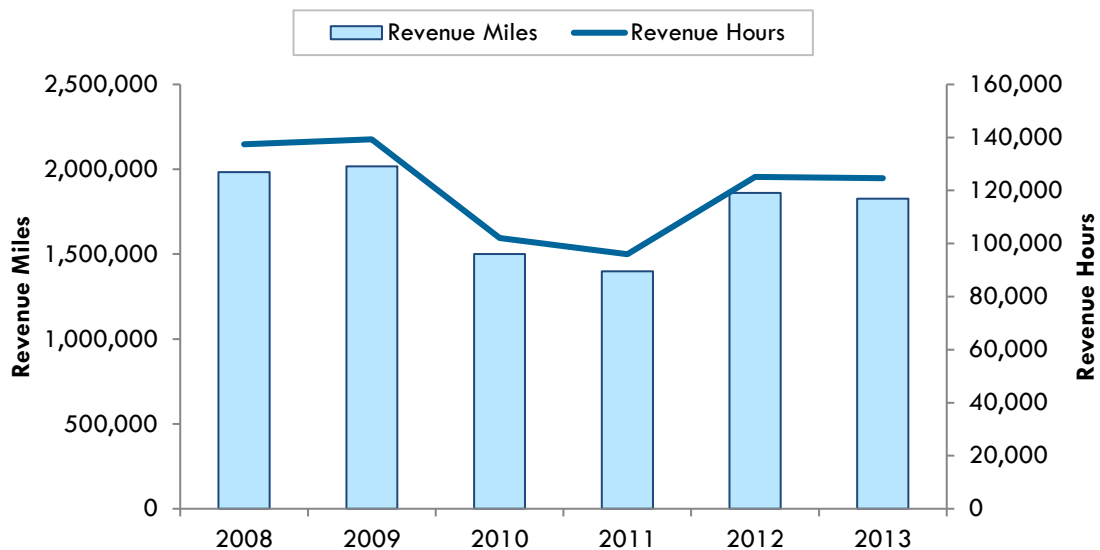
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Figure 4-1 LAVTA Fixed-Route Transit Performance Data 2008-2013

Performance Data							
	2008	2009	2010	2011	2012	2013	Percent Change 2008-2013
Passenger Trips	2,234,210	2,195,408	1,740,297	1,566,723	1,751,211	1,727,085	-23%
Revenue Miles	1,983,822	2,017,218	1,500,165	1,398,076	1,861,569	1,826,997	-8%
Revenue Hours	137,452	139,304	102,047	95,980	125,119	124,635	-9%
Total Operating Expense	\$12,336,377	\$12,764,264	\$11,143,305	\$9,935,086	\$12,603,331	\$12,333,360	0%
Farebox Revenue	\$2,245,507	\$2,318,884	\$2,118,803	\$1,766,537	\$2,044,038	\$2,309,008	3%
Passenger Trips Per Revenue Hour	16.25	15.76	17.05	16.32	14	13.86	-15%
Operating Expense Per Revenue Hour	\$89.75	\$91.63	\$109.20	\$103.51	\$100.73	\$98.96	10%
Operating Expense Per Passenger Trip	\$5.52	\$5.81	\$6.40	\$6.34	\$7.20	\$7.14	29%
Average Fare per Passenger	\$1.01	\$1.06	\$1.22	\$1.13	\$1.17	\$1.34	33%
Subsidy per Passenger Trip	\$4.51	\$4.75	\$5.18	\$5.21	\$6.03	\$5.80	29%
Farebox Recovery %	18.2%	18.2%	19.0%	17.8%	16.2%	18.7%	3%

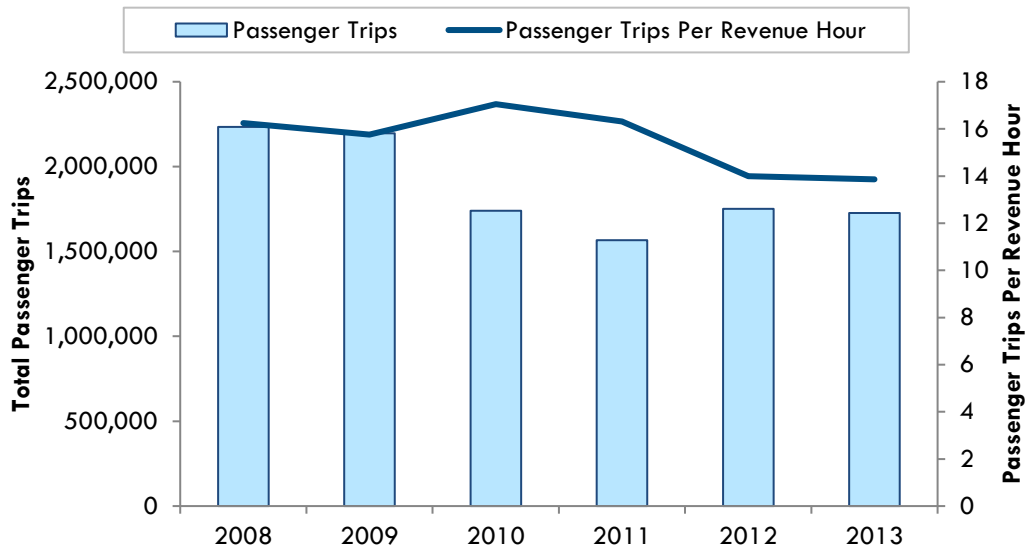
Source: National Transit Database

Figure 4-2 Service Level Trends



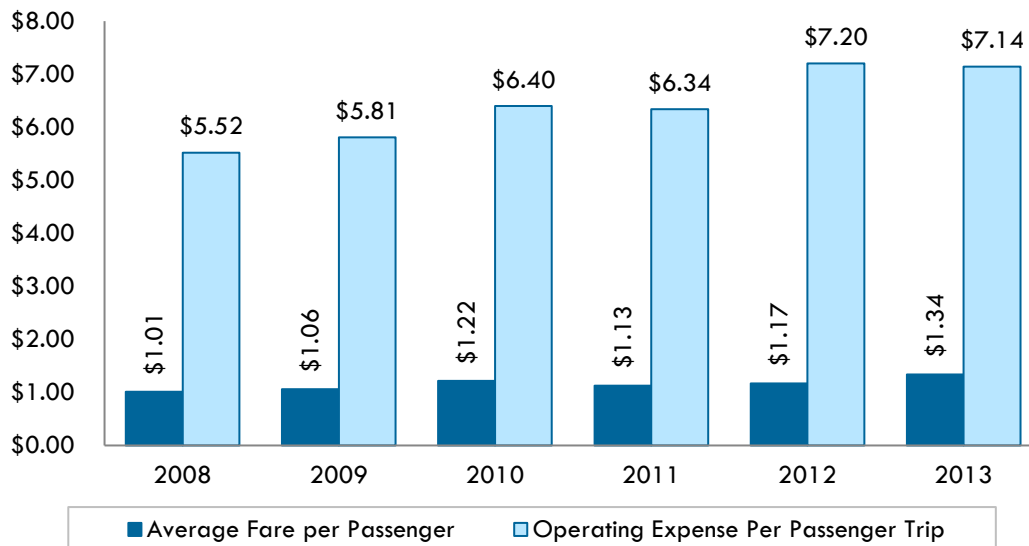
Source: National Transit Database

Figure 4-3 Ridership and Productivity Trends



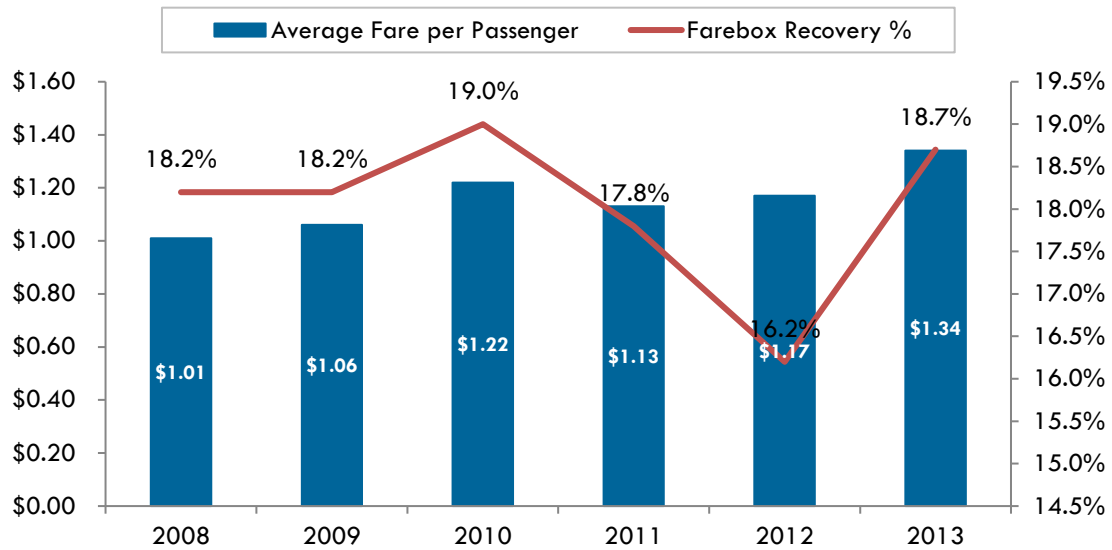
Source: National Transit Database

Figure 4-4 Operating Cost Per Passenger and Average Fare Trends



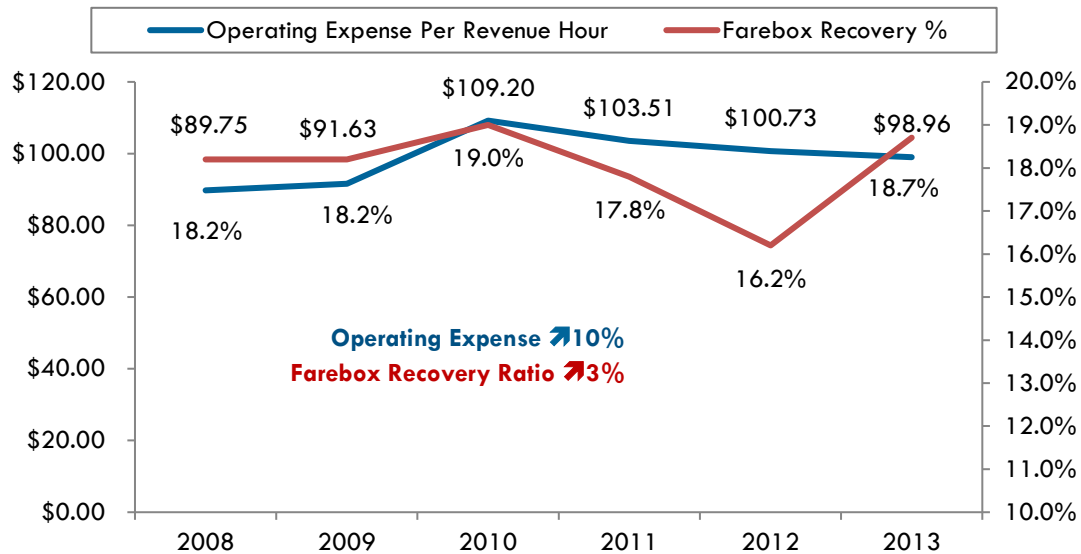
Source: National Transit Database

Figure 4-5 Fare Recovery and Farebox Recovery Ratio



Source: National Transit Database

Figure 4-6 Fare Recovery and Costs



Source: National Transit Database

Summary

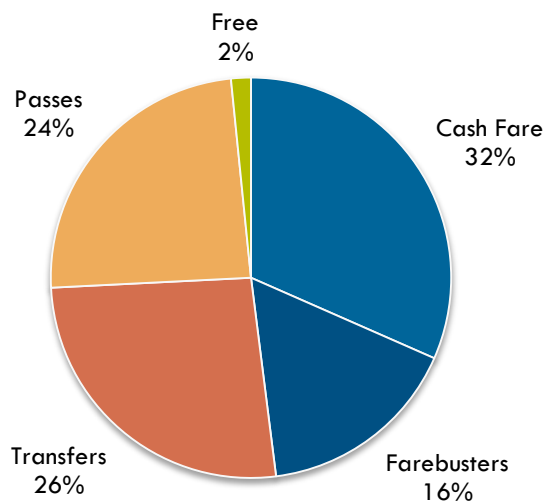
Based on the performance trends, it has been a challenging time period for LAVTA. Ridership has been steadily declining. While LAVTA has restored most of the service cut during the economic recession, ridership has not been restored to similar levels. Despite the hours allocated to the Rapid service, ridership has not picked up as quickly as expected. Additionally, operating costs per passenger trip is increasing.

RIDERSHIP AND FARE PAYMENT TYPE

The information in the following section is based on FY 2014-2015 data collected from LAVTA and describes how current fare products are used on the system.

In terms of overall boardings, nearly a third (32%) of riders pay with cash, followed by 26% who pay with transfers. Twenty-four percent pay with passes, which includes the Hacienda Business Park ECO Pass, BART Plus pass, monthly pass, and senior/disabled monthly pass. Transfers include those who transfer within Wheels, or from BART, ACE, and County Connection. The high percentage of transfers reflects the system's high reliance on transfers to complete a trip. The information is shown in Figure 4-7.

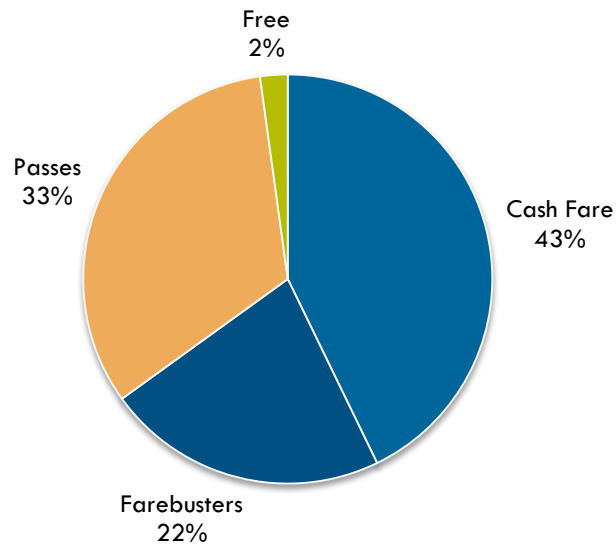
Figure 4-7 Ridership by Fare Type (FY 14-15) Including Transfers



Source: LAVTA (2015)

When eliminating transfers from the ridership, which allows for focus on the payment method at the start of the trip, cash is the most common fare media at 43%, followed by passes at 33%. This composition is shown in Figure 4-8.

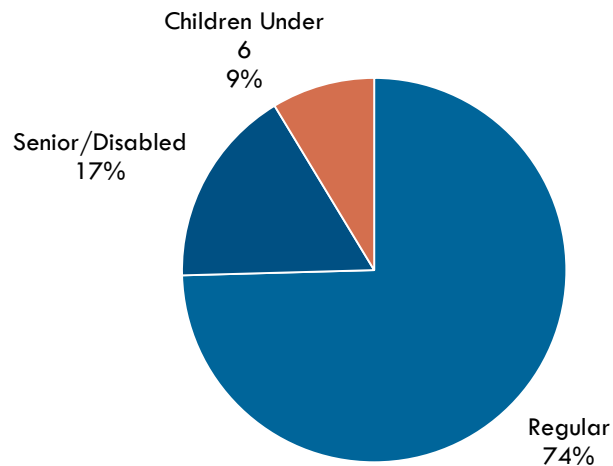
Figure 4-8 Ridership by Fare Type (Excluding Transfers)



Source: LAVTA (2015)

Figure 4-9 shows a breakdown of cash fare ridership by fare type. Of those that pay cash, the majority (74%) are adult fares. Senior/disabled fares account for 17%, while children under 6 who ride for free with paying fare account for 9%.

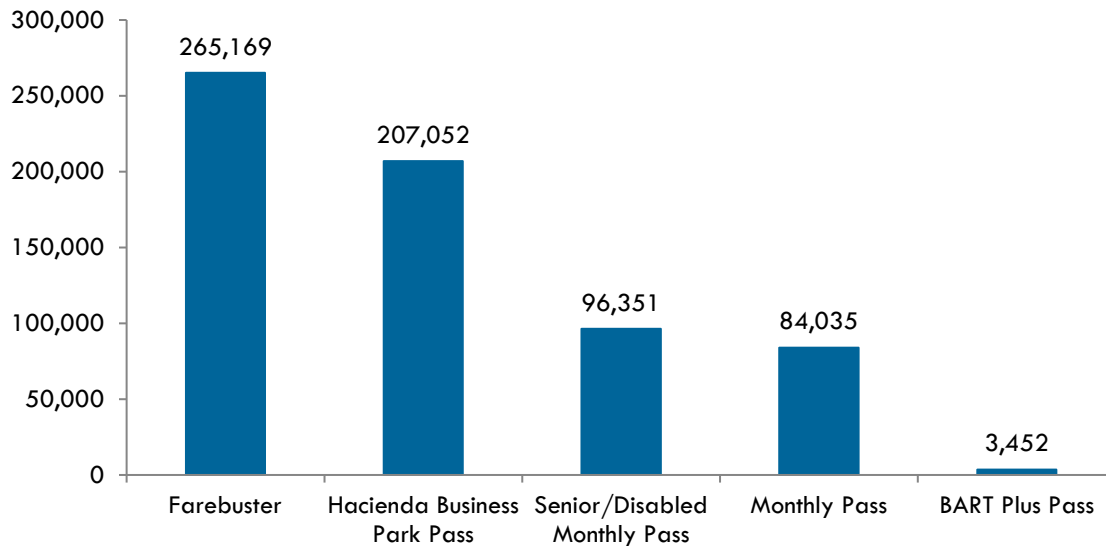
Figure 4-9 Cash Fare Ridership (FY 14-15)



Source: LAVTA (2015)

Figure 4-10 shows the distribution of pass ridership in numbers and percentages, including FareBuster tickets, a collection of discounted tickets. The highest ridership fare types were FareBuster tickets (40%), followed by the Hacienda Business Park ECO pass (32%).

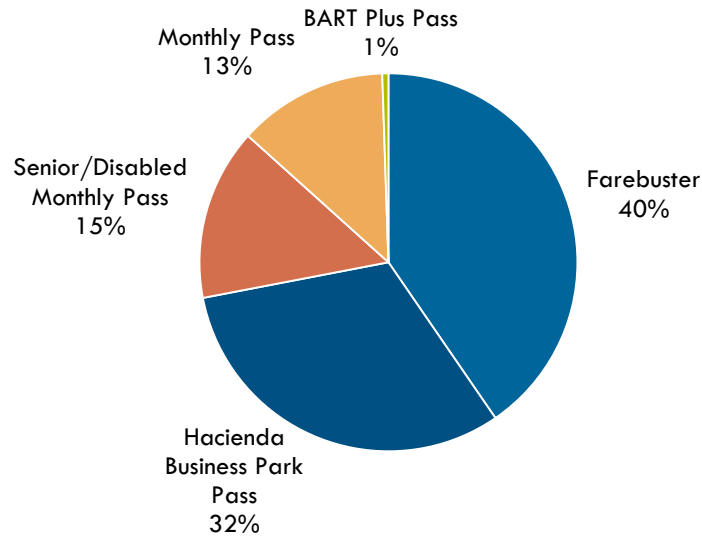
Figure 4-10 Distribution of Pass Products (Boardings, Absolute Number)



Source: LAVTA (2015)

Of all the pass products sold, the FareBuster tickets are the most attractive, likely because it offers a fixed discount as opposed to time-limited passes, which may not provide a discount if fewer trips than expected are made. FareBuster tickets are also offered in some development agreements. The Hacienda Business Park ECO Pass is also popular, given low costs. The current cost is based on the annual number of revenue hours in the business park, rather than the number of employees or residents. The agreement generated \$165,866 in fare revenue in FY 2015—an average fare of \$0.80 per rider. Figure 4-11 shows the distribution of pass products as a percentage.

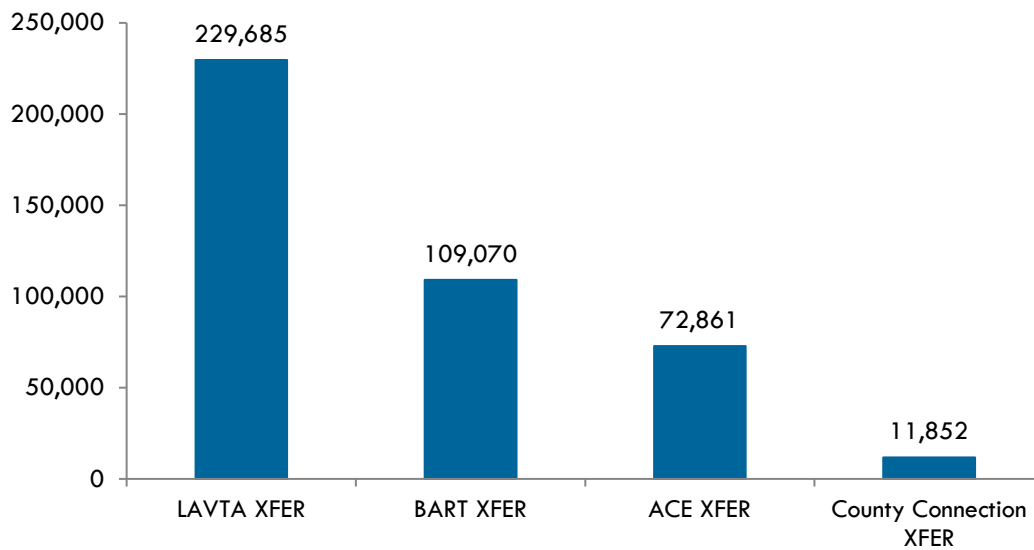
Figure 4-11 Distribution of Pass Products



Source: LAVTA (2015)

Figure 4-12 focuses on boardings through transfers. Based on the ridership data, the majority of transfers occur from one Wheels route to another. A number of riders also transfer from BART and ACE.

Figure 4-12 Transfers (Boardings)

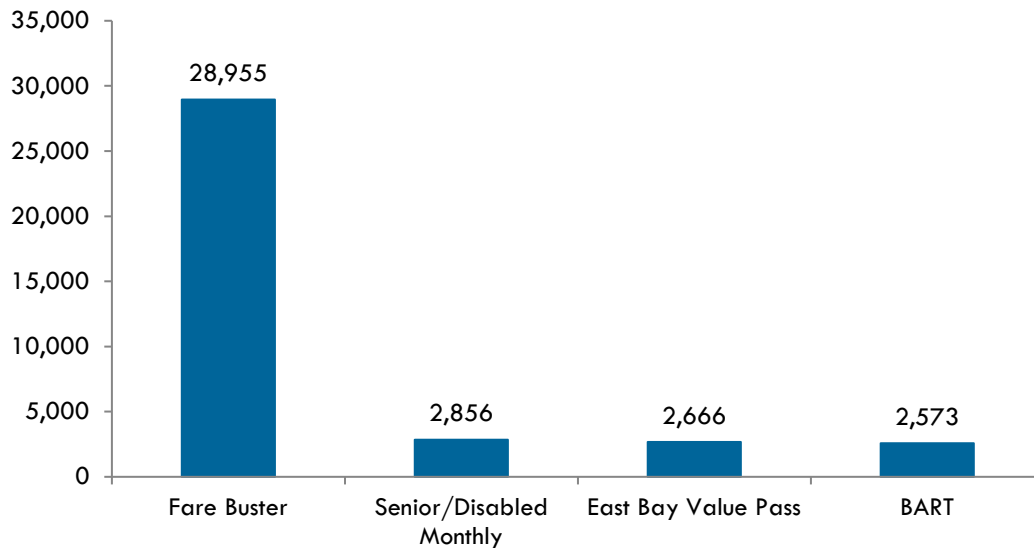


Source: LAVTA (2015)

Pass Sales

The previous section focuses on boardings (ridership) by fare type. However, another lens to investigate fare usage is to review pass sales. Figure 4-13 highlights pass sales from FY 2014-2015, including FareBuster tickets and excluding the Hacienda Business Park pass. Considering FareBuster tickets account for the majority of ridership using passes (40%), it follows that FareBuster tickets account for the largest quantity of passes sold.

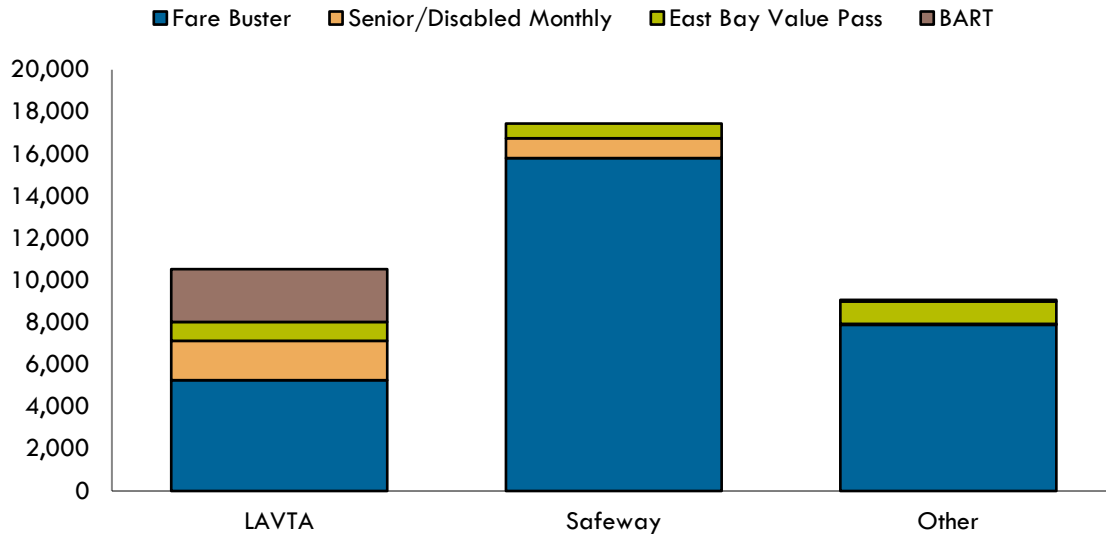
Figure 4-13 2014 Pass Sales (All Pass Products, Absolute Numbers)



Source: LAVTA (2015)

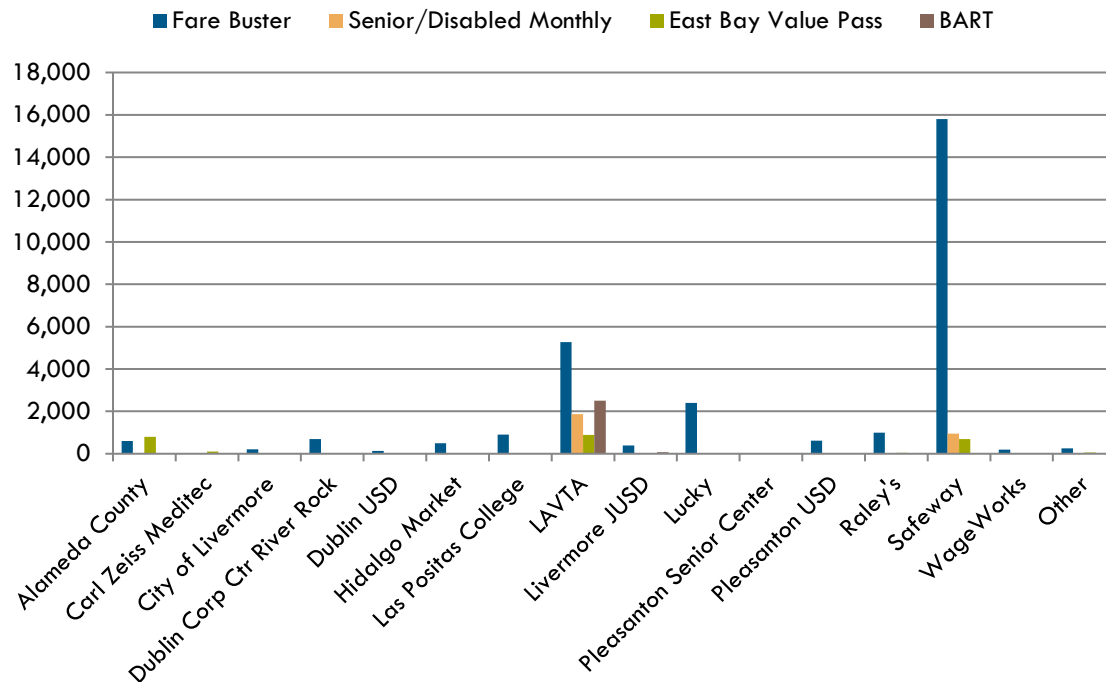
The majority of pass products are sold by Safeway, followed by the Transit Center and other LAVTA facilities, as shown in Figure 4-14 and Figure 4-15.

Figure 4-14 Location Where Transit Pass was Obtained (Absolute Numbers)



Source: LAVTA (2015)

Figure 4-15 Location Where Transit Pass was Obtained in Detail (Absolute Numbers)



Source: LAVTA (2015)

5 PEER REVIEW

Peer reviews are a useful technique to understand the “state of the practice” with regard to fare levels, structures, and policies. A peer review was conducted for this fare study and includes a comprehensive evaluation of other transit agencies comparable in size and scope to LAVTA. This chapter presents the results of this peer review.

The purpose of this peer review is to provide current and accurate information about fare structures and policies at other comparable transit agencies around the region. The peer agencies were selected based on various attributes, including service area, service population, operating characteristics, and feedback from LAVTA staff.

The six agencies in this peer review are:

- Sonoma County Transit (Santa Rosa, CA)
- Fairfield and Suisun Transit (Fairfield, CA), referred to as FAST
- Monterey-Salinas Transit (Monterey, CA), also known as MST
- Central Contra Costa Transit Authority (Concord, CA), referred to as County Connection
- San Mateo County Transit District (San Carlos, CA), referred to as SamTrans
- Alameda-Contra Costa Transit District (Oakland, CA), referred to as AC Transit

This peer review was conducted through an iterative process of data collection, confirmation, and conversation to better understand the qualitative aspects of fare policy at each agency. Data was collected from a number of sources including the most recently-available data from NTD (2013), agency websites, and other agency-related materials⁹.

The six agencies selected for this peer review are all in Northern California, with the majority operating in the San Francisco Bay Area. The agencies serve populations ranging from 119,112 in Fairfield and Suisun City to 1,425,275 in Alameda and Contra Costa County. The service coverage areas range from 41 square miles for FAST and 524 square miles for AC Transit. As a comparison, Wheels covers 40 square miles and serves 197,289 people.

Compared to its peer markets, Wheels serves a smaller service area and population. However, Wheels has comparable population density with Sonoma County Transit and MST. Additionally, Wheels serves a comparable urban area population to County Connection. LAVTA also has a comparable operating budget to Sonoma County Transit and FAST. Demographic information for LAVTA and its peer agencies is presented below in Figure 5-1.

⁹ LAVTA's costs for fixed-route and paratransit service have increased in FY14 and FY15 compared with the 2013 numbers provided in this chapter.

Figure 5-1 Demographic Information

	Wheels	Sonoma County Transit	FAST	Monterey-Salinas Transit	County Connection	SamTrans	AC Transit
Service Area (square miles)	40	390	41	280	143	97	524
Service Population	197,289	493,285	119,122	421,898	516,000	737,100	1,425,275
Service Area Density*	4,932	1,265	2,905	1,507	3,608	7,599	2,720
Largest Incorporated City	Livermore, CA	Santa Rosa, CA	Fairfield, CA	Monterey, CA	Concord, CA	San Carlos, CA	Oakland, CA

Sources: NTD Database.

*Density is population per square mile. With the exception of FAST, Wheels has a notably smaller service area size than peer agencies, leading to a high ranking in terms of service area density. In contrast, AC Transit operates in considerably more dense areas than Wheels, but the large service area size leads to a lower overall service area density, according to NTD calculations.

Figure 5-2 describes the operating statistics for each of the agencies, including LAVTA. The various agencies each provide a range of fixed route service levels. FAST operates the least number of revenue hours at approximately 80,000, while AC Transit operates the most at approximately 1,630,000 hours. Wheels operates approximately 125,000 revenue hours. In terms of productivity, Wheels operates 13.86 passengers per revenue hour, which is low among peer agencies. County Connection carries 15.43 passengers per revenue hour, and AC Transit carries 33.87 passengers per revenue hour.

Wheels' cost on an hourly and per passenger basis is among the lowest of its peer agencies. Operating costs per revenue hour are the highest for SamTrans at \$206.94, and among the lowest at \$107.17 for FAST. In comparison, Wheels operating cost per revenue hour is \$98.96¹⁰. Operating costs per passenger range from \$5.34 for AC Transit, \$7.14 for Wheels, and \$8.15 for FAST. Operating details are illustrated below in Figure 5-2.

¹⁰ Since the 2013 NTD submission, Wheels' fare per revenue hour has increased to \$114.67 (as of 2014).

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Figure 5-2 Fixed-Route Operating Statistics

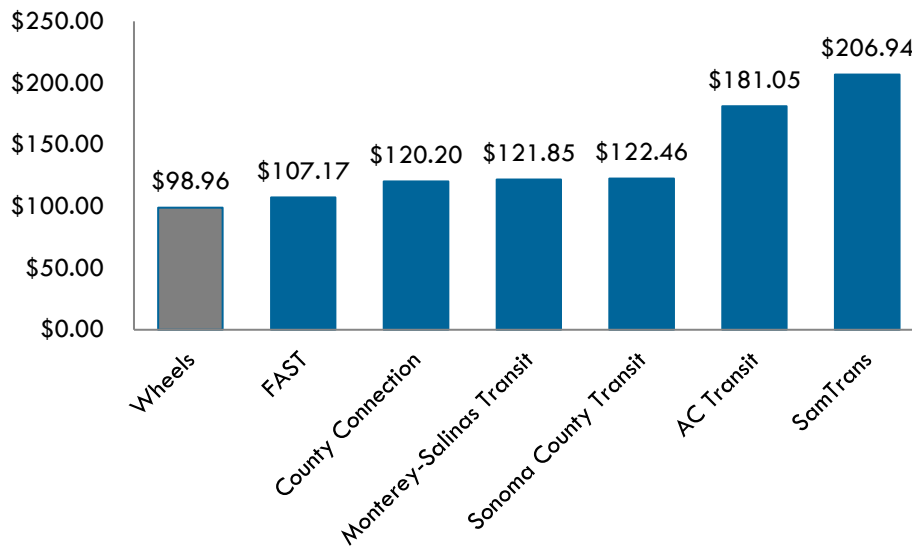
	Wheels	Sonoma County Transit	FAST	Monterey- Salinas Transit	County Connection	SamTrans	AC Transit
Peak Vehicles (by mode)	51	41	36	87	88	265	507
Annual Revenue Hours	124,635	87,343	79,775	236,008	213,624	487,756	1,630,579
Annual Revenue Miles	1,826,997	1,458,064	1,603,548	3,862,717	2,384,645	6,633,233	18,472,330
Annual Boardings	1,771,826	1,403,656	1,072,406	4,074,483	3,451,708	13,040,485	55,951,572
Annual Operating Cost	\$12,333,360	\$10,695,944	\$8,549,418	\$28,758,286	\$25,676,872	\$100,937,586	\$295,218,519
Annual Passenger Fares	\$2,309,008	\$2,046,435	\$2,095,877	\$7,105,987	\$4,641,248	\$18,585,794	\$58,809,413
Farebox Recovery Ratio	19%	19%	25%	25%	18%	18%	20%
Cost/Revenue Hour	\$98.96	\$122.46	\$107.17	\$121.85	\$120.20	\$206.94	\$181.05
Cost/Passenger	\$7.14	\$7.84	\$8.15	\$7.25	\$7.79	\$7.92	\$5.34
Passengers/Revenue Hour	13.86	15.62	13.15	16.82	15.43	26.13	33.87
Subsidy/Passenger	\$5.80	\$6.35	\$6.15	\$6.07	\$6.38	\$6.36	\$3.87
Average Fare/Passenger	\$1.34	\$1.49	\$2.00	\$1.18	\$1.41	\$1.56	\$1.47

Source: National Transit Database, 2013, <http://www.ntdprogram.gov/ntdprogram/data.htm>

The following figures compare each of the peer transit agencies, given the 2013 operating statistics data acquired from NTD. Of the peer agencies, Wheels has the lowest operating cost per revenue hour at \$98.96, while SamTrans averaged \$206.94 in 2013 (See Figure 5-3). The median cost among the agencies is MST at \$121.85. Since the 2013 NTD submission, Wheels' cost per revenue hour has increased to \$114.67 as of 2014.

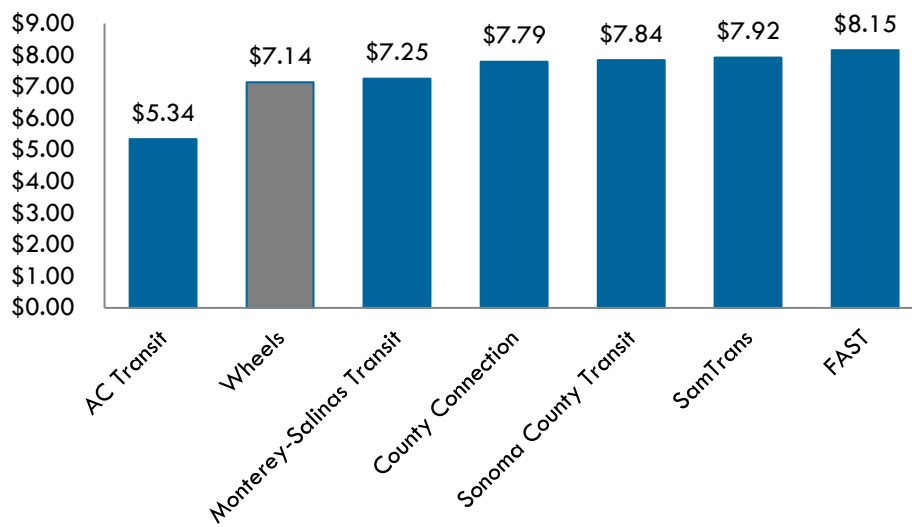
Figure 5-4 shows the operating cost per passenger for each of the agencies. FAST has the highest operating cost per passenger among the peer agencies at \$8.15, while AC Transit has the lowest at \$5.34. Wheels has the second-lowest operating cost per passenger, at \$7.14.

Figure 5-3 Operating Cost per Revenue Hour



Source: National Transit Database (2013)

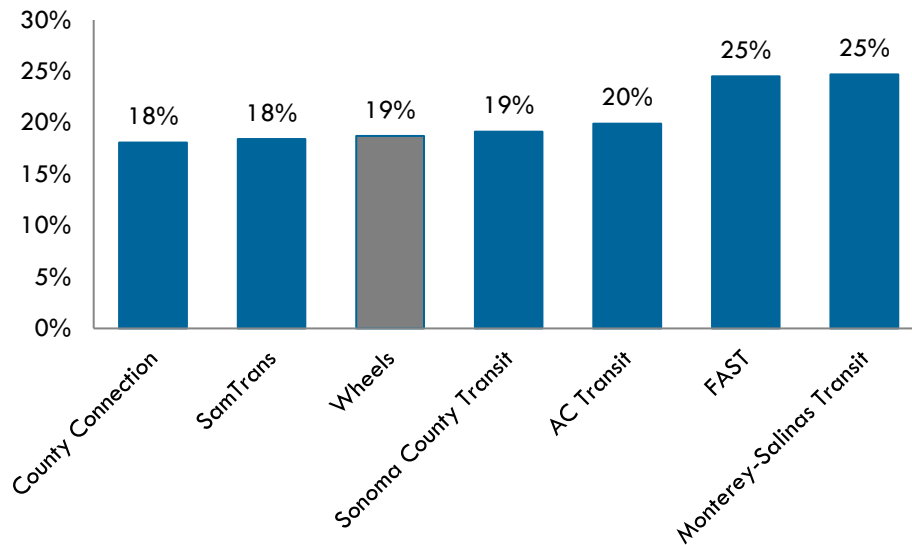
Figure 5-4 Operating Cost per Passenger



Source: National Transit Database (2013)

Figure 5-5 illustrates the farebox recovery ratios for each of the six peer agencies. The average farebox recovery ratio for transit agencies ranges from 15% to 25% for fixed-route systems. Each of the peer systems is within this range for fixed-route service, with FAST and MST having the highest recovery ratio (25%) and SamTrans and County Connection with the lowest recovery ratio (18%). Wheels' farebox recovery ratio is 19%, roughly near the median of its peers. It should be noted that Wheels' farebox recovery ratio decreased in 2014 to 15%.

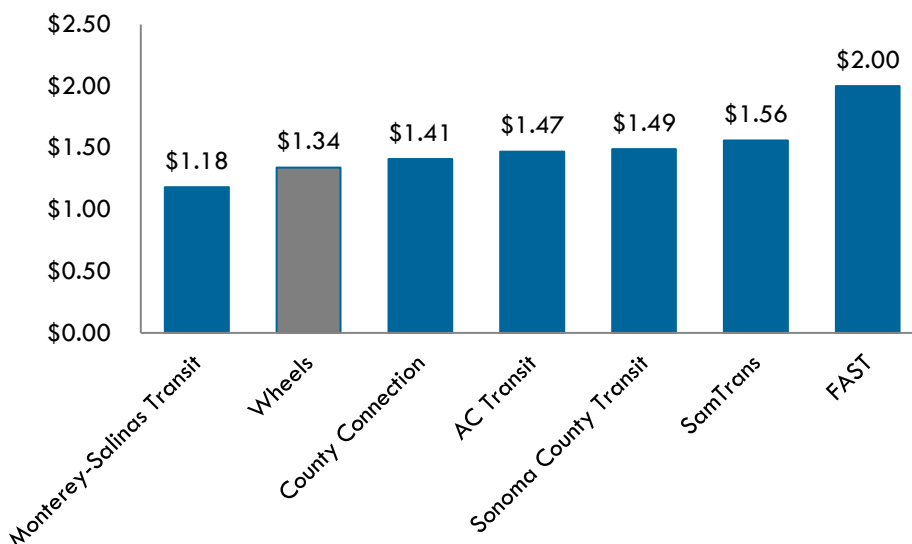
Figure 5-5 Farebox Recovery Ratio (Fixed-Route Services)



Source: National Transit Database (2013)

Figure 5-6 highlights the average fare per passenger for each for the peer systems. As of 2013, Wheels' performance was among the lowest for its peers at \$1.34 per passenger.

Figure 5-6 Average Fare per Passenger



Source: National Transit Database (2013)

FARE STRUCTURE

Figure 5-7 compares the fixed-route fare structure for Wheels and its peer agencies. In addition, the cash fare for all passenger categories and all pre-paid fare instruments (including various passes and other special features of each agency's fare structure) are also described.

All of the peer transit agencies in this study have a standard cash adult fare and a reduced cash fare for seniors and disabled populations. In addition, most transit agencies offer a discount for students or youth. All systems allow children under the age of five to ride free when accompanied by a paying adult.

Notably, Wheels offers a flat \$2 cash fare among all its routes. All other peer agencies offer different fares depending on service. Sonoma County Transit, due to its larger service area size, offers distance-based pricing based on zones. All other peer agencies offer a "local" fare and an "express" fare depending on the service. The lowest cash fare is offered by Sonoma County Transit for \$1.25 within the same zone. The highest cash fare is offered by MST, at \$12 for some commuter routes.

Monthly passes are available for all seven systems presented, with prices ranging from \$60 for all Wheels and local FAST routes, to \$165 for all routes offered by SamTrans. Monthly pass costs differ for local routes only versus those that include both local and express routes. Most peer agencies offer discounts for seniors and persons with disabilities.

Only one agency offers a weekly or seven day passes. Two agencies offer daily passes in lieu of transfers (SamTrans and AC Transit). Four agencies offer discounts for 10 or 12 rides, while two offer discounts for 20 rides. Figure 5-7 outlines the fare structure for each of the peer agency systems.

Figure 5-7 Fare Structure

	Wheels	Sonoma County Transit	FAST	Monterey-Salinas Transit	County Connection	SamTrans	AC Transit
Cash Fares							
Adult	\$2.00	\$1.25 - \$3.65 (depends on zone)	\$1.75 for local; \$2.75-\$5.75 for express	\$1.50 for local; \$2.50 for primary; \$3.50 for regional; \$12.00 for commuter	\$2.00 for regular; \$2.25 for express	\$2.00 for local; \$4.00 for routes 292 and 397; \$5.00 for KX Express	\$2.10 for local; \$4.20 for transbay**
Senior/Disabled	\$1.00	\$0.60 - \$1.80 (depends on zone)	\$0.85 for local; \$1.35-\$2.85 for express	\$0.75 for local; \$1.25 for primary; \$1.75 for regional; \$6.00 for commuter	\$1.00 for regular or express; free between 10 a.m. – 2 p.m. daily	\$1.00 for local; \$2.00 for routes 292 and 397; \$2.50 for KX Express	\$1.05 for local; \$2.10 for transbay**
Student/Youth	\$2.00	\$1.05 - \$3.25 (depends on zone)	\$1.50 for local; \$2.00-\$4.75 for express		\$2.00 for regular; \$2.25 for express	\$1.25 for local; \$2.50 for routes 292 and 397; \$2.50 for KX Express	
Child (under 5)	Free	Free	Free	Free	Free	Free	Free
Transfers	Free for 2 hours with Wheels, County Connection, and ACE; \$1 from BART to Wheels	Free for 2 hours. Multi-zone transfers \$0.60 for adults, \$0.55 for students, \$0.30 for seniors/ disabled	Free for 60 minutes.	None between routes. Free to Santa Cruz METRO; MST passes valid for local fare credit on VTA. Some restrictions apply.	Free for 2 hrs on weekdays. Free for 3 hrs on weekend. \$1 Adult/Youth BART transfer; \$0.50 Senior/Medicare BART transfer	None on SamTrans. AC Transit 31-day, Caltrain monthly, Dumbarton Express 31-day, VTA monthly receive local credit.	None on AC Transit. \$0.50 discount to/from BART within 90 minutes on Clipper.
Agency partnerships	ACE, County Connection, Downtown Pleasanton Route, BART	Santa Rosa CityBus; Petaluma Transit; Golden Gate Transit		Santa Cruz METRO; VTA; Caltrain	BART, Wheels	AC Transit; Caltrain; Dumbarton Express; VTA	BART
Passes							
Monthly or 31-Day							
Adult	\$60.00	\$62.50	\$60 for local; \$70-\$130 for express	\$190 for all MST routes; \$95 for primary and local routes	\$60 for regular; \$70 for express	\$64 for local; \$96 for local/SF; \$165 on all routes	\$75.00 for local; \$151.20 for transbay
Senior/Disabled	\$18.00	\$31.25	\$30 for local; \$35-\$65 for express	\$95 for all MST routes; \$47 for primary and local routes	N/A	\$25.00	\$20.00
Student/Youth	N/A	\$47.00	\$50 for local; \$50-\$109 for express		N/A	\$36.00	
Weekly or 7-Day							
Adult	N/A	N/A	N/A	\$50.00	N/A	N/A	N/A
Senior/Disabled	N/A	N/A	N/A	\$25.00	N/A	N/A	N/A
Daily							
Adult	\$3.75*	N/A	N/A	\$10.00	N/A	\$5.00	\$5.00
Senior/Disabled	\$1.75*	N/A	N/A	\$5.00	N/A	\$2.50	\$2.50
Student/Youth	N/A	N/A	N/A		N/A	\$3.00	
10-Ride							
Adult	\$16.00	N/A	\$17.50 for local	N/A	\$20 for 12-Ride local; \$23 for 12-Ride express	\$16.00	N/A
Senior/Disabled	N/A	N/A	\$8.50 for local	N/A	N/A	N/A	N/A
Student/Youth	N/A	N/A	\$15.00 for local	N/A	N/A	N/A	N/A
20-Ride							
Adult	N/A	\$25 - \$73	N/A	N/A	\$40	N/A	N/A
Senior/Disabled	N/A	\$12 - \$36	N/A	N/A	\$15	N/A	N/A
Student/Youth	N/A	\$21 - \$65	N/A	N/A	N/A	N/A	N/A
Paratransit							
Cash Fare	\$3.50	\$2.50 first zone; \$1.15 additional zones	\$3.50 for local; \$5.50 for intercity	\$3 for < 2.7 mi; \$5 for 2.7–19.7 mi; \$7 for >19.7 mi	\$4.00	\$3.75	\$4 for < 12 mi; \$6 for 12-20 mi; \$7 for > 20 mi
Dial-A-Ride 10 tickets	\$35.00	N/A	\$35.00	Ticket books available at no discount (\$30-50)	N/A	\$37.50	N/A

Source: Agency websites, 2015. * Wheels Day pass accumulator available only on Clipper starting 2016. ** Discounts for Clipper apply for AC Transit.

Transfers and Transfer Policies

Currently, four of the agencies, including Wheels, offer a transfer product that allows for a connecting bus trip without paying twice or more for the fare. Two agencies (SamTrans and AC Transit) offer a day pass in lieu of a transfer, while MST only offers a transfer from Santa Cruz Metro or for Hartnell College students. Transfer policies for each peer agency are complex given the complexity of Bay Area transit overall and unique geographies of each area. As the revenue and ridership trends chapter showed, many trips are made with transfers. Some transit trips also require connections among two or more transit agencies.

For Sonoma County Transit, riders can transfer to any other bus within the zone for free up to two hours. Riders must ask the driver for a transfer slip. With a valid transfer from a one-zone trip, passengers can upgrade to a multi-zone transfer for an additional fee per additional zone. For adults, this is 60 cents; for students, the fee is 55 cents; and for seniors or persons with disabilities, the transfer fee is 30 cents. Passengers transferring from Santa Rosa CityBus, Petaluma Transit, or Golden Gate Transit receive a 25 cent fare credit on a Sonoma County bus.

On FAST, transfers between local buses, as well as transfers to local buses from intercity buses, are free for up to 60 minutes. Transfers to intercity buses from local buses are valued at the local bus fare.

County Connection offers free bus to bus transfer for up to two hours on weekdays, and for three hours on weekends. Passengers are entitled to up to two transfers on County Connection during this time for free. Passengers transferring from BART to County Connection pay a \$1 regular fee.

SamTrans and AC Transit do not offer free transfers within their systems and opt in favor of day passes. The day pass allows for unlimited rides in a 24 hour period. Some unique transfer policies apply for Clipper. On AC Transit, a free local-to-transbay transfer applies only on Clipper.

MST does not offer transfers between MST buses except for Hartnell College students. However, MST does offer several transit connections with varying transfer policies and agreements for each agency. MST has the following transfer policies with Santa Cruz Metropolitan Transit District (METRO):

- METRO passengers transferring to MST:
 - METRO transfers or day passes shall not be applied toward the purchase of any MST fare media
 - MST will accept a free valid METRO transfer as payment for passengers who board lines 26, 27, 28, and 29 at the Watsonville Transit Center, or line 78 at the Santa Cruz METRO Center. MST does not accept transfers issued from the METRO Amtrak Thruway Hwy 17 route
 - MST will accept the METRO senior/disabled discount photo ID for travel on any MST route along with the appropriate discount fare
 - MST does not honor METRO monthly passes
- MST passengers transferring to METRO:
 - METRO will accept free valid MST transfers for one-way travel within the METRO service area as far as Santa Cruz Metro Center. There is no additional fare to travel to Santa Cruz when boarding with an MST transfer.

- A MST transfer will be issued on line 78 for free travel on any one METRO bus with the exception of the METRO Amtrak Thruway Hwy 17 route
- METRO accepts MST senior and disabled discount photo ID
- MST GoPasses are not honored by METRO”¹¹

MST also has transfer policy agreements with Santa Clara Valley Transportation Authority (VTA), where MST passengers transferring to VTA receive local fare credit on VTA services. Several restrictions apply depending on the fare media. Notably, MST does not honor the Clipper card. Additionally, MST operates from three bus transit centers and coordinates schedules to allow for timed transfers between routes at these major transit centers:

- Jules Simoneau Plaza (Monterey Transit Plaza), a transfer center for all routes serving the Monterey Peninsula;
- Salinas Transit Center, serving Salinas routes
- Watsonville Transit Center

MST also serves the Gilroy Intermodal Station, where passengers can transfer to the Caltrain as well as VTA buses.

Pass Types

The following section discusses passes including monthly, weekly, and daily passes, as well as ticket books.

Monthly

All agencies offer a monthly pass at the adult rate. The cost of these passes range from \$60 (Wheels, FAST Transit, and County Connection) to \$165 (SamTrans). Monthly pass prices range between 17 to 82 times the base fare. Wheels’ monthly pass price is approximately 30 times the base fare, which is on the lower side but overall comparable among peers.

All agencies except County Connection offer a discounted monthly pass for seniors or persons with disabilities. Of these agencies, Wheels offers the monthly pass at the lowest cost, at \$18 a month. Other agencies offer senior/disabled monthly passes ranging from \$20 (AC Transit) to \$95 (MST).

Three agencies (Sonoma County Transit, FAST, and SamTrans) offer a discounted monthly pass for students/youth that is higher in cost than passes for seniors but less expensive than regular adult passes.

Value of monthly passes varies depending on usage, particularly for certain routes. Figure 5-8 describes the monthly pass multiplier for each of the peer systems for adult passes.

¹¹ Policies available online at <http://mst.org/riders-guide/transit-connections/>, accessed October 20, 2015.

Figure 5-8 Monthly Pass Multiplier Rates

	Wheels	Sonoma County Transit	FAST	Monterey-Salinas Transit	County Connection	SamTrans	AC Transit
Adult Cash Fare	\$2.00	\$1.25 - \$3.65 (depends on zone)	\$1.75 for local; \$2.75-\$5.75 for express	\$1.50 for local; \$2.50 for primary; \$3.50 for regional; \$12.00 for commuter	\$2.00 for regular; \$2.25 for express	\$2.00 for local; \$4.00 for routes 292 and 397; \$5.00 for KX Express	\$2.10 for local; \$4.20 for transbay**
Monthly Pass Cost	\$60.00	\$62.50	\$60 for local; \$70-\$130 for express	\$190 for all MST routes; \$95 for primary and local routes	\$60 for regular; \$70 for express	\$64 for local; \$96 for local/SF; \$165 on all routes	\$75.00 for local; \$151.20 for transbay
Monthly Pass Multiplier	30	17-50	34 for local; ~23-25 for express	38-63 for local; 15-54 for all	30 for regular; 31 for express	32 for local; 33-82 for all routes	36 for local and transbay

Source: Agency websites, 2015. ** Discounts for Clipper apply for AC Transit.

Weekly, 10-Ride, and 20-Ride Products

Only one peer agency, MST, offers a weekly or 7-day pass. Four agencies (Wheels, FAST, County Connection, and SamTrans) offer a 10 or 12-Ride discounted fare product, and two agencies (Sonoma County Transit and County Connection) offer a 20-Ride discount fare product. Weekly passes are often a similar or redundant fare product to 10-Ride or 20-Ride fare products. With the exception of County Connection and AC Transit, all peer agencies offer a weekly or 10-Ride or 20-Ride product.

Wheels' 10-Ride product is the popular FareBuster ticket book, where each ticket is valued at \$1.60 instead of \$2.00 cash. This is a 20% savings off regular cash fare.

Day

Three agencies currently offer day passes (MST, SamTrans, and AC Transit). For SamTrans and AC Transit, day passes provide unlimited number of trips per day and act in lieu of transfers. With the adoption of Clipper, Wheels and County Connection also offer a day pass product in the form of the day pass accumulator. Passengers riding Wheels pay a maximum of \$3.75 per day regardless of the number of trips taken.

FARE POLICIES

This section discusses how each peer agency addresses several different fare policies of interest to LAVTA.

Clipper Integration

Clipper is the all-in-one transit smart card that allows ease of payment and supports transfers across multiple Bay Area agencies. Clipper is overseen and sponsored by Metropolitan Transportation Commission (MTC), the Bay Area's metropolitan planning organization. Implementation rolled out beginning with the largest Bay Area transit agencies—BART, Muni, AC Transit, SamTrans, Caltrain, Golden Gate Transit, and VTA. As of early 2015, Clipper is available on 13 agencies and can be used to pay for parking in select San Francisco garages.

At the time this review was conducted, Clipper was available to three peer agencies (AC Transit, SamTrans, and FAST). In addition to Wheels, Clipper went live at two other peer agencies in November 2015 (County Connection and Sonoma County Transit). Recently in 2014, when Clipper was expanded to Solano County, FAST underwent new fare restructuring. In particular, their 10-ride passes were eliminated, and exchanges were offered for the 31-day pass. FAST also added a youth fare to align with the Clipper system.

Clipper and contactless transit smart cards more generally are preferred to other forms of fare media including cash, paper passes, and magnetic striped fare cards, because smart cards reduce boarding times and eliminate transfer fraud. Additionally, contactless transit smart cards often provide rich transit data, such as location and time of trips, that may not be captured in other types of fare media.

Fare Evasion

Fare evasion is a concern at all transit agencies, although it is very difficult to determine what percentage of fares are not properly paid. Strategies vary on how to minimize fare evasion.

Transfer tickets and paper passes are often prone to abuse due to ease of duplicating fare material. Additionally, paper transfer tickets are often made of low quality material and require operators to either punch or rip the time of transfer. These “low-tech” operations lend themselves to abuse of the transfer system, with several riders taking multiple or round trips with the same transfer ticket or card, rather than taking one or two buses for a one-way trip. Conflicts also arise between drivers and riders who insist that their transfer be accepted.

In lieu of transfers, transit agencies such as SamTrans and AC Transit have adopted day use passes. Day use passes reduce fraud with transfers, and encourage a shift towards the Clipper card system. In 2014, AC Transit successfully eliminated transfers in favor of a \$5 day pass. The pass is a good deal for people who make more than a single round-trip in a day. However, some proponents argue the loss of transfers acts essentially as a fare increase, disproportionately affecting low-income individuals who often rely on multiple transfers for a trip.

Industry standard generally favors a shift away from paper products, such as transfer tickets or paper passes, towards contactless cards to address fare evasion.

Fare Increases

The following table describes the most recent fare increase at each of the agencies. Many of the fare increases were a result of accommodating for inflation, justifying paratransit fare increases, and increasing revenues. Figure 5-9 below provides the percentage increases for each of the agencies.

Figure 5-9 Recent Fare Changes

Transit Authority	Date of Fare Change	Adult Cash (Former)	Adult Cash (Current)	Percentage Increase
Wheels			\$2.00	
Sonoma County Transit	2007	\$1.10	\$1.25	14%
FAST	2014	\$1.50	\$1.75	17%
Monterey-Salinas Transit	2011	Changed from 11-zone to a distance-based system comprised of four categories: local (\$1.50), primary (\$2.50), regional (\$3.50), and commuter (\$12) fares		
County Connection	2009	\$1.75	\$2.00	14%
SamTrans	2010	\$1.75	\$2.00	14%
AC Transit	2011	\$2.00	\$2.10	5%

Source: Agency websites, 2015; Fairfield and Suisun Transit (FAST) Fare Changes Information, 2014; Central Contra Costa Transit Authority's Short Range Transit Plan FY 2011-12 through FY 2020-21

INNOVATIVE FARE POLICIES

In addition to the traditional tickets and passes, peer agencies also offer several other innovative fare media and policies which are discussed below.

Employer Discount Programs

Employer discount programs are intended to be geared towards bulk pass or fare product sales to help encourage ridership and provide employers options for expanding employee transportation benefits. LAVTA has expressed particular interest in employer discount programs and refining their current pass program in Hacienda Business Park. AC Transit, SamTrans, and County Connection all offer an employer discount program.

AC Transit's EasyPass offers transit discounts for employers, residential communities, and colleges and universities. The following entities currently have agreements with AC Transit: Berkeley Chamber of Commerce, City of Berkeley, Fourth & U, goBerkeley, Ironhorse, Mills College, Northwestern Polytechnic University, Park Alameda, Peralta colleges, Safeway #691, and University of California, Berkeley. Each entity has a slightly different agreement, but most EasyPasses are delivered in the form of a special Clipper card with his or her name and photo printed.

Employer EasyPass prices are determined by number of program participants, as well as the level of transit service—a measure of the frequency and concentration of commuter bus service available within a quarter mile of the community. Residential EasyPass prices are determined by the number of units in the community, with a minimum requirement of 100 units of any size, as well as the level of transit service. Annual prices range from \$43 to \$121 per participant. Figure 5-10 shows the EasyPass that is delivered as a Clipper card, as well as the Class Pass, which is a sticker affixed to the university's photo identification card.



Case Study: AC Transit EasyPass

AC Transit's EasyPass program is a bulk employer program that has three specific markets: employers, residential communities, and colleges. The program offer a discounted group rate compared to regular AC Transit bus fares with increasing levels of discounts based on participation levels.

The EasyPass works like an insurance plan by paying for a large group of program participants; the per-participant costs are shared. By sharing in the costs, all the group's participants have an opportunity to use their EasyPass—whether they're daily AC Transit riders, use the service occasionally, or use it for the first time. The EasyPass works in conjunction with the Clipper regional fare card.

The EasyPass program requires that a participating organization:

- Have at least 100 participants - employees, residents or households
- Identify a site coordinator for communication and coordination with AC Transit.

The EasyPass Program provides a strong incentive for existing and prospective tenants or buyers who want to live in a place that offers discounted passes and enables tenants to forgo a second car. For employers it offers an employee benefit, recruitment, and retention tool.

A study of UCLA's universal transit pass program similar to the EasyPass found that a new parking space costs more than 3 times as much as a free transit pass (\$223/month versus \$71/month).

For more information, please see <http://www.actransit.org/rider-info/easypass/>

Figure 5-10 AC Transit EasyPass and Class Pass



Source: (Left) EasyPass from AC Transit, 2015; (Right) UC Berkeley Class Pass, 2014

SamTrans offers the “Way2Go Pass,” which allows companies and residential complexes to purchase an annual unlimited ride pass for all eligible employees or residents. Participants pay an annual fee for every eligible employee or resident, regardless of usage. Eligible residents include all residents five years and older, and eligible employees include those who work more than 20 hours per week, excluding contractors, consultants, interns, and temporary employees. Companies or residential complexes pay the greater of \$125 per eligible employee or resident, or \$12,500. Costs are pro-rated if participant joins the program for less than a full year.

County Connection’s employer discount program is the “CoCo Pass”, which allows employees or residents to ride transit for free. Any employer or residential community with more than 50 employees or residents can purchase passes for less than \$12 a month, or approximately \$140 per year per participant. Participation in the CoCo Pass program fulfills employer requirements to offer commute benefits, as well as helping developers qualify for green certification.

Once an agreement is signed, County Connection conducts a photo registration event for all eligible participants and creates individualized CoCo passes. Employers or residential communities must provide passes for all employees or one pass per housing unit, regardless of current or anticipated usage. County Connection helps implement and maintain the program, including conducting a baseline survey, preparing personalized passes, and supporting the program through marketing and promotions. Figure 5-11 displays an example of the CoCo pass.

Figure 5-11 CoCo Pass



Source: County Connection (2015)

Employer Discount Program Pricing

The structure of employer pass programs varies throughout the U.S. Two examples—AC Transit and Denver Regional Transportation District (RTD)—offer best practices for pricing of pass programs.

AC Transit

AC Transit defines its EasyPass program as being established for a defined employee pool—for example, all full-time employees or all employees who live in AC Transit’s service district. According to AC Transit policy, employers must provide passes for all employees in the defined pool regardless of current or anticipated usage, and EasyPass is not refundable or transferable to anyone else. Pricing of EasyPass is based on a tiered system that factors in the size of the participant pool and level of transit service (Figure 5-12). Employers pay an annual per-participant price based on the matrix shown below. Employers can choose to subsidize the cost of the pass (in part or in whole) or to pass the cost on to employees as a group benefit.

Figure 5-12 AC Transit EasyPass Pricing Structure

Level of Transit Service	Annual Price Per Participant by Number of Program Participants				
	100-500	501-1,000	1,001-5,000	5,001-10,000	10,001+
1	\$121	\$103	\$86	\$68	\$51
2	\$108	\$93	\$78	\$64	\$48
3	\$93	\$82	\$69	\$58	\$45
4	\$81	\$70	\$62	\$53	\$43

Source: AC Transit

Note: Level of Transit Service is a numerical score that reflects the frequency and concentration of commuter bus service available within the ¼ mile of worksite(s). Scores range from 1-4 with 1 representing the highest level of service and 4 the lowest. Only peak-hour service is considered when calculating a score, and adjustments are made for gaps in service, impediments to pedestrian access, and whether the lines in the immediate vicinity provide service to and from San Francisco or the Peninsula.

Denver RTD

Denver RTD’s Business EcoPass provides unlimited usage of RTD services and is an annual transit pass purchased by a company and its employees or a collection of residences. Similar to AC Transit’s policy, companies purchase the EcoPass for all full-time employees with an option to include part-time employees. Transit service levels are also accounted for through a two-tier pricing structure (Figure 5-13). Pricing for businesses is determined by two factors—location of the business and total number of full-time employees or total number of full/part-time employees on the payroll. Contract minimum rates apply for businesses with a per-person rate that equals less than the contract minimum.

Additionally, Boulder County offers a multi-year EcoPass discount (60% off of the first year's purchase price, 30% off of the second year's contract price) to all businesses and neighborhoods signing up for their initial EcoPass contract. EcoPass is also tax deductible to employers and tax free to employees.

Figure 5-13 Denver RTD Business EcoPass Pricing Structure

Cost per Employee per Year (2013) ¹²							
Service Level Area	Number of Employees	Contract Minimum Per Year	1-24 Employees	24-249 Employees	250-999 Employees	1,000-1,999 Employees	2,000+ Employees
A: Outer Suburban	1-10	\$972					
	11-20	\$1,944	\$83	\$72	\$63	\$54	\$51
	21+	\$2,915					
B: Transit Centers	1-10	\$1,782					
	11-20	\$3,563	\$177	\$160	\$146	\$135	\$128
	21+	\$5,344					

Source: Denver RTD

Denver RTD also offers a Neighborhood EcoPass program that can be started by any contiguous group of residences (houses, condominiums, apartments, etc.). There is no minimum or maximum size for a neighborhood, and all full-time members of a household are eligible to receive the EcoPass.

Pricing for the Neighborhood EcoPass program is determined by a direct mail RTD survey that looks at the neighborhood's current level of RTD ridership. Based upon the survey results, a per-household rate is determined and ranges from \$80-\$250 per household. The per-household rate is then multiplied by the total number of households to determine a final contract price. Smaller neighborhoods are subject to a contract minimum of \$7,497.

RTD recommends starting the program with 30 to 70 households in the first year and expanding in subsequent years. As with the Business EcoPass program, new Neighborhood EcoPass contracts in their first year are eligible for a 60% subsidy through Boulder County and a 30% subsidy in the second year of the program.

Free Transit Programs

The Sonoma County Board of Supervisors approved a pilot program that permits veterans and Sonoma County college students to ride Sonoma County Transit free during 2015. The program is funded by the Sonoma County general fund, and will examine the effect of a free fare program on the community, ridership, and traffic reduction near college campuses. Veterans must present a Veterans Administration (VA) identification card when boarding. College students must present a student ID. Eligible colleges in Sonoma County include Santa Rosa Junior College (Santa Rosa and Petaluma campuses), Sonoma State University, University of San Francisco (Santa Rosa campus), Empire College, and Bauman College. Figure 5-14 highlights the current promotion.

¹² EcoPass pricing will increase on January 1, 2016

Figure 5-14 Sonoma County Transit Free Pilot Program Promotion



Source: Sonoma County Transit (2015)

MST partners with Hartnell Community College to offer a free fare zone at the Central Salinas campus and Alisal Campus on the east side of the city. The free fare zone enables students to board for free at MST bus stops adjacent to the two campuses. Return trips to the college areas are full fare. As such, students effectively receive a 50% discount to get to and from classes. MST is reimbursed for lost revenue on a per-student basis with revenue generated from student activity fees.

Other Pass Products, Incentives and Promotions

MST partners with California State University-Monterey Bay (CSUMB) for the CSUMB University Pass. The University Pass program funds expanded transit services on campus, including the CSUMB Otter Trolley.

SamTrans offers a 20% discount for groups of 25 guests or more traveling. Parties fill a ticket order form in advance to receive special tickets for their group travel.

FAST offers a number of promotions to incentivize people to ride transit. Figures 5-13 to 5-15 highlight key promotions, including a Facebook contest and Buy-One-Get-One free bus pass offer.

Figure 5-15 FAST SolanoExpress Promotion



Source: FAST (2015)

Figure 5-16 FAST School Supply Drive Promotion



Source: FAST (2015)

Figure 5-17 FAST BOGO 31-Day Pass Promotion



The poster features the FAST logo (Fairfield Area Transit) at the top left and the 511 CONTRA COSTA logo at the top right. In the center is a large circular graphic with the text "BUY ONE BOGO GET ONE". Below this, the text "31-Day Pass" and "SolanoExpress Routes 40 & 90" is displayed. A list of eligibility criteria is provided, followed by an image of two 31-day passes for Route 90 and Route 40, both priced at \$130.00 for an adult fare. A note states that the free pass will be in paper form only. Information on where to get applications and the promotion end date (June 30, 2016) is included. At the bottom, logos for Solano Express, Bay Area Air Quality Management Fund for Clean Air, Contra Costa Transportation Authority, and STA (Solano Transportation Authority) are shown.

FAST
FAIRFIELD AREA TRANSIT

511 CONTRA COSTA

**BUY ONE
BOGO
GET ONE**

31-Day Pass
SolanoExpress Routes 40 & 90

You are eligible to be a participant if you:

- Live or work in Contra Costa County
- Are 18 years of age or older
- Would otherwise drive alone to/from an employment location if SolanoExpress Routes 40 and 90 were not available
- Agree to complete a brief questionnaire to determine the effectiveness of this promotion

Note: Free pass will be in paper form only

If you are eligible, applications are available at:
www.fasttransit.org

Promotion ends June 30, 2016
Please see the application for promotion rules

Solano Express
BAY AREA AIR QUALITY MANAGEMENT FUND FOR CLEAN AIR
CONTRA COSTA transportation authority
STA
Solano Transportation Authority

Source: FAST (2015)

PARATRANSIT

Each of the six agencies in the peer review also operates paratransit, or demand-response, services. Figure 5-19 describes the paratransit operating statistics for each of the transit agencies compared to Wheels. The operating statistics do not include information on taxi voucher programs.

The paratransit service offered by the peer agencies requires ADA-eligibility determination. Any resident with disabilities or inability to ride the regular fixed-route buses may apply. For all agencies, riders must pay a fare. Fare structures are described in Figure 5-20.

Service Descriptions

Wheels Dial-A-Ride provides accessible door-to-door paratransit service to eligible people with disabilities in Livermore, Pleasanton, Dublin, and the surrounding unincorporated areas of Alameda County. Dial-A-Ride is a public shared ride transportation and available during the days and times Wheels fixed route bus service is operating. Service in Dublin and Livermore is seven days a week from approximately 4:30 a.m. to 1:30 a.m. Service in Pleasanton is provided by the City of Pleasanton and supplemented by Wheels Dial-A-Ride when Pleasanton paratransit is unable to fulfill trips or is not operating (weekdays from 4:30 a.m. to 8:00 a.m., and 5:00 p.m. to 1:30 a.m., and Sundays and holidays from 4:30 a.m. to 1:30 a.m.). Dial-A-Ride fare is \$3.50 per one-way trip, and Personal Care Attendants travel for free with fare paying customers.

Wheels brokers paratransit service at a substantial cost savings. The following table of paratransit costs from FY 2008-FY 2015 shows how the price changed when LAVTA switched to a brokerage model in FY 2012.

Figure 5-18 Wheels Dial-a-Ride Operating Costs FY 2008 - FY 2015

	Purchased Transportation Operating Cost	Total Dial-A-Ride Operating Cost
2008	\$1,602,840	\$2,131,358
2009	\$1,388,541	\$1,882,773
2010	\$1,282,712	\$1,766,628
2011	\$1,259,448	\$1,719,889
2012	\$1,011,438	\$1,157,267
2013	\$1,064,120	\$1,205,257
2014	\$1,194,535	\$1,365,572
2015	\$1,480,075	\$1,635,154

Source: LAVTA

Sonoma County Paratransit is offered to persons whose disabilities prevent them from using fixed route public transit. Paratransit operators are required by the ADA to service areas within $\frac{3}{4}$ of a mile of their respective public fixed-route service. Service is provided within the incorporated areas of Sonoma County, the greater Santa Rosa Area, and within the following communities: Windsor, Sebastopol, Sonoma, Sonoma Valley, Cotati, Rohnert Park, Rio Nido, Guerneville, Monte Rio, Duncans Mills, and Occidental. The service operates weekdays from 5:00 a.m. to 11:00 p.m., and Saturday and Sunday from 7:00 a.m. to 9:00 p.m. Fares are \$2.50 for the first

zone, and \$1.15 for each additional zone. In addition to paying exact cash fare, passengers may buy tickets online or at the Sonoma County Transit's office.

DART is the ADA paratransit complement to Fairfield and Suisun Transit's (FAST) local fixed routes, and serves the $\frac{3}{4}$ mile surrounding area of public fixed-route service. DART operates during the same hours as FAST, from approximately 6:00 a.m. to 8:30 p.m. on weekdays, and approximately 9:00 a.m. to 6:30 p.m. on Saturday. Fares within Fairfield and Suisun City are \$3.50; fares to and from Vacaville are \$5.50. Personal Care Attendant can travel for free, while other companions must pay regular fare. DART also offers a \$35.00 stored value pass for 10 local one-way trips, which does not provide a discount but provides ease of use.

MST RIDES provides ADA paratransit service to the $\frac{3}{4}$ mile surrounding area of MST's public fixed-route service. MST RIDES ADA Paratransit provides service throughout the Monterey Peninsula, Carmel, Carmel Valley, Salinas, Chualar, Gonzales, Greenfield, Soledad, and King City, and operates the same hours as MST. Fares are \$3 for trips 2.7 miles and less, \$5 for trips between 2.7 miles and 19.7 miles, and \$7 for trips over 19.7 miles. Passengers may pay exact cash fare, or buy ticket books (book of 30 \$1 tickets, or book of 10 \$5 tickets) by phone, mail, online, or three customer service locations.

LINK is County Connection's paratransit service serving the communities of Concord, Pleasant Hill, Martinez, Walnut Creek, and Clayton and operates when fixed route services operate (weekdays from 4:00 a.m. to 11:00 p.m., and weekends from 7:00 a.m. to 10:30 p.m.). Additionally, LINK provides ADA service on behalf of BART during certain hours (Monday-Friday from 4:00 a.m. to 6:00 a.m. and 10:00 p.m. to 12:00 a.m.; Saturday from 6:00 a.m. to 8:30 a.m. and 7:30 p.m. to midnight). One-way fare County Connection LINK trip is \$4.00. LINK offers an advance fare payment system, where individuals may mail a check to County Connection LINK with a minimum of \$50. LINK trips are automatically deducted from the amount in the account. If the balance falls to \$25 or below, the passenger will be notified by telephone or mail.

SamTrans' paratransit services are provided by Redi-Wheels and RediCoast. Redi-Wheels serves the Bayside of San Mateo County and Pacifica, while RediCoast serves the Coastside of San Mateo County south of Pacifica. Redi-Wheels and RediCoast also serve the Stonestown and Highway 101 Corridor of San Francisco and some areas of Palo Alto, including Stanford Medical Center and the Veterans Administration Medical Center. Redi-Wheels operates daily from 5:30 a.m. to midnight, while RediCoast runs daily from 6:00 a.m. to 9:00 p.m. One-way trips are \$3.75. Lifeline fares are available at a reduced fare of \$1.75 for people who receive supplemental security income, general assistance, or Medi-Cal. Participants must fill an application to determine eligibility for Lifeline fares. Paratransit customers can ride all scheduled SamTrans fixed-route buses for free by showing their Redi-Wheels or RediCoast card.

East Bay Paratransit provides services for the AC Transit service area, and runs the same days and times as AC Transit buses or BART trains. Fares are distance based, where trips up to 12 miles are \$4.00, trips between 12 and 20 miles are \$6.00, and trips above 20 miles are \$7.00. East Bay Paratransit also provides service to and from San Francisco, with fares ranging from \$6.00 to \$10.00 depending on the zone. Standing orders can be made as well.

Figure 5-19 Paratransit Operating Statistics

	Wheels Dial-A-Ride	Sonoma County Paratransit	DART	MST RIDES	LINK	Redi-Wheels and RediCoast	East Bay Paratransit
Peak Vehicles (by mode)	16	25	7	27	55	86	189
Annual Revenue Hours	26,809	32,076	11,849	59,768	74,093	159,285	408,835
Annual Revenue Miles	200,561	492,981	193,741	1,031,712	1,208,228	2,105,135	6,396,827
Annual Boardings	44,741	39,109	23,174	105,942	154,945	252,058	716,684
Annual Operating Cost	\$1,205,257	\$2,156,674	\$1,219,908	\$3,139,487	\$5,125,995	\$11,443,670	\$36,781,318
Annual Passenger Fares	\$173,817	\$147,050	\$85,653	\$184,728	\$478,120	\$709,660	\$2,690,478
Farebox Recovery Ratio	0.14	0.07	0.07	0.06	0.09	0.06	0.07
Cost/Revenue Hour	\$44.96	\$67.24	\$102.95	\$52.53	\$69.18	\$71.84	\$89.97
Cost/Passenger	\$26.94	\$55.15	\$52.64	\$29.63	\$33.08	\$45.40	\$51.32
Passengers/Revenue Hour	1.67	1.22	1.96	1.77	2.09	1.58	1.75
Subsidy/Passenger	\$23.05	\$51.39	\$48.94	\$27.89	\$29.99	\$42.58	\$47.57
Average Fare/Passenger	\$3.89 ¹³	\$3.76	\$3.70	\$1.74	\$3.09	\$2.82	\$3.75

Source: LAVTA and National Transit Database (2013) (<http://www.ntdprogram.gov/ntdprogram/data.htm>)

¹³ Wheels average fare per passenger includes revenue received from BART paratransit contract fares. BART paratransit fares are paid based on time on the vehicle rather than per passenger.

Figure 5-20 Demand Response Fare Structure

	Wheels Dial-A- Ride	Sonoma County Paratransit	DART	MST RIDES	LINK	Redi- Wheels and RediCoast	East Bay Paratransit
Paratransit Eligible	\$3.50	\$2.50 for first zone; \$1.15 for additional zones	\$3.50 for local. \$5.50 for intercity.	\$3 for < 2.7 mi. \$5 for 2.7 to 19.7 mi. \$7 for > 19.7 mi.	\$4.00	\$3.75 for one-way. \$1.75 for Lifeline.	\$4 for <12 mi. \$6 for 12-20 mi. \$7 for > 20 mi. Fees range from \$6 to 10 for service to/from SF.
Multiplier of Adult Base Fare	1.75	2 +	1.7 for local. 1-2 for intercity.	Varies	2	Varies, from none to 1.9	Varies, from 2+
Personal Care Attendant	Free	Free	Free	Free	Free	Free	Free
Additional Guests	Same fare as paratransit passenger	Same fare as paratransit passenger.	Same fare as paratransit passenger	Same fare as paratransit passenger	Same fare as paratransit passenger	Same fare as paratransit passenger	Same fare as paratransit passenger
Pass Books							
10 Ride	\$35	N/A	\$35	N/A	N/A	\$37.50	N/A
Discount %	0	N/A	0	N/A	N/A	0	N/A
20 Ride	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Discount %	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	Book of 30 \$1 tickets or book of 10 \$5 tickets.	N/A	N/A	Book of 10 \$4 tickets or book of 10 \$1 tickets.

Source: Agency websites (2015)

Performance Measures

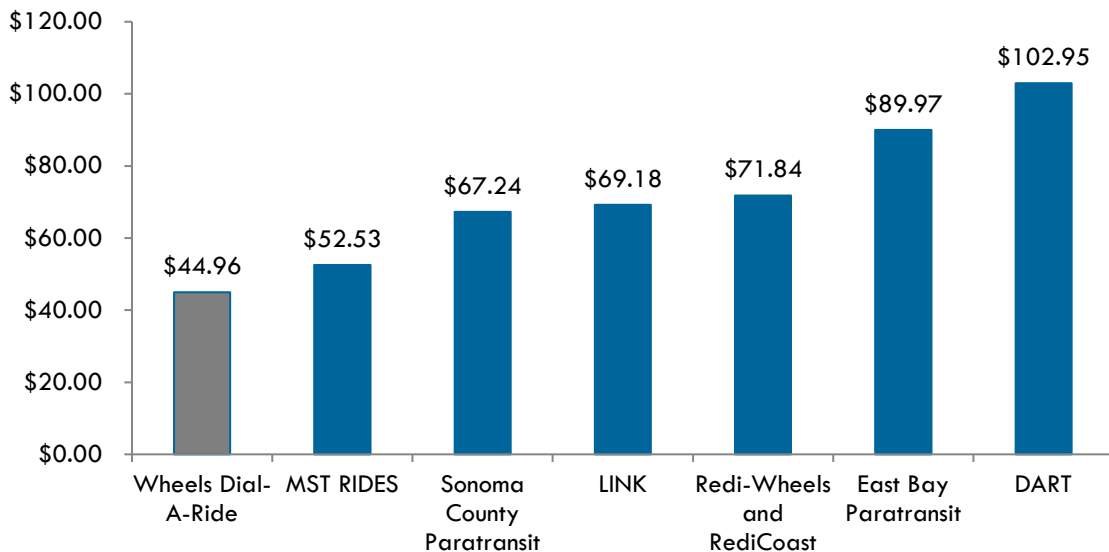
The peer agencies provide a wide range of ADA service levels within their communities. Service ranges from 11,849 revenue hours (DART) to 408,835 revenue hours (East Bay Paratransit) per year. Wheels Dial-A-Ride provides the second-least Paratransit service with 26,809 revenue hours annually.

In terms of operating costs per revenue hour, Wheels Dial-A-Ride is the most cost effective of its peers, at \$44.96 per hour compared to peer systems like LINK at \$69.18 per hour and DART at \$102.95 per hour. Wheels Dial-A-Ride also has the least cost per passenger, at \$26.94 per passenger, compared to the median of \$45.40 per passenger for Redi-Wheels and RediCoast, and \$55.15 per passenger for Sonoma County Paratransit.

It follows that the Wheels Dial-A-Ride has the greatest farebox recovery ratio compared to its peers, at 14%. The median farebox recovery ratio for peer agencies is 7%. Subsidy per passenger for Wheels Dial-A-Ride is also the lowest among peer agencies, at \$23.05.

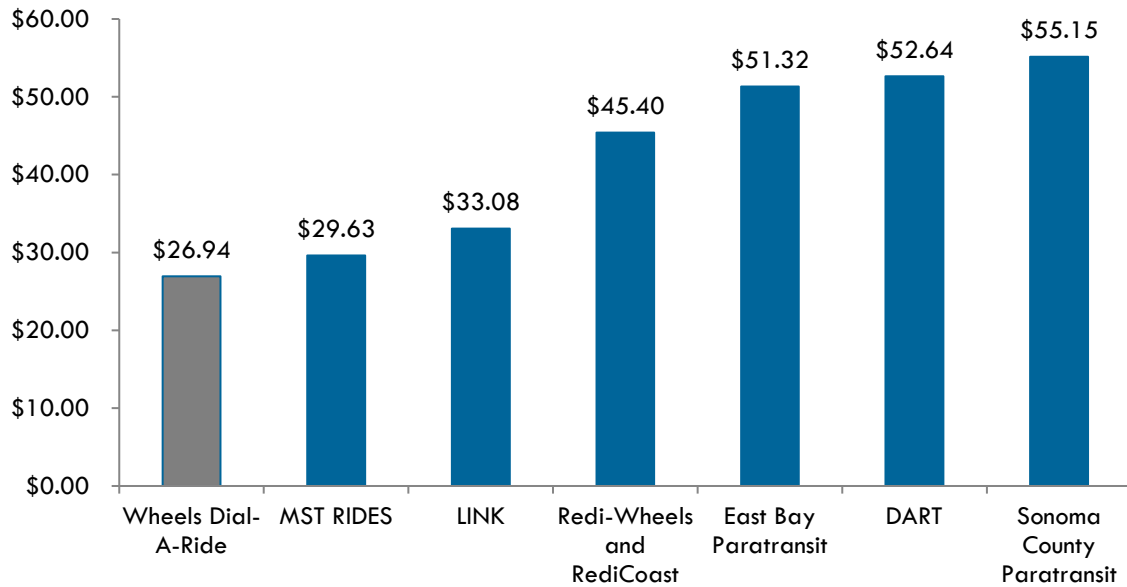
Figure 5-21 to Figure 5-25 detail more performance measures for Wheels Dial-A-Ride and its peer paratransit agencies.

Figure 5-21 Cost per Revenue Hour - Demand Response



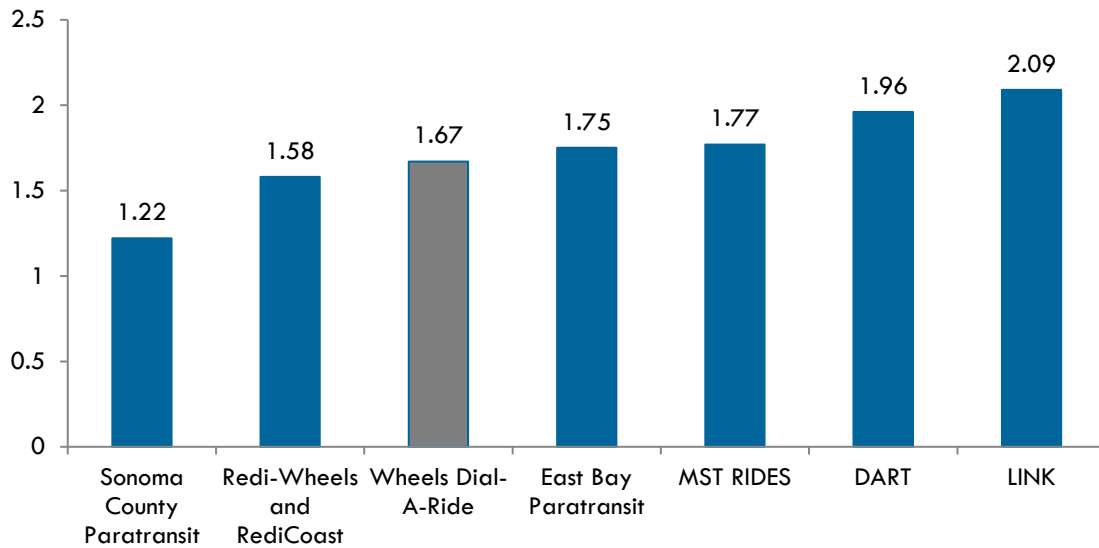
Source: LAVTA and National Transit Database (2013)

Figure 5-22 Cost per Passenger - Demand Response



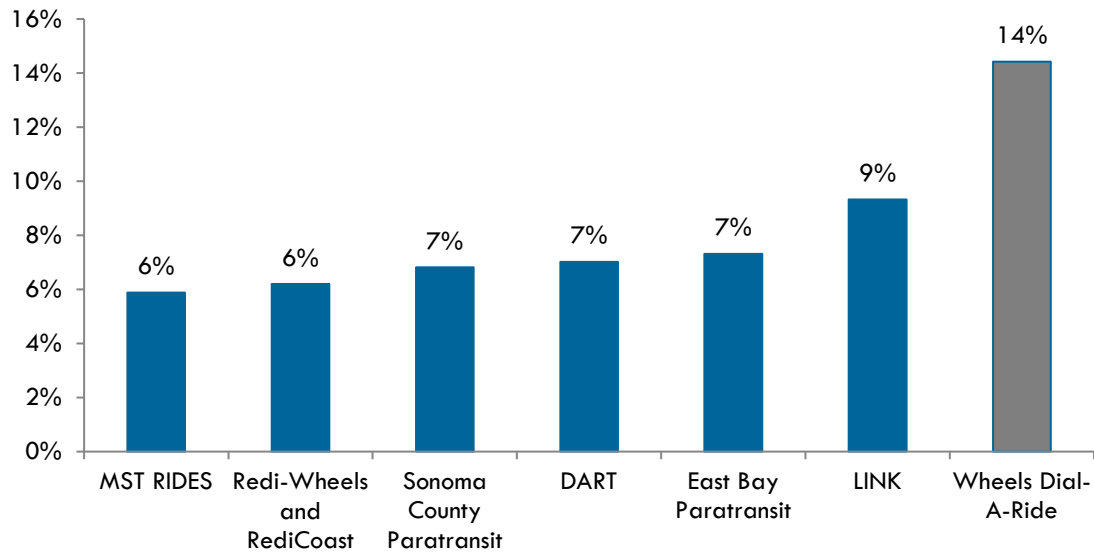
Source: LAVTA and National Transit Database (2013)

Figure 5-23 Passengers per Revenue Hour - Demand Response



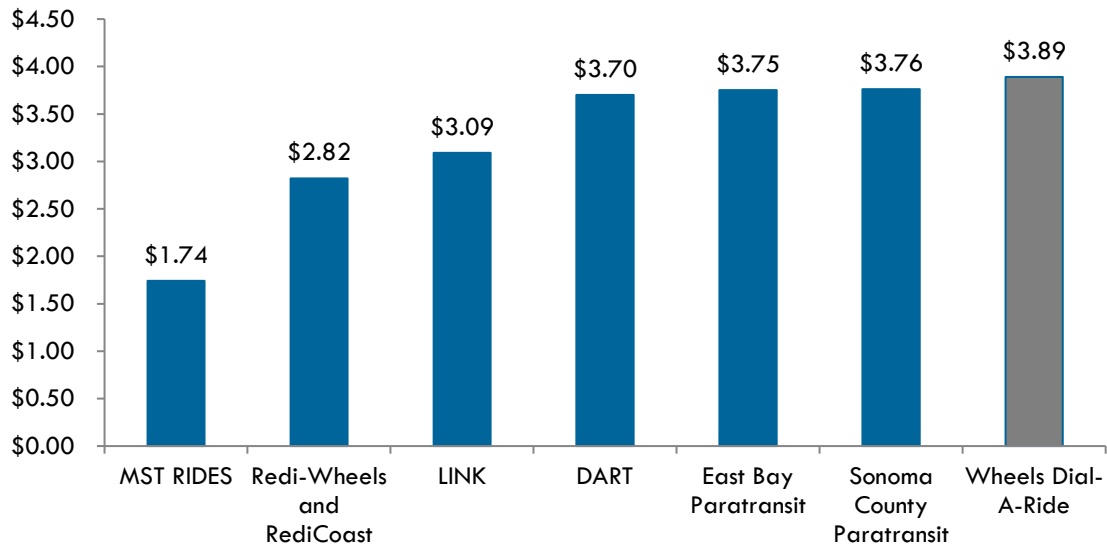
Source: LAVTA and National Transit Database (2013)

Figure 5-24 Farebox Recovery Ratio - Demand Response



Source: LAVTA and National Transit Database (2013)

Figure 5-25 Average Fare per Passenger - Demand Response



Source: LAVTA and National Transit Database (2013)

SUMMARY OF PEER FINDINGS

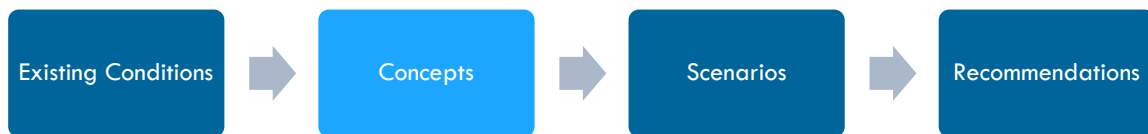
This chapter provides an in-depth review of key fare policies and findings from six transit agencies serving Northern California, with the majority operating in the San Francisco Bay Area. The peer agencies were selected based on various attributes, including service area, service population, operating characteristics, and feedback from LAVTA staff. The following is a high-level summary of the key findings:

- Wheels is the only transit agency among its peers that operates with a flat fare system for all routes. Other peer agencies offer distance based pricing by zone, or different fare tiers for regular and express or premium services. The distance-based or tiered fare system is likely attributed to large service areas. FAST, SamTrans, and County Connection, which serve smaller areas, all have two fare tiers for their local and premium express or commuter routes. Implementing a fare for similar types of premium service could be an option for LAVTA.
- Wheels' transfer policies are comparable to half of the peer agencies, where local-to-local bus transfers are free for two hours. Other peer agencies have opted for day passes instead of transfers.
- More than two dozen transit agencies operate in the San Francisco Bay Area, making transfers particularly complex. Clipper helps address this by offering one transit smart card. Transfers are still complicated, but most operator-to-operator transfers offer some form of discount or credit.
- Wheels' monthly pass price is approximately 30 times the base fare, which is on the lower side but overall comparable among peers. The Senior/Disabled Monthly Pass is currently priced lowest among peers.
- Most peers provide some form of discounted pass product in the form of a 10-ride, 20-ride, or weekly pass.
- Some, but not all peers, have some type of institutional-level pass such as an employer-focused, residential complex-focused, or college-focused pass product. The pass programs are based on the number of employees, residential units, or students.
- In terms of performance metrics, Wheels has low operating costs compared to its peers. However, Wheels' average fare per passenger is the second lowest among the peer group.
- Wheels Dial-A-Ride is more productive than peer paratransit systems, operating at a much lower cost per passenger and cost per revenue hour. Additionally, Wheels Dial-A-Ride farebox recovery ratio is the highest among peers. At the same time, the multiplier for Wheels Dial-A-Ride fares is lower than peer levels.

6 FARE CONCEPTS

The purpose of this chapter is to revisit the key findings from previous chapters and introduce a range of fare concepts for further analysis and review.

Fare concepts are strategies that may be used to meet the goals and objectives described in Chapter 1. However, concepts are preliminary. Some concepts may continue on to be further refined as part of an alternatives package while others will not. **Fare scenarios** are more specific and combine select concepts that can be compared against one another. Chapter 7 describes four specific scenarios that are analyzed against one another. Chapter 8 (Recommendations) brings together various concepts to make a final fare policy and structure recommendation.



The following fare concepts were considered as part of the evaluation process in this study:

- **Encourage Simplicity.** Overall, LAVTA's fare policies should seek to be simple and easy to use for passengers.
- **Align Transfer Policy with Clipper.** There are several opportunities to align current Wheels fare policies with Clipper, including removal unlimited transfers during a two-hour period.
- **Implement Day Pass Option with Appropriate Multiplier.** A new day pass option will be offered for \$3.75 as part of Clipper implementation. However, the multiplier for this pass will be less than twice LAVTA's regular cash fare—extremely inexpensive compared to industry practice. In turn, the agency should advocate for a day pass that is priced with a more reasonable multiplier and at least twice the regular adult fare.
- **Add Regional Express Fare Category.** Wheels could consider a separate category for premium regional express service on Route 70X and 70XV.
- **Eliminate FareBuster Tickets.** In keeping with industry practice, Wheels could eliminate paper FareBuster tickets and leverage Clipper implementation to move passengers to greater use of fare cards. Clipper cards can be preloaded with cash to provide an equivalent means for pre-paying for rides without having to buy a 30-day pass. As an additional consideration, some systems provide a small discount for loading a large number of trips or amount of cash as an incentive for passengers to move away from cash payments.
- **Revise Bulk Pass Policies.** Wheels should move away from collecting revenue from employers based solely on the level of service provided. The new revenue calculation should include a fee for the number of employees or residents, regardless of usage.

- **Modify Pass Prices.** The multiplier for regular monthly passes is currently 30, which is in line with a monthly pass price offered by peer agencies. Currently, senior and disabled monthly passes are sold at a lower price point than peer agencies. According to Federal rules, a discount on non-peak period cash fares only is required; additional pass discounts are simply a community benefit. Discounting passes more than cash fares should be evaluated.
- **Increase Demand Response Fare.** While demand response farebox recovery was higher than peer agencies, Wheels could consider increasing the fare for demand response service to twice the regular fixed-route fare in keeping with industry standard. Furthermore, an increase in demand response fares may help shift a proportion of riders to fixed-route service, which is substantially less expensive to operate.
- **Modify Youth/Student Fares.** A number of peer agencies have a discounted youth/student fare in addition to reduced fares for the elderly and people with disabilities. LAVTA currently has a “youth” fare category; however, the single-ride fare is priced the same as the regular adult fare. Introduction of Clipper provides an opportunity to facilitate pass distribution. Furthermore, Alameda County Transportation Commission (Alameda CTC) is currently developing a pilot program to examine student transportation and develop various effective options to meet specific student and school site needs within Alameda County. Integration with this program could be beneficial for LAVTA to better serve student populations.

7 FARE SCENARIOS

Specific concepts related to potential fare structure and pricing changes were developed to evaluate potential impacts to Wheels ridership and revenue. The four scenarios assume no increase to the base fare (\$2) since the existing fare is currently in line with the regular adult fares charged by peer agencies.

FARE MODEL

As a strategy to help understand the potential ridership and revenue impacts of scenarios developed for evaluation, a fare model has been developed providing order of magnitude ridership and revenue estimates for each scenario.

Model Approach and Assumptions

The fare model developed for this project is based on existing ridership and revenue data (FY 2016) and assumptions on average fare per passenger for each LAVTA fare product. This information is then used as a baseline to understand order of magnitude changes to fare revenues as a result of pricing changes.

Consumption of transit, like other goods and services, reacts to cost. Significant research over time has examined the sensitivity of transit ridership to fare increases. In transit, the standard measurement of sensitivity to fare changes means that for every 10% increase in fares, ridership will decrease by 3% (and vice-versa).

As such, elasticity factors are common in fare modeling, as they define the price sensitivity of riders to fare changes. An elastic factor suggests a larger change in ridership relative to a fare change. An inelastic factor suggests a relatively small change in ridership relative to a fare change. The model has been structured to use a relatively inelastic factor (-0.33) which is consistent with industry standards for regular fares. Additionally, the model incorporates a “reduced” elasticity factor (-0.21) to account for observations associated with student, elderly, and disabled patrons. Using these elasticity factors, ridership changes (on a fare product basis) are determined from the proposed fare increase or decrease. A new average fare for each fare product is also calculated from the percentage change in the fare product price. Finally, multiplying the new ridership estimate by the new average fare produces a revenue estimate for that fare product.

It should be cautioned that any estimation model is an approximation based on a set of assumptions and is highly dependent on accurate data inputs to ensure quality outputs. The fare model bases ridership and revenue changes strictly on price variation. Qualitative factors such as customer simplicity or other factors are not considered here, but are certainly factors in reality that influence ridership and revenue levels. Based on the perceived simplicity gains, it is likely that ridership benefits in each alternative are understated. As a result, the findings in this memo

are simply estimates but offer a valuable means to compare different alternatives against one another.

FARE SCENARIOS

Scenario 1

Eliminate Transfers and Replace with Day Pass

In this scenario, all transfer trips (trips requiring more than one bus to reach a final destination) require a passenger to pay per individual boarding, purchase a day pass, or purchase an unlimited-ride pass (such as the East Bay Monthly Pass). This alternative assumes that the day pass is priced at \$3.75. The base fare would remain at \$2, and a set of 10 FareBuster tickets would continue to be available for \$16. In this scenario, it is assumed that 100% of passengers currently utilizing transfers switch to a day pass product. This includes passengers currently using transfers coupled with both cash fares and FareBuster tickets.

Figure 7-1 Scenario 1 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Senior/Disabled	\$1.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	\$1.60
Kids Under 6	Free	Free
LAVTA Transfer	Free	-
Day Pass	-	\$3.75
East Bay Monthly Pass	\$60.00	\$60.00
Senior/Disabled Monthly Pass	\$18.00	\$18.00

Day Pass Price Modeling

For sake of comparison, a review of the implications of different day pass prices was conducted. This scenario still includes removal of transfers. Fare levels were modeled at \$3.75, \$4.00, \$4.50, and \$5.00. As shown in Figure 7-2, ridership losses are estimated at less than 2%, depending on price level. Revenue increases are anticipated to range from 24% to 27%. If LAVTA seeks to move passengers to Clipper rather than paper day pass products, a paper pass price of \$4.00 or more is a potential strategy to encourage use of the Clipper product—per existing local agreement, the Clipper day pass will be priced at \$3.75.

Figure 7-2 Day Pass Price Modeling

Day Pass Cost	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
\$3.75	-2,700	-0.2%	\$531,300	26.5%
\$4.00	-7,600	-0.5%	\$519,600	25.9%
\$4.50	-17,300	-1.1%	\$496,300	24.7%
\$5.00	-27,100	-1.6%	\$473,000	23.6%

Findings

Scenario 1 represents the greatest potential opportunity for revenue increases (up to 27%) but may result in a decrease in existing ridership of up to 2%. However, it should be noted that the model does not account for potential increases in overall ridership associated with a forced shift to an unlimited pass product. Research suggests that a forced shift from transfers to a day pass can actually produce both ridership and revenue gains.

Scenario 2

Eliminate FareBuster Tickets and Replace with Day Pass

In this scenario, paper FareBuster tickets are eliminated, requiring a passenger to pay per individual boarding, purchase a day pass, or purchase a monthly pass. This alternative assumes that the day pass is priced at \$3.75. The base fare would remain at \$2. Based on the current distribution of fare product usage and transfers, it is assumed that 55% of passengers currently utilizing FareBuster tickets will switch to a regular adult fare, 33% switch to a day pass, and 12% will switch to the East Bay Monthly Pass.

Figure 7-3 Scenario 2 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Senior/Disabled	\$1.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	-
Kids Under 6	\$0.00	\$0.00
LAVTA Transfer	\$0.00	\$0.00
Day Pass	-	\$3.75
East Bay Monthly Pass	\$60.00	\$60.00
Senior/Disabled Monthly Pass	\$18.00	\$18.00

Findings

Based on model outputs for Scenario 2, the change in ridership is -2.9% and results in a 0.1% decrease in revenue. As with Scenario 1, the model does not account for potential increases in

ridership associated with a forced shift to an unlimited pass product and may result in additional ridership and revenue gains than represented in the model.

Scenario 3

Modify Senior/Disabled Monthly Pass Price

This scenario maintains most elements of the existing fare structure, but modifies the price of the East Bay Monthly Pass and Senior/Disabled Monthly Pass. The East Bay Monthly Pass multiplier is currently 30 times the base fare, which is on the lower side but overall comparable among peers. The Senior/Disabled Monthly Pass is currently priced lowest among peers. In this scenario, the East Bay Monthly Pass would increase in price from \$60 to \$70, for a multiplier of 35. The Senior/Disabled Monthly Pass would increase in price from \$18 to \$25, a multiplier of 25. The base fare would remain at \$2, and the Senior/Disabled cash fare would remain at \$1.

Figure 7-4 Scenario 3 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Senior/Disabled	\$1.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	\$1.60
Kids Under 6	\$0.00	\$0.00
LAVTA Transfer	\$0.00	\$0.00
East Bay Monthly Pass	\$60.00	\$70.00
Senior/Disabled Monthly Pass	\$18.00	\$25.00

Senior/Disabled Monthly Pass Price Modeling

For sake of comparison, the Senior/Disabled Monthly Pass was modeled at three different price points—\$20, \$25, and \$30. In this scenario, it is assumed that the East Bay Monthly Pass pricing remains at the current level (\$60). The results from each fare level are shown in Figure 7-5. Each fare level results in a slight ridership loss. Pricing the Senior/Disabled Monthly Pass at \$20, \$25, or \$30 would generate a small amount of additional annual revenue (approximately 1% or less).

Figure 7-5 Senior/Disabled Monthly Pass Price Modeling

Senior/Disabled Monthly Pass Cost	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
\$20	-2,300	-0.1%	\$4,300	0.2%
\$25	-7,900	-0.5%	\$14,000	0.7%
\$30	-13,600	-0.8%	\$22,000	1.1%

Findings

Scenario 3 represents minimal ridership and revenue benefits, with an estimated 0.2% increase in fare revenue and 0.1% decrease in ridership based on a Senior/Disabled Monthly Pass priced at

\$20. The relatively muted impacts of this scenario are likely due to low existing monthly pass usage. Thus, any change in price on the fare products would impact few existing riders.

Scenario 4

Modify Youth Fare

This scenario also maintains most elements of the existing fare structure but modifies the price of the youth one-way fare. Currently, youth ages 6 to 18 pay a regular adult fare. In this scenario, the Youth fare category would be grouped with Senior/Disabled fares to create an overall Discounted Fare of \$1. The base fare for adults would remain at \$2. Pass prices would remain the same as the existing cost.

Figure 7-6 Scenario 4 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Discounted Fare (Youth/Senior/Disabled)	\$2.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	\$1.60
Kids Under 6	\$0.00	\$0.00
LAVTA Transfer	\$0.00	\$0.00
East Bay Monthly Pass	\$60.00	\$60.00
Senior/Disabled Monthly Pass	\$18.00	\$18.00

Findings

Scenario 4 represents the greatest reduction in fare revenue, with an estimated 14.2% decrease. Potential ridership gains are estimated at 1.9%. While revenue is not a benefit in this scenario, LAVTA may choose to pursue this policy as an overall benefit to the community.

Scenario 5

Modify Regional Express Fare

LAVTA offers peak-only regional express service on Route 70X/70XV to connect passengers to multiple BART stations in the service area. As discussed previously, fares for premium service at peer agencies range from approximately \$2.25 to \$5.75 per one-way trip. This scenario investigates the ridership and revenue implications of increasing the fare on premium regional express service from \$2.00 to \$3.50. This scenario assumes that all passengers pay a regular cash fare and does not account for ridership and revenue associated with pass purchases.

Figure 7-7 Scenario 5 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Senior/Disabled	\$1.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	\$1.60
Regional Express Fare	\$2.00	\$3.50
Kids Under 6	\$0.00	\$0.00
LAVTA Transfer	\$0.00	\$0.00
East Bay Monthly Pass	\$60.00	\$60.00
Senior/Disabled Monthly Pass	\$18.00	\$18.00

Findings

Scenario 5 results in an estimated 0.8% decrease in annual fixed-route ridership and a 1.7% increase in fare revenue due to increasing regional express cash fares from \$2.00 to \$3.50. This fare increase would serve to bring LAVTA's premium service offering in line with pricing at peer agencies.

Scenario 6

Allow One Transfer within a Two-Hour Window

Scenario 6 evaluates the impacts of allowing only one free transfer within a two-hour period as opposed to unlimited transfers within the same timeframe. This scenario assumes that all passengers taking trips that currently require more than one transfer¹⁴ would pay an additional regular one-way cash fare to complete their trip.

It should be noted that time-specific transfer data was not available from the LAVTA on-board survey. Some passengers requiring three or more transfers to complete their trip may already incur a fare as a result of total trip time taking longer than the two-hour transfer window—however, this information was not captured within available data. Therefore, revenue impacts may be somewhat overstated in this scenario.

¹⁴ According to data available from the on-board survey conducted as part of the LAVTA COA

Figure 7-8 Scenario 6 Evaluation Fare Structure

	Existing Fare	Proposed Fare
Regular Fare	\$2.00	\$2.00
Senior/Disabled	\$1.00	\$1.00
FareBuster Ticket (Sold as 10 for \$16)	\$1.60	\$1.60
Kids Under 6	\$0.00	\$0.00
LAVTA Transfer (<u>One</u> within Two-Hour Window)	\$0.00	\$0.00
East Bay Monthly Pass	\$60.00	\$60.00
Senior/Disabled Monthly Pass	\$18.00	\$18.00

Findings

In Scenario 6, it is estimated that requiring additional fare payment for making more than one transfer within a two-hour window would generate an additional 6.0% in annual revenue and a 1.7% decrease in annual fixed-route ridership. However, as discussed previously, revenue benefits may be somewhat overstated due to lack of time-specific transfer data available from the on-board survey.

FARE SCENARIO SUMMARY

Figure 7-10, Figure 7-11, and Figure 7-12 highlight estimated ridership and revenue changes on a monthly basis according to the three scenarios. As discussed previously, Scenario 1 offers the greatest potential for increased revenue.

Figure 7-9 Scenario Annual Ridership and Revenue Impacts

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Scenario 1A: Eliminate Transfers and Add Day Pass (\$3.75)	-2,700	-0.2%	\$531,300	26.5%
Scenario 1B: Eliminate Transfers and Add Day Pass (\$4.00)	-7,600	-0.5%	\$519,600	25.9%
Scenario 1C: Eliminate Transfers and Add Day Pass (\$4.50)	-17,300	-1.1%	\$496,300	24.7%
Scenario 1D: Eliminate Transfers and Add Day Pass (\$5.00)	-27,100	-1.6%	\$473,000	23.6%
Scenario 2: Eliminate FareBuster Tickets and Add Day Pass	-48,500	-2.9%	-\$2,300	-0.1%
Scenario 3A: Modify Senior/Disabled Monthly Pass Price (\$20)	-2,300	-0.1%	\$4,300	0.2%
Scenario 3B: Modify Senior/Disabled Monthly Pass Price (\$25)	-7,900	-0.5%	\$14,000	0.7%
Scenario 3C: Modify Senior/Disabled Monthly Pass Price (\$30)	-13,600	-0.8%	\$22,000	1.1%
Scenario 4: Modify Youth Fare	32,100	1.9%	-\$285,600	-14.2%
Scenario 5: Modify Regional Express Fare	-12,500	-0.8%	\$33,500	1.7%
Scenario 6: Allow <u>One</u> Transfer within Two-Hour Window	-28,600	-1.7%	\$121,200	6.0%

Note: In FY16, Wheels annual fixed-route ridership was 1,648,604, and passenger fare revenue was \$2,007,023.

Figure 7-10 Scenario Annual Ridership and Revenue Impacts (Actual Change)

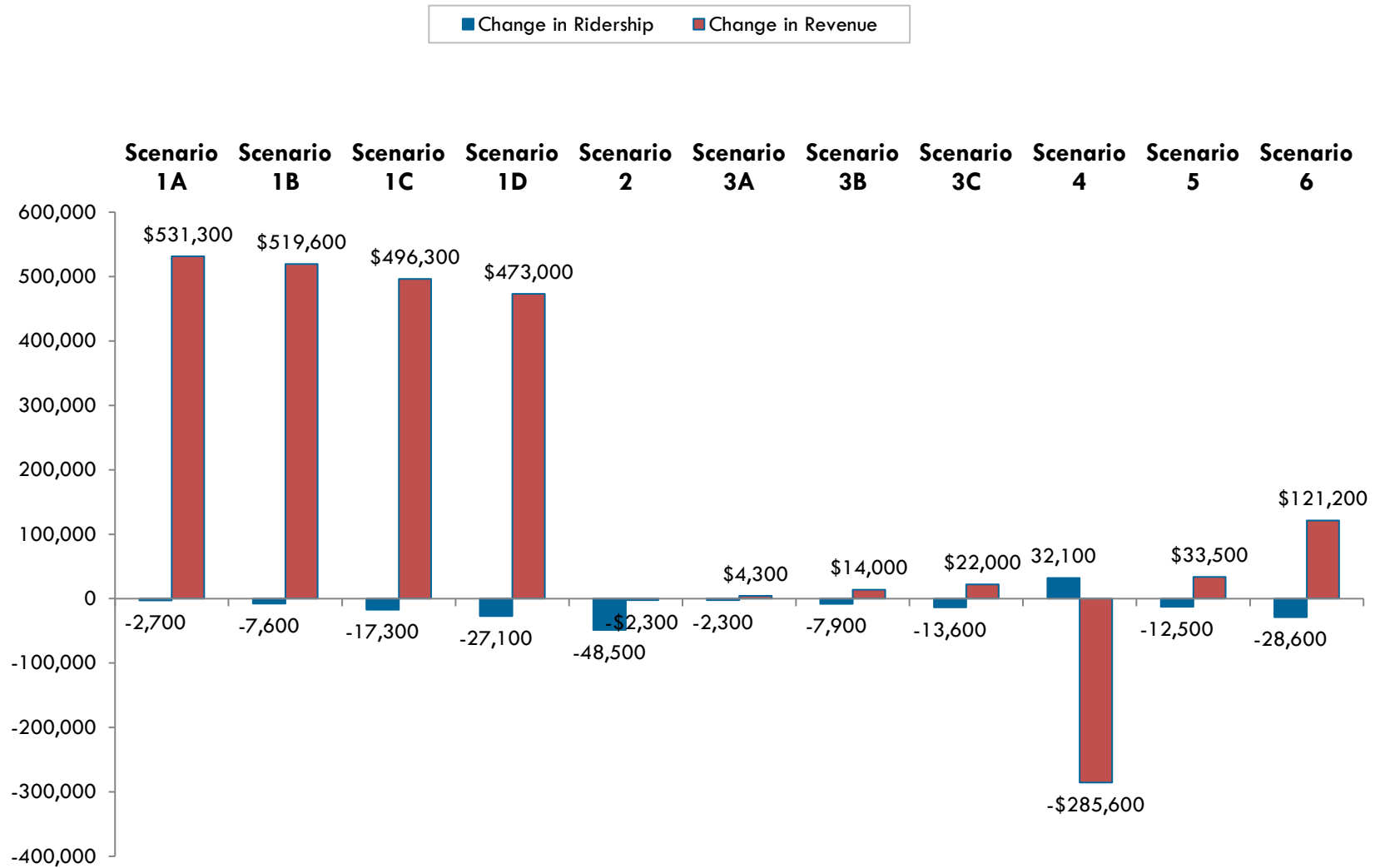
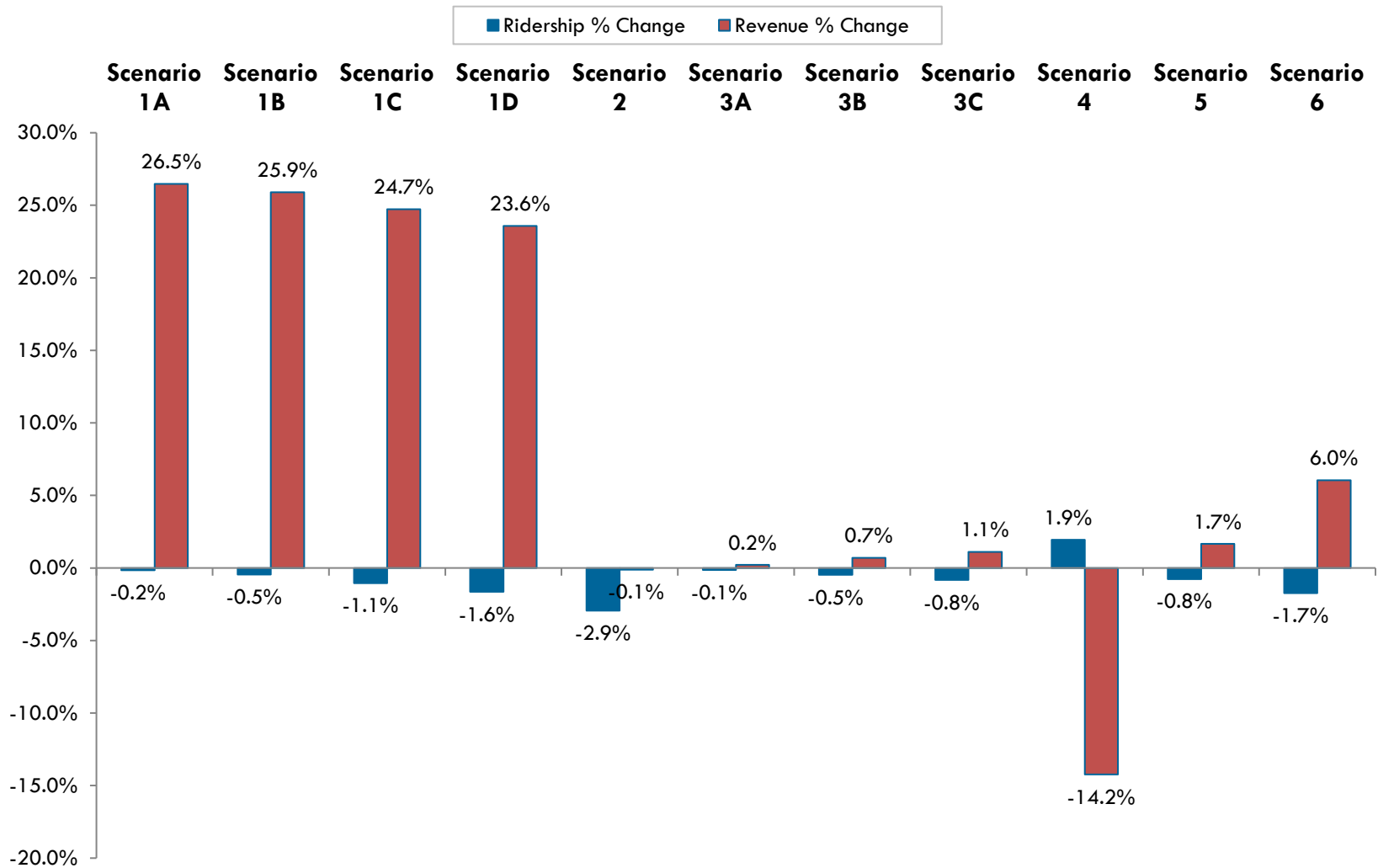


Figure 7-11 Scenario Annual Ridership and Revenue Impacts (Percent Change)



DEMAND RESPONSE FARE SCENARIO

Increase Demand Response Fare

The ridership and revenue impacts of increasing the demand response fare to twice the regular fixed-route fare—in keeping with industry standard—were also analyzed. Existing fares for demand response service are \$3.50, and the proposed fare in this scenario is \$4.00, which is twice the regular cash fare.

It should be noted that the fare elasticity is less for demand response services than fixed-route services because many of these passengers are seniors and/or persons with disabilities who rely heavily on paratransit. As such, these individuals' demand would be considered fare inelastic¹⁵.

Figure 7-12 Demand Response Evaluation Fare Structure

	Existing Fare	Proposed Fare
Demand Response Fare	\$3.50	\$4.00

Findings

The demand response fare scenario accounts for demand response ridership and revenue only. This scenario results in an estimated 2% decrease in annual demand response ridership and an increase in fare revenue of nearly 12% (as shown in Figure 7-14, Figure 7-15, and Figure 7-16). Though demand response service is more price inelastic than fixed-route service, increasing demand response fares may have an additional benefit of helping to shift some passengers to more cost effective fixed-route service.

Figure 7-13 Scenario Annual Ridership and Revenue Impacts

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Demand Response Scenario	-1,200	-2.3%	\$27,100	11.7%

Note: In FY16, demand response ridership and fare revenue were 53,401 and \$232,526, respectively.

¹⁵ A fare elasticity of -0.16 was used as part of the demand response fare analysis, as derived from TCRP Report 95 Chapter 6: Demand Responsive/ADA Traveler Responses to Transportation System Changes, page 6-29.

Figure 7-14 Demand Response Scenario Annual Ridership and Revenue Impacts (Actual Change)

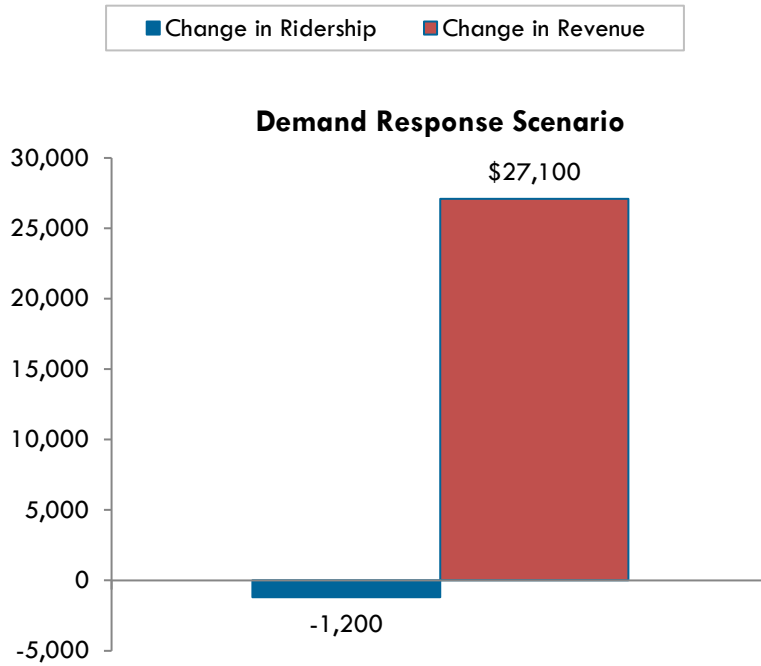
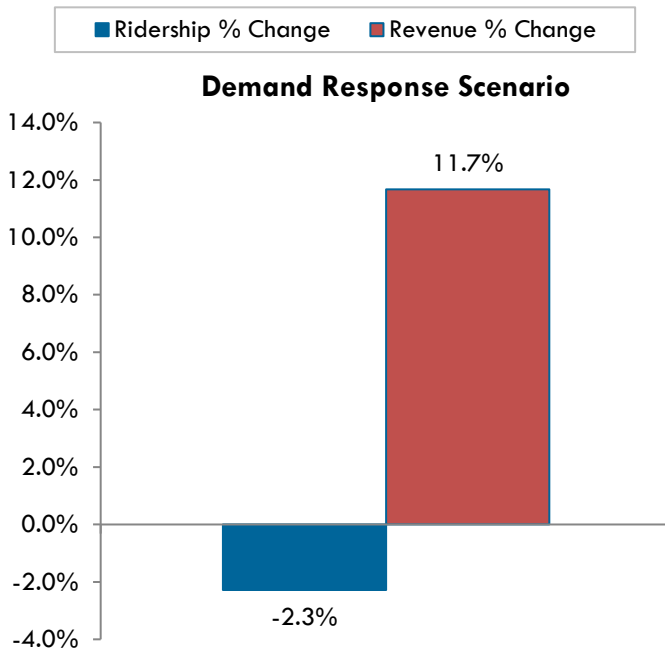


Figure 7-15 Demand Response Scenario Annual Ridership and Revenue Impacts (Percent Change)



8 FARE RECOMMENDATIONS

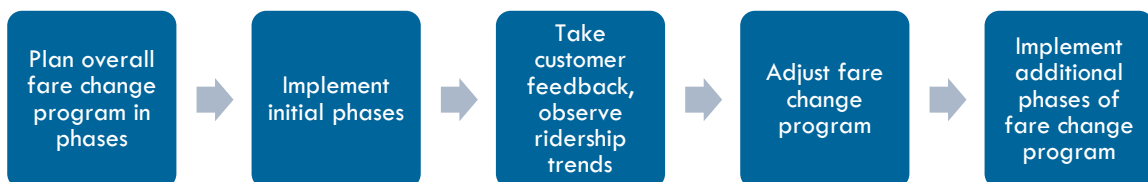
The final chapter culminates the findings—quantitative, qualitative, and from the fare modeling effort—to establish a set of fare policy, pricing and product recommendations for LAVTA. The recommendations come from a combination of the concepts described in Chapter 6 and fare scenarios analyzed in Chapter 7. The recommendations are divided into three general categories:

- **Organizational Policies:** Recommendations relate to internally adopted policies or procedures that relate to fare collection.
- **Fare Programs:** Recommendations pertain to revised or new fare programs such as bulk pass sales and Clipper.
- **Pricing and Fare Products:** Recommendations relate to specific fare products offered to the riding public and pricing of those products.

Phasing of Major Fare Changes

As part of updating existing fare policy and pricing, LAVTA should consider the following approach for implementation (Figure 8-1).

Figure 8-1 Phased Approach to Implementing Larger Fare Changes



ORGANIZATIONAL POLICIES

Establish Guidelines for Fare Increases

Recommendation: Establish and adopt guidelines for fare increases based on fare analysis guidance.

Several factors need to be considered when raising fares, ranging from how fares are perceived by the transit riding public, whether they are “in-line” with peer agencies, to what is the “appropriate” ratio between passenger fares and operating costs. In the future, LAVTA should consider a transparent fare increase policy that enables more regular fare increases to stay in-line with inflation and other revenue related trends.

The following guidelines are provided for LAVTA's consideration:

- On a semi-annual basis, LAVTA should review the average fare and subsidy per passenger, and the farebox recovery ratio for transit services when developing the annual operating budget. If all three ratios are declining and costs to operate the service are increasing, consider a fare adjustment.
- LAVTA should monitor the local consumer price index and if increases are greater than 5% in any given year, consider increasing fares to keep pace with inflation.
- Monitor and track use of all passes and if there is a significant drop in sales with any fare product, consider a fare adjustment for that product. Similar to an underperforming route, underperforming fare products should be evaluated for adjustments or elimination.
- For all future fare increases, pass product prices should be rounded to the nearest dollar. Single-ride prices and/or day pass products should be rounded to the nearest quarter.
- Fuel prices should be considered as part of a fare adjustment policy. However, given the volatility in fuel prices, it may be difficult to use average cost of fuel as a consistent barometer for a fare increase policy.
- "Across the board" fare increases are simple and transparent, but will often create disproportionate impacts. These types of fare increases should be avoided unless supported by evidence that the strategy meets specific goals at the time of evaluation.
- These guidelines assume that service levels would remain constant. Fare increases paired with service level increases may be warranted assuming support exists for both. Fare increases paired with service cuts should be avoided when possible.
- "Premium" services, or services that offer a competitive time or comfort advantage over vehicle or transit alternatives, should continue to be considered for pricing at a higher level to differentiate the product.

FARE PROGRAMS

Implement ECO Pass Programs at Major Institutions

Recommendation: Determine tiered ECO Pass pricing structure based on the number of employees, residential units, or students combined with transit level of service.

An ECO Pass program provides a participating organization free or deeply discounted transit rides for a financial guarantee. These programs are slightly different than pass sales since they often assume that 100% of an organization's members are eligible for the program whether or not they regularly use public transportation. The benefit to major institutions is that a well-designed program provides a simple, packaged solution to help solve transportation access issues to their organization. These types of programs can be implemented in different ways, but the most common financial contribution approaches include the following:

- Contribution determined by current employees, residential units, students, etc. as reported by the participating organization (fee may be different for students, faculty, or staff at a university)
- Contribution determined by ridership

- Annual fixed fee (same price, regardless of institution size or usage)

Depending on institution or city goals, further incentives could be provided to help reduce vehicle congestion in and around the campus/employment area. For institutions that manage internal campus parking or transportation policies, price breaks or further transit discounts could be provided based on an institution's efforts to reduce vehicle trips through parking management and pricing. Similarly, programs like bicycle sharing and carsharing could further reduce vehicle trips and may warrant further transit discounts.

Potential ECO Pass Pricing Structure

LAVTA currently has an agreement in place as part of the Hacienda ECO Pass Program with a fee that is determined by level of service. It is recommended that the existing programs as well as future ECO pass programs shift to determining contributions based on the number of employees, residential units, or students combined with level of service. As discussed previously, examples from AC Transit and Denver RTD offer best practices for structuring employer pass programs, including volume discounts based on employer size. LAVTA should work to develop a pricing structure that can be applied to the entire service area as well as Hacienda Business Park.

A potential pricing structure for ECO Pass is presented below (Figure 8-2). LAVTA will need to conduct additional analysis to determine appropriate price points as well as applicable level of service classifications.

Figure 8-2 Illustrative ECO Pass Pricing Structure

Cost per Employee per Year							
Service Level	Number of Employees	Contract Minimum Per Year	1-24 Employees	24-249 Employees	250-999 Employees	1,000-1,999 Employees	2,000+ Employees
High	1-10	\$1,500					
	11-20	\$3,000	\$120	\$105	\$90	\$75	\$60
	21+	\$3,600					
Medium	1-10	\$1,200					
	11-20	\$2,400	\$105	\$90	\$75	\$60	\$45
	21+	\$3,000					
Low	1-10	\$900					
	11-20	\$1,800	\$85	\$75	\$65	\$50	\$40
	21+	\$2,400					

Note: Illustrative ECO Pass Pricing Structure is derived from peer agency pricing at AC Transit and Denver RTD.

Advocate for Increased Day Pass Pricing

As part of Clipper implementation, a variety of negotiations with neighboring transit agencies determined pricing of a day pass product at \$3.75—less than twice the amount of LAVTA's one-way cash fare. Proposed day pass pricing on Clipper represents a significant discount on the cash fare and monthly fare products. As such, LAVTA should advocate for the ability to set a day pass price that better aligns with the agency's fare structure.

LAVTA currently does not have the ability to print paper (non-Clipper) day passes with its existing fareboxes. If LAVTA updates its fareboxes, it has the ability to price a day pass without needing to coordinate with Clipper partners. However, to reduce the use of paper products and

encourage Clipper use, if a paper pass is introduced, it should be priced higher than the Clipper day pass. A suggested price point would be \$4.00, which is double the cost of a regular cash fare round trip.

Evaluate Success of Student Pass Pilot Program

Families and individuals are increasingly burdened with the growing cost of providing transportation to school. This is due to larger financial and economic circumstances such as reduced funding for student transportation to school, transit fare increases, and changing patterns of student commutes.

LAVTA implemented four new student transit passes as part of an FY 2017 pilot program that allows students at selected schools to ride Wheels for free. At the conclusion of the pilot program, LAVTA should evaluate its success and determine the potential for permanent implementation.

FARE PRODUCTS AND PRICING

This section describes recommendations for modifying existing fare products and pricing. Figure 8-3 provides an overview of the recommended fare structure. Figure 8-4 and Figure 8-5 provide an overview of ridership and revenue impacts; the recommended fare structure results in approximately 3% ridership loss and an 8% increase in revenue.

Eliminate FareBuster Tickets

As described previously, paper passes are often prone to abuse due to ease of duplicating fare material. Industry standard generally favors a shift away from paper products towards contactless cards to address fare evasion. In keeping with best practices as well as the fact that LAVTA's recently-purchased fareboxes cannot accept this fare product, LAVTA should eliminate FareBuster tickets as a method to increase fare revenue.

Align Transfer Policies with Clipper

With a Clipper card, only one transfer is allowed within a two-hour window. To align fare policies with what is available via Clipper, LAVTA should also allow only one transfer within a two-hour window instead of unlimited transfers.

Additionally, two of LAVTA's peer agencies have adopted day use passes in lieu of transfers, which help reduce fraud and encourages a shift towards the Clipper card system. As part of this recommendation, day passes should be available via Clipper and at the farebox. LAVTA is in the process of upgrading farebox technology to allow for the capability to issue day pass products. As such, implementation of this recommendation will need to be phased to occur in conjunction with the completed installation of new fareboxes.

As an incentive to move passengers to increased use of Clipper, LAVTA could also allow transfers using Clipper cards only and eliminate paper transfers, in keeping with industry best practices.

Increase Demand Response Fare

Demand response service is expensive to operate—according to the peer analysis conducted as part of this study, subsidy per passenger can range from approximately \$20 to \$50. LAVTA currently charges a fare of \$3.50 per trip for paratransit service. In keeping with peers and

industry standards, LAVTA should increase the cost of demand response cash fares to \$4.00 per trip, or twice the cost of the base fare on fixed-route services. Cost for the 10-ride pass book should correspondingly increase to \$40.

According to the fare modeling analysis, there is potential for an increase in demand response fare revenue of nearly 12% and a ridership decrease of approximately 2%. While demand response services are typically less elastic than fixed-route services because many of these passengers are seniors and/or persons with disabilities who rely on these services, increasing demand response fares may have an additional benefit of helping to shift some passengers to less expensive fixed-route service. As such, anticipated ridership decreases serve as a benefit in addition to increased revenue to help offset the high cost of paratransit service.

Increase Senior/Disabled Monthly Pass Cost

LAVTA's Senior/Disabled Monthly Pass is currently priced the lowest among similar products offered by peer agencies. While ridership and revenue benefits are anticipated to be minimal as part of this recommendation (an estimated change of less 1%), it is recommended that LAVTA increase the Senior/Disabled Monthly Pass cost to \$30 to bring the pass multiplier more closely in line with peer agencies. Particularly in conjunction with the increase in demand response fares, it is important for the pass to remain at a price point that is attractive for senior and disabled passengers, especially since some may currently choose to take advantage of more cost effective fixed-route services as opposed to demand response service.

Implement Regional Express Fare

LAVTA offers regional express service on Route 70X/70XV, a peak hour-only service to connect the Tri-Valley with Walnut Creek. Among peer agencies, LAVTA is currently the only transit system without a separate pricing tier for premium service. Fares for premium service at peer agencies range from approximately \$2.25 to \$5.75 per one-way trip.

Because of the premium nature of Route 70X/70XV, a new pricing tier of \$3.50 for regional express service is recommended. Since fewer than 300 passengers currently use Route 70X/70XV each day, existing opportunities for ridership and revenue gains are minimal. However, an increase in fares for regional express routes will allow LAVTA to better align the cost of the service being provided with both revenue and pricing at peer agencies

A new pricing tier will help position LAVTA for the addition of any potential future premium services. Additional premium services offered by LAVTA should be introduced within the new regional express pricing tier.

Figure 8-3 Recommended Fare Products and Pricing

Fare Products	Existing Fare	Recommended Fare
Single-Ride Products		
Adults/Youth Regular Fare	\$2.00	\$2.00
Discounted Fare (Senior/Disabled)	\$1.00	\$1.00
Regional Express Fare	-	\$3.50
Transfers (One Transfer Valid within Two Hours of Initial Fare Payment)	-	FREE
Children under age 6 when accompanied by a fare paying passenger	FREE	FREE
Eligible employees and family members/dependents with applicable ID	FREE	FREE
Pass Products		
FareBuster 10-ride tickets (Adults and Youths aged 6 through 18 Monthly 10 Ride Book/Script)	\$16.00	-
Day Pass* (One-Day Unlimited Rides Pass)	-	\$4.00
East Bay Monthly Pass (Regular Monthly (Calendar) Unlimited Rides Pass)	\$60.00	\$60.00
Senior/Disabled Monthly Pass (Senior Citizens Monthly (Calendar) Unlimited Rides Pass)	\$18.00	\$30.00
Clipper Card Passes		
Regular Monthly (Rolling 31 Day) Unlimited Rides Pass	\$60.00	\$60.00
Senior Citizens Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00	\$30.00
Disabled Persons Monthly (Rolling 31 Day) Unlimited Rides Pass	\$18.00	\$30.00
Day Pass Accumulator Regular*	\$3.75	\$3.75
Day Pass Accumulator Senior/Disabled	\$1.75	\$1.75
Dial-A-Ride		
Cash Fare	\$3.50	\$4.00
Companions accompanying passenger	\$3.50	\$4.00
Dial-A-Ride 10 tickets	\$35.00	\$40.00
Personal Care Attendants (PCA) traveling with fare paying passenger	FREE	FREE

* As mentioned previously, LAVTA should advocate for an increase in day pass pricing to at least twice the regular adult fare.

Figure 8-4 Recommended Fixed-Route Fare Structure Annual Ridership and Revenue Impacts (Actual Change)

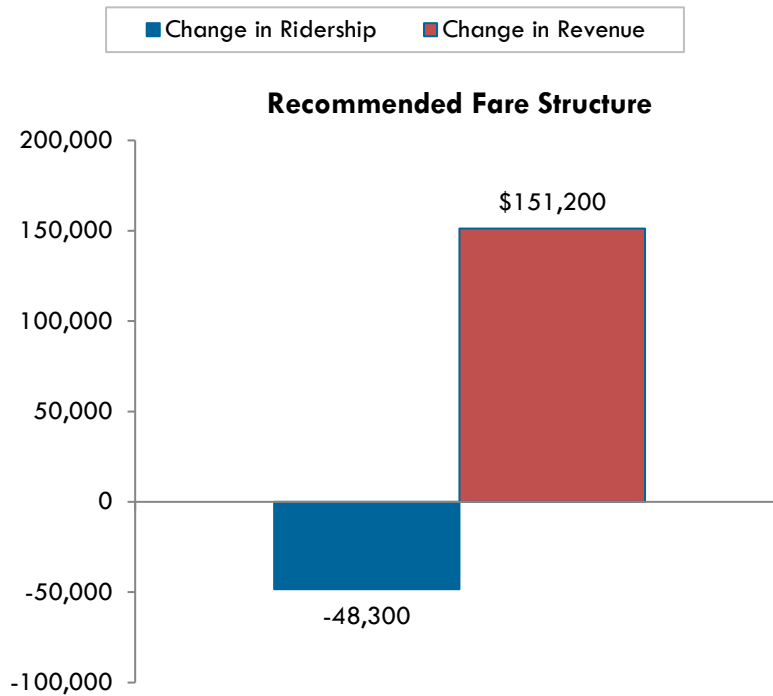
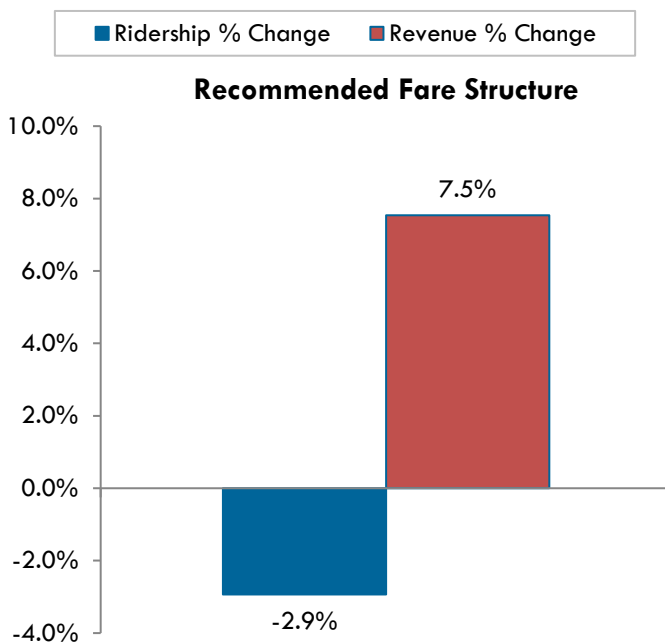


Figure 8-5 Recommended Fixed-Route Fare Structure Annual Ridership and Revenue Impacts (Percent Change)



SUMMARY OF RECOMMENDATIONS

The most significant recommendations for service relate to fare products and pricing. LAVTA should implement the proposed fare structure, including elimination of FareBuster tickets, amending transfer policies, as well as price increases for demand response fares, senior/disabled monthly passes, and a new regional express fare. Figure 8-6 provides a summary of recommendations developed as part of the LAVTA fare study.

Figure 8-6 Fare Recommendations Summary

Fare Recommendations	
Organizational Policies	Establish and adopt guidelines for fare increases based on fare analysis guidance.
Fare Programs	Implement ECO pass programs at major institutions; determine ECO Pass contributions based on the number of employees, residential units, or students. LAVTA should advocate for an increased cost of day passes to better align with the regular adult fare, as well as evaluating success of the Student Pass Pilot Program.
Pricing and Fare Products	Implement proposed fare structure including eliminating FareBuster tickets, aligning transfer policies with Clipper, increasing demand response fare, increasing senior/disabled monthly pass cost, and adding a new fare tier for premium regional express service.

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Livermore Amador Valley Transit Authority

Figure 5-2 Fixed-Route Operating Statistics

	Wheels	Sonoma County Transit	FAST	Monterey- Salinas Transit	County Connection	SamTrans	AC Transit
Peak Vehicles (by mode)	51	41	36	87	88	265	507
Annual Revenue Hours	124,635	87,343	79,775	236,008	213,624	487,756	1,630,579
Annual Revenue Miles	1,826,997	1,458,064	1,603,548	3,862,717	2,384,645	6,633,233	18,472,330
Annual Boardings	1,771,826	1,403,656	1,072,406	4,074,483	3,451,708	13,040,485	55,951,572
Annual Operating Cost	\$12,333,360	\$10,695,944	\$8,549,418	\$28,758,286	\$25,676,872	\$100,937,586	\$295,218,519
Annual Passenger Fares	\$2,309,008	\$2,046,435	\$2,095,877	\$7,105,987	\$4,641,248	\$18,585,794	\$58,809,413
Farebox Recovery Ratio	19%	19%	25%	25%	18%	18%	20%
Cost/Revenue Hour	\$98.96	\$122.46	\$107.17	\$121.85	\$120.20	\$206.94	\$181.05
Cost/Passenger	\$7.14	\$7.84	\$8.15	\$7.25	\$7.79	\$7.92	\$5.34
Passengers/Revenue Hour	13.86	15.62	13.15	16.82	15.43	26.13	33.87
Subsidy/Passenger	\$5.80	\$6.35	\$6.15	\$6.07	\$6.38	\$6.36	\$3.87
Average Fare/Passenger	\$1.34	\$1.49	\$2.00	\$1.18	\$1.41	\$1.56	\$1.47

Source: National Transit Database, 2013, <http://www.ntdprogram.gov/ntdprogram/data.htm>



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 16, 2017

SUBJECT: Affordable Student Transit Pass Program Recommendations for Pilot Year Two

RECOMMENDATION: Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot designs of an affordable transit pass program over a three-year horizon to identify successful model programs that could be expanded and sustained with additional funding sources after the pilot program period. Available funding for this initial three-year pilot program as defined in the TEP is \$15 million, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training.

In March 2016, the Commission approved a framework to select pilot program schools. In May 2016, the Commission approved the design for Year One of the pilot program, as well as a shortlist of 36 schools as the candidate pool for potential expansion to additional schools in the second and third years of the program. Since then, the Alameda CTC has successfully implemented four pilot programs at nine middle and high schools across Alameda County.

This memorandum recommends schools and parameters for Year Two of the program (2017-2018 school year), in line with the approved site selection framework and initial lessons learned from Year One. Once the Year Two schools and parameters are approved, Alameda CTC staff will enter into and/or adjust agreements and contracts, as necessary, with the applicable transit agencies, Clipper, schools, and school districts to implement the program and will begin work with each of the schools on implementation.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which began during the 2016-2017 school year in middle schools and high schools in Alameda County. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable pass program.

The program provides transit passes that are distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to implement “successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County.”¹

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County middle and high school students
- Build support for transit in Alameda County
- Develop effective three-year pilot programs

Year-One Program Development and Implementation

In March 2016, the Commission approved two program implementation aspects:

- (1) A site selection framework that set forth criteria and protocols for selecting pilot program schools in each of four planning areas of the county and
- (2) An evaluation framework to evaluate the effectiveness of the pilot programs.

In May 2016, the Commission approved nine schools for transit pass distribution and two schools for an education-only program in Year One as well as the shortlist of schools for future potential expansion in subsequent years of the pilot program. The Year One pilot programs were launched in August 2016.

¹ Measure BB Transportation Expenditure Plan, 2014

Figure 1: Affordable STPP Year One Program Design

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free to students	X	X		X
	Discounted			X	X
Financial Need ²	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

Year-Two Program Development

The recommendations for Year Two are based on initial lessons learned from implementation and administration of the Year One program, feedback from schools, students and families, and a financial analysis of resources to support on-going implementation of the pilot program and potential expansion. Some factors supporting Year Two recommendations, based upon lessons learned from Year One are:

- Limiting student eligibility to certain grades may be suppressing interest in the program due to families who have students in multiple grades.
- Programs with multiple pass formats within a school site have higher administrative complexity and higher program administrative costs.
- Programs that provide free and universal passes entail the lowest administrative costs, but the highest student enrollment and pass costs.
- Programs that require collecting funds from students entail extra administrative cost and burden on school and program staff.
- In discounted programs, a high up front cost for a transit pass may be limiting student ability to participate in the program.
- A means-based program that provides passes at no cost to lower-income students while allowing all students to purchase a discounted pass seems viable based on limited data to date (this type of program is currently only offered in East County). Expansion to other schools in the county would aid in evaluating the pilot model.

² Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low-income/poverty.

However, data on eligibility for free and reduced price meals is held by each school district, and is, understandably, kept very private; many school districts do not release the data even to schools, and may not be willing to release or utilize this data for the purposes of the pilot. Alameda CTC staff is currently exploring our ability to implement this pilot model at other schools in Alameda County.

- Expansion of the pilot program within the initial three-year pilot period needs to maintain the integrity of the Commission-approved performance evaluation metrics.

Given that Alameda CTC is currently six months into Year One, the full cost implications of the programs are still being assessed as data on direct costs from transit pass usage are billed to Alameda CTC. Therefore, the recommended expansion for Year Two is modest and allows testing of Commission-approved program parameters with expanded populations while ensuring sufficient resources will be available for the full three years of the pilot, and retaining the integrity of the performance evaluation framework. Additional expansion and changes will be considered for future years of the program as additional data on costs becomes available.

The Commission-approved site selection framework and shortlisted schools serve as the foundation of recommendations for Year Two of the Affordable STPP.³ As previously approved, the site selection process draws upon data related to school needs and transit service availability as well as qualitative information on school site administration readiness. In expanding the program for Year Two, staff reviewed and updated the data on the shortlisted schools including: enrollment, student population eligible for free and reduced-price meals (FRPM), and transit service access.

Recommended Year-Two Model Program Pilots

These recommendations were developed to ensure Alameda CTC can use the adopted performance measures to evaluate each school individually, and also to allow comparison of similar pilot program models in different planning areas of the county to fully understand the effectiveness of each program parameter. The summary of recommended Year 2 program parameters are shown below.

³ Additional information about the site selection process is provided in the memo to the Commission dated May 19, 2016.

Figure 2: Affordable STPP Year-Two Program Design Recommendations

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	X*
	Flash pass			X	
Applicability	Universal (all students)	X	X*	X*	X
Pass Cost	Free	X	X*	X*	X*
	Discounted			X	
Financial Need ⁴	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	Union City Transit			X	
	LAVTA				X

*These program elements are new or have changed from Year One. Changes described in detail below.

All model programs include the following characteristics:

- The program team and transit agency partners provide information and training for students on using transit and the applicable passes.
- All passes are valid year round. Use is not limited by day or time.
- A designated on-site administrator is assigned at each school. He or she receives training associated with the applicable pass program.

North County. Programs will test utilization of free and universal passes and the sustained impact of passes during transition from middle to high school.

- **Format:** Free and universal (all students) AC Transit pass on Clipper to be provided to three high schools and two middle schools with a feeder relationship.
 - **Changes:** The information-only program format was discontinued due to lack of responsiveness by the participating schools. The program team recommends replacing these schools with two new schools in North County from the approved shortlist and transitioning from an education-only program to one where passes are offered.
 - **Rationale:** Per Commission direction, a free and universal pass is provided in a planning area demonstrating the greatest need (lowest incomes). The pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. This program will allow the evaluation of the transition of program participants from middle to high school. Although a means-based program was considered for the schools recommended for

⁴ Financial need as indicated by the percentage of students eligible for Free/Reduced-Priced Meals (FRPM) in the recommended schools. Eligibility for FRPM is often used as a proxy for low income/poverty.

inclusion in Year Two, the eligible schools had a high enough percentage of FRPM-eligible students that it does not make sense to limit free passes only to FRPM-eligible students as any costs savings gained by this limitation would be outweighed by higher administrative costs.

o **Participating schools:**

- Continued from Year One unchanged:
 - Fremont High, Oakland
 - Castlemont High, Oakland
 - Frick Middle School, Oakland
- Recommended for inclusion for Year Two:
 - McClymonds High, Oakland
 - o 318 students (85% FRPM eligible)
 - o Transit service: served by 6 AC Transit routes within ¼ mile
 - Westlake Middle, Oakland
 - o 455 students (93% FRPM eligible)
 - o Transit service: served by 9 AC Transit routes within ¼ mile
 - o Participates in Safe Routes to Schools program

Central County – *Programs will test utilization of free and universal passes, a free pass for FRPM-eligible students at two new schools (pending confirmation from the school district), and the sustained impact of passes during transition from middle to high school.*

- **Format:** Free and universal (all students) AC Transit pass on Clipper at Year 1 schools and a free pass for FRPM-eligible students at one new high school and one new middle school.
 - o **Changes:** The program at Year One participating schools was previously limited to 8th through 10th graders with the original intent of being able to track student usage from middle to high school with a full student cohort through the end of the three-year pilot program. The recommended changes for Year Two will now open the program to students in all grades at the existing schools. An expansion to one additional high school and middle school with a feeder relationship from the shortlist is also recommended under a model where free passes are offered to FRPM-eligible students.
 - o **Rationale:** A free pass is appropriate for a planning area with high level of need. A pass is provided on Clipper for necessary data collection, program evaluation, and transit agency preference. The recommended extension of the program to all grades is based on the desire to increase participation in the program; participation in the grade-limited program was lower than in the free and universal programs, in spite of being free. School, family, and student

feedback and usage data indicate several causal factors: 11th and 12th graders are typically higher users of the program, and families with students in multiple grades prefer that their children travel together rather than via different modes. For example, the limitation on grades disallowed some families with students in both eligible and ineligible grades to have their children travel together to school. Addition of a means-based program is recommended for inclusion in Year Two at two schools in Hayward.

- o **Participating schools:**
 - Continued from Year One, expanding to all grade levels:
 - San Leandro High, San Leandro
 - John Muir Middle, San Leandro
 - Recommended for inclusion in Year Two for a free pass for FRPM – eligible students, pending full confirmation from the Hayward Unified School District:
 - Hayward High, Hayward
 - o 1,580 students (75% FRPM eligible)
 - o Transit access: served by 3 high-frequency AC Transit routes within ¼ mile, Hayward BART within a mile
 - Bret Harte Middle, Hayward
 - o 632 students (69% FRPM eligible)
 - o Transit access: served by 9 AC Transit routes, Hayward BART within one mile
 - o Participates in Safe Routes to Schools program

South County – Program will test a discounted model using two transit agencies in one area. Staff also recommends exploring with the school district the opportunity to implement a free pass program for FRPM-eligible students.

- **Format:** All students have access to a discounted transit pass which can be used on either AC Transit or Union City Transit. Low-income students can get pass for free while others get a discount, pending school district approval.
 - o **Changes:** In Year One, the program was limited to 8th through 10th graders and will be expanded to allow participation by all grades. The current discount will be increased to provide a lower up-front cost to students. Those students eligible for free and reduced price meals will now be eligible to receive passes for free, pending school district approval. Steps will be taken to simplify the administration of the program with two transit providers.
 - o **Rationale:** The pass medium will include Clipper and flash passes and will be designed to maximize ease of administration and student access to the program. The program will be extended to all grades based on findings that

the grade-limited program may be suppressing participation due to families having students in multiple grades (similar to Central County). The discount will be increased to further remove barriers to participation and students on the free and reduced price meal program will be eligible for the passes for free, pending approval from the school district. No additional schools are added at this time due to the size of currently participating schools and the potential cost implications of the recommended program changes.

- **Participating schools:**
 - Continued from Year One with changed parameters as described above:
 - James Logan High, Union City
 - Cesar Chavez Middle, Union City

East County – Program will test utilization of free and universal passes and the impact of an “eco-pass” payment model with the transit agency.

- **Format:** All students will have access to a free LAVTA/Wheels transit pass on Clipper.
 - **Changes:** The program will transition to an eco-pass model where all students are given transit passes for free and Alameda CTC will pay the transit agency a lump sum for enrollment of all students at the schools. Transit passes will now be available on Clipper rather than in flash pass format due to LAVTA's ability to provide institutional passes via Clipper for Year Two. The program will be expanded to the two additional schools on the shortlist that are in Livermore Valley Joint Unified School District.
 - **Rationale:** From a student perspective, this pilot is similar to the free and universal programs in North and Central County. From an agency-payment perspective, Alameda CTC will pay LAVTA a single bulk payment for each school, at a deeply discounted rate on a per pass basis. This creates a known and reliable income stream for the transit agency, provides Alameda CTC with a deep discount for each pass purchased, and allows all students to have access to a free transit pass. Changing from a flash pass to Clipper will also test whether the pass format influences the student participation/utilization level.
 - **Participating schools:**
 - Continuing from Year One with an eco-pass model:
 - Livermore High, Livermore
 - East Avenue Middle, Livermore
 - Recommended for inclusion in Year Two with an eco-pass model:
 - Del Valle Continuation High, Livermore
 - 132 students (52% FRPM eligible)

- Transit access: served by 2 LAVTA/Wheels routes
- Andrew N. Christensen Middle, Livermore
 - 615 students (20% FRPM eligible)
 - Transit access: 1 LAVTA/Wheels route)
 - Participates in Safe Routes to Schools program

Pilot Program Estimated Costs

The three-year Affordable Student Transit Pass Program has a maximum budget of \$15 million to cover all costs associated with the program, including all costs related to transit passes, administration, staffing, direct costs, education and outreach to schools, and student travel training. The estimated program costs over the three-year pilot program are as follows:

Activity	Estimated costs for three year pilot
Transit agency contract costs for purchase of student transit passes	\$13 million (87% of total costs)
Direct costs for transit pass purchase (cards only, not service), travel training, printing, educational materials, shipping	\$900,000 (6% of total costs)
Program establishment, operations, administration and evaluation (staff and consultant costs for three years)	\$1.1 million (7%) of total costs
Estimated Total	\$15 million

Future Program Expansion Opportunities

The intent of the initial pilot program included in the 2014 TEP was to implement and evaluate different models of affordable pass programs in different areas of the county to identify successful models that could be implemented more broadly after the initial three-year pilot period. During Year Two of the pilot program, staff will continue to research and evaluate the feasibility of the following types of programs, and if possible, assess if they can be added or expanded within the pilot program timeframe:

- **Eco-pass:** This type of program allows an institution to purchase unlimited ride passes on transit for its employees, residents, or students (in the case of many colleges) during specific time periods, guaranteeing funding to transit operators and offering transit access to all eligible pass recipients. These programs assume that while all eligible students, residents, or employees can receive and use a pass,

not all of them do, or that some participants use the passes much less frequently than others.

- An eco-pass program would eliminate the need for programs with means-based eligibility requirements since all students would receive the pass. If broad institutional participation in an eco-pass program is achieved, this type of program would “follow the child” rather than be based on participation in a pass program by a public vs. private school, as expressed by Commissioners at the February 2017 board meeting.
- We will be testing a LAVTA/Wheels eco-pass program this year and will gain a better understanding of the implications of the program during Year 2.
- AC Transit has an existing EasyPass program for use by colleges, businesses, and residential developments that could potentially serve as the basis for implementing a middle and/or high school eco-pass program.
- **Additional models for students eligible for free and reduced price meals:** Assess and evaluate additional school-based and countywide program models that allow students who qualify for free and reduced price meals to get a free transit pass.
- **Travel Training Expansion and Transit Use Evaluation:** Expand travel training to more middle schools to prepare students to use transit and to support parent/student comfort with riding transit. Periodically track and evaluate student usage of transit to assess and remove barriers to transit use and the costs associated with travel training activities. This could potentially become part of middle school Safe Routes to Schools programs, funding permitting.
- **Expand Funding:** Seek grant opportunities to expand the program and create a stronger link with the countywide Safe Routes to Schools program for middle and high school students that encourages green transportation (walking, biking and transit) to reduce congestion and emissions around school sites, particularly for morning and afternoon student drop-offs and pickups.

Next Steps

After Commission approval, Alameda CTC will work with the schools currently participating to incorporate any recommended changes and refine processes for greater efficiency and effectiveness for Year Two. Staff will also begin work with the new schools to integrate them into the program and address any unique needs of each school. Finally, staff will continue to work closely with each of our transit agencies to incorporate new schools and changed parameters for the pass products offered.

The expanded program at schools will be launched in August 2017. Leading up to Year Two of the Affordable STPP, actions will include but not be limited to:

- Finalize pass pricing and administrative costs with the transit operators

- Adjust financial agreements with applicable agencies if necessary
- Enter into MOUs with the new school sites to obtain necessary statistical information, establish any administrative costs, and establish payment mechanisms (applicable only for schools provided with discounted passes); adjust existing MOUs with current school sites if necessary
- Identify and train on-site school administrators at the new school sites
- Develop informational materials for students, including language translation, and distribute to all schools
- Print and distribute passes at all schools
- Gather baseline data at all school sites

Fiscal Impact: The full \$15 million for the Affordable Student Transit Pass Program has already been programmed by the Commission and any approved program expansions/modifications will be implemented within the approved overall program budget. Funds for Year 2 of the Pilot will be included in the FY17/18 budget.

Attachments

- A. Adopted Short List of Potential School Sites

Staff Contact

[Tess Lengyel](#), Deputy Executive Director of Planning and Policy

[Cathleen Sullivan](#), Principal Transportation Planner

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ATTACHMENT A – Shortlisted Schools Approved by the Commission, May 2016 (data updated February 2017)

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
1	North	Berkeley Unified	REALM Charter High*	Traditional	Charter	High	9 - 12	366	No	Yes	Yes	73%	9
2	North	Berkeley Unified	REALM Charter Middle*	Traditional	Charter	Middle	6 - 8	302	No	Yes	Yes	72%	9
3	North	Oakland Unified	Castlemont High*	Traditional	Non-charter	High	9 - 12	564	No	Yes	Yes	81%	8
4	North	Oakland Unified	Fremont High*	Traditional	Non-charter	High	9 - 12	773	No	Yes	Yes	84%	6
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	318	No	Yes	Yes	85%	6
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1,583	No	Yes	Yes	88%	20
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	511	No	Yes	Yes	96%	3
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	455	Yes	Yes	Yes	93%	9
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	484	No	Yes	Yes	79%	10
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	n/a	No	Yes	Yes	n/a	4
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	616	No	Yes	Yes	25%	19
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	94%	1
14	North	Oakland Unified	Frick Middle*	Traditional	Non-charter	Middle	6 - 8	204	No	Yes	Yes	94%	7
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	371	No	Yes	Yes	95%	6
16	Central	San Leandro Unified	San Leandro High*	Traditional	Non-charter	High	9 - 12	2,597	Yes	Yes	Yes	62%	5
17	Central	San Leandro Unified	John Muir Middle*	Traditional	Non-charter	Middle	6 - 8	969	Yes	Yes	Yes	69%	3
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	579	Yes	Yes	Yes	86%	5
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	632	Yes	Yes	Yes	69%	9
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1,580	No	Yes	Yes	75%	3
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	834	Yes	Yes	Yes	67%	4
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1,386	Yes	Yes	Yes	77%	2
23	South	New Haven Unified	Cesar Chavez Middle*	Traditional	Non-charter	Middle	6 - 8	1,284	Yes	Yes	Yes	55%	5
24	South	New Haven Unified	James Logan High*	Traditional	Non-charter	High	9 - 12	3,793	No	Yes	Yes	41%	16
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	935	No	Yes	Yes	49%	4
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1,767	No	Yes	Yes	42%	8
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	n/a	No	Yes	Yes	n/a	2

	Planning Area	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (2015-2016)	SR2S	Traditional/ Continuation School Day	Existing Bus Stop within 1/4 mile of School	Income Opportunity (percent of FRPM eligible students)	# of Bus Routes
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	2,093	Yes	Yes	Yes	22%	6
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	873	Yes	Yes	Yes	18%	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2,273	Yes	Yes	Yes	9%	2
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation	Non-charter	High	7 - 12	132	No	Yes	Yes	52%	2
32	East	Livermore Valley Joint Unified	East Avenue Middle*	Traditional	Non-charter	Middle	6 - 8	621	Yes	Yes	Yes	29%	2
33	East	Livermore Valley Joint Unified	Livermore High*	Traditional	Non-charter	High	9 - 12	2,059	No	Yes	Yes	20%	4
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	615	No	Yes	Yes	20%	1
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1,167	Yes	Yes	Yes	6%	5
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2,085	Yes	Yes	Yes	5%	4

*Schools in Year 1 Pilot Program

AGENDA

ITEM 9

STAFF REPORT

SUBJECT: LAVTA Comments on Draft Plan Bay Area 2040

FROM: Jennifer Yeamans, Senior Grants, Project Management & Contract Specialist

DATE: May 23, 2017

Action Requested

Provide direction to staff in submitting comments to the Metropolitan Transportation Commission and the Association of Bay Area Governments on the Draft Plan Bay Area 2040.

Background

In April 2017, the Metropolitan Transportation Commission released a draft of the nine-county Bay Area's long-range regional transportation plan (RTP), known as *Plan Bay Area 2040*, for public review and comment. The RTP is a federal and state requirement to guide regional decision-making with regards to prioritizing discretionary sources of federal, state, and regional transportation funding, and, under the requirements of SB 375, to identify a Sustainable Communities Strategy (SCS) for the region to ensure the RTP and SCS are consistent with the Regional Housing Needs Allocation (RHNA) process overseen by the Association of Bay Area Governments (ABAG), with a development pattern that promotes reductions in greenhouse gases based on emissions targets set for the region by the California Air Resources Board (CARB).

Plan Bay Area must project the region's long-term growth in terms of jobs and population and identify geographic areas sufficient to house that growth. Once the Bay Area's housing need is projected, a housing plan is developed to allocate voluntary housing unit targets to each local jurisdiction. To prioritize supportive multi-modal transportation investments, MTC uses a performance-based planning process to help ensure that the Plan achieves high returns on transportation policies and investments.

In developing the Final Preferred Scenario that constitutes the Draft Plan, MTC and ABAG enlisted a planning process consisting of:

- Soliciting input from county Congestion Management Agencies, local jurisdictions, and regional stakeholders regarding growth forecasts and needs assessments. For LAVTA, this included the Authority's long-term capital and operating funding needs through the FY2039-40 planning horizon.
- Development of regional goals and performance targets based on state requirements and regional policies, and development and analysis of three alternative scenarios to evaluate how they performed relative to the 13 regional performance targets MTC and ABAG established for the Plan.

- Identification of a draft and final “preferred scenario” and investment strategy to select the region’s preferred combination of investments and policies to support the Plan’s performance targets. The investment strategy totals \$303 billion across all modes, of which \$229 billion (76%) represents local and/or existing funding commitments and \$74 billion (24%) represents regional discretionary funding.

Attachment 1 provides additional details about the Draft Plan Bay Area 2040’s overall investment strategy, including major programmatic investments and capital improvements.

Discussion

The core of the Draft Plan Bay Area’s Investment Strategy is a “Fix It First” policy whereby 90 percent of the Plan’s investments focus on operating, maintaining, and modernizing the region’s existing transportation system. Importantly, the proposed investment strategy includes full funding for the region’s long-range transit operating needs for the first time in many years. The investment strategy also reduces the long-standing transit maintenance shortfall to \$15 billion, or about 9% of the total need, most of which is needed by BART and SFMTA to replace non-vehicle assets. Table 1 in Attachment 1 provides a detailed breakdown of regional investments proposed in the draft plan. A map showing major regional transit system improvements is shown in Figure 1 in Attachment 1, and local transit system improvements are shown in Figure 2.

Significant regional projects highlighted in the plan are listed in Table 2 of Attachment 1. These include major rail extension and modernization projects, including the Bay Area segment of the California High Speed Rail project and BART and Caltrain improvements, expansion of the region’s Express Lanes network, and new regional programs to foster innovation in mobility, including a new \$1 billion Bay Area Forward program to be managed by MTC. MTC’s Bay Area Forward program will focus on using technology to actively manage traffic demand to improve the speed, reliability, and person-throughput of roadways and transit services by supporting program elements such as connected and autonomous vehicle pilot projects (including strategic planning for system readiness and training for local agencies), shared-mobility pilots for first- and last-mile connections, and expanded park-and-ride/express bus facilities.

Staff proposes to frame LAVTA’s comments on the draft Plan’s proposed policies and investments in accordance with the five policy principles laid out in LAVTA’s 2017 Legislative Program, which the Board of Directors adopted in February 2017. These include:

1. Protect existing transportation funding sources.
2. Enhance future transportation funding investments.
3. Enhance operating conditions to support safety and performance goals.
4. Enhance public transit’s role in addressing climate change and air quality issues.
5. Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership.

In light of these policy principles, LAVTA staff proposes the Authority submit the following comments on the Draft Plan:

- LAVTA fully supports and applauds MTC and ABAG for including full operating funding for transit operators through FY2039-40 as part of its robust “Fix It First” funding strategy. Simply put, there is no way for the region to meet its current and future greenhouse gas reduction goals without fully funding the operational needs of our existing transit system at a pure minimum.
- MTC should ensure a “level playing field” in the administration of competitive regional programs such as Bay Area Forward for large and small transit operators alike. Many of the small and non-fixed-guideway operators have greater short-term flexibility to innovate and experiment, but often find ourselves at a disadvantage in terms of competing for discretionary funding sources against much larger agencies with far greater staffing resources; this has been increasingly the case for many small operators at the federal and state level. MTC should recognize the potential small operators have in the region to be laboratories of innovation and ensure some regional discretionary program funds for these purposes are accessible to small operators.
- The Plan’s growth forecasts indicate the Inland/Coastal/Delta subregion (where the Tri-Valley is located) will grow by nearly a quarter in terms of both housing and employment by 2040, which is around half the rate of growth of the Big Three Cities. In terms of household growth specifically, *the rate of growth in the Inland/Coastal/Delta subregion is forecast to be substantially similar to the Bayside subregion.* However, the distribution of major public transit investments in the Plan very clearly favors the Big Three Cities and Bayside regions, despite the fact that today, for example, the population of the Tri-Valley subregion is more than half the size of the city of Oakland, and larger than the city of Fremont, but has nowhere near the robust public transit network and connectivity that many the Big Three Cities and Bayside communities enjoy today. The Draft Plan should more fully acknowledge the differences in the present-day public transportation landscape in terms of their capacity to help all parts of the region grow sustainably and help meet the region’s and state’s long-range climate-protection goals.
- With the understanding that Plan Bay Area 2040 must meaningfully account for jobs-housing balance within the region, it is nevertheless vital to the region’s and state’s greenhouse gas reduction requirements to acknowledge the worsening reality of the regional in-commute, especially from the San Joaquin Valley, and the externalities these in-commuters create. Focusing on housing production within the region as a key component of the draft Plan’s Action Plan is a good first start, but as long as households and families desire relatively affordable single-family homes, commuters will continue to seek employment in the Bay Area while choosing to reside outside of the nine-county region. Express Lane improvements on Interstate 580 in Alameda County acknowledge this reality, but for a more sustainable, long-term strategy, this and future Plans should fully acknowledge the importance of inter-regional rail connections. One such connection in the Tri-Valley was identified in the 2007 Regional Rail Plan, which is currently being explored by the Altamont Regional Rail Working Group, of which LAVTA is a member. This project is highlighted on page 18 of the Draft Investment Strategy Report as the “BART to Livermore/ACE

Project,” and LAVTA and its inter-regional partners look forward to helping advance this project and its funding needs in future regional planning and programming efforts, as LAVTA anticipates playing a principal role in providing local transit connections to this vital inter-regional transit linkage.

Budget

There is no impact to the agency budget providing comments on the Draft Plan Bay Area 2040.

Recommendation

This item is informational only. Staff requests the Committee provide direction to staff on the proposed comments from LAVTA on the Draft Plan Bay Area 2040 prior to the comment deadline of June 1.

Attachments:

1. Key Draft Plan Bay Area 2040 Investments

Attachment 1. Key Draft Plan Bay Area 2040 Investments

Table 1. Draft Plan Bay Area 2040 Investment Strategy

Investment Strategy	Local/ Committed Funding* (\$ Billions)	Regional Discretionary Funding* (\$ Billions)	Plan Investment* (\$ Billions)
Operate + Maintain			
Transit Capital Preservation	\$ 11	\$21	\$ 32
Transit Operations	104	16	120
Highways, Local Streets, and Bridge Preservation	58	8	66
Operate + Maintain Subtotal	172	46	218
Modernize			
Transit Modernization and Efficiency	11	9	21
Roadway Performance	12	5	17
Support Focused Growth	7	4	11
Modernize Subtotal	30	19	50
Expand			
Transit Expansion	15	6	21
Roadway Expansion	9	1	10
Expand Subtotal	23	8	31
Debt Service and Cost Contingency	3	2	5
Total**	\$229	\$74	\$303

* In year-of-expenditure dollars.

** Values may not sum due to rounding.

Source: Metropolitan Transportation Commission

Table 2. Top 10 Plan Bay Area 2040 Investments

Rank	Project	Investment* (\$ Billions)
1	California High Speed Rail (Bay Area Segment)	\$8.5
2	Regional Express Lanes	6.0
3	BART to Silicon Valley (Phase 2)	5.5
4	BART Transbay Core Capacity Project + BART Metro Program	4.2
5	Caltrain Extension to Transbay Transit Center**	4.1
6	Caltrain Electrification (Phase 1)	2.4
7	Clipper	1.7
8	San Francisco Muni Fleet Expansion	1.3
9	Bay Area Forward	1.0
10	Treasure Island Mobility Management Program	1.0

* Investment values are costs within the Plan period and include operating expenses; shown in year-of-expenditure dollars.

** Does not include \$109 million already expended on the project.

Source: Metropolitan Transportation Commission

Figure 1. Draft Plan Bay Area 2040 Regional Transit System Improvements



Regional Transit System Improvements

BART Projects

- 1 BART Extension to Silicon Valley (Phase 1)
- 2 BART Extension to Silicon Valley (Phase 2)

Commuter Rail Projects

- 3 Caltrain Electrification
- 4 Caltrain Downtown Extension (4th & King to Transbay Transit Center)
- 5 eBART (Phase 1)
- 6 SMART Extension to Windsor
- 7 SMART Extension to Larkspur

High-Speed Rail Project

- 8 High-Speed Rail (Los Angeles/Anaheim to San Francisco)

Infill Stations & Major Bus Terminals

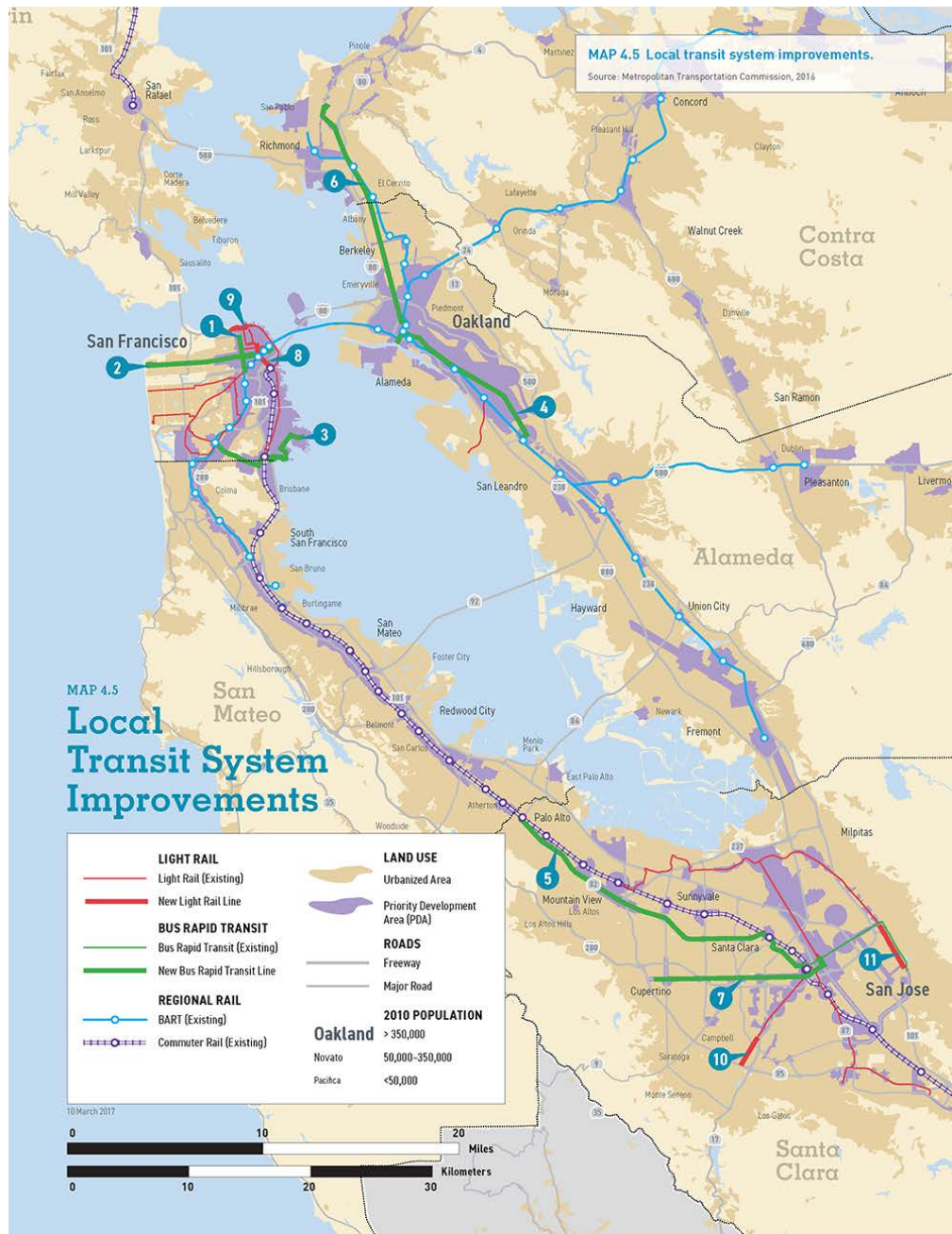
- 9 Transbay Transit Center
- 10 Irvington BART Station
- 11 Union City Commuter Rail Station
- 12 Hercules Commuter Rail Station
- 13 Fairfield/Vacaville Commuter Rail Station
- 14 Petaluma SMART Station

Ferry

- 15 New Ferry Routes: Treasure Island, Berkeley, Richmond and Hercules
- 16 New Ferry Terminals: Alameda Point and Mission Bay

* For clarity, only major expansion projects or operational improvements are depicted. Note that projects expected to be complete before July 2017 (Plan adoption date) are shown as part of the existing network.

Source: Metropolitan Transportation Commission

Figure 2. Draft Plan Bay Area 2040 Local Transit System Improvements.

Local Transit System Improvements*

Bus Rapid Transit (BRT) Projects

- 1 Van Ness BRT
- 2 Geary BRT
- 3 Geneva-Harney BRT
- 4 East Bay BRT
- 5 El Camino Real BRT
- 6 San Pablo BRT
- 7 Stevens Creek BRT

Light Rail (LRT) Projects

- 8 Central Subway (Chinatown to Caltrain)
- 9 Embarcadero Streetcar Extension
- 10 Vasona Light Rail Extension
- 11 Capitol Expressway Light Rail Extension

* For clarity, only major expansion projects or operational improvements are depicted. Note that projects expected to be complete before July 2017 (Plan adoption date) are shown as part of the existing network.

Source: Metropolitan Transportation Commission

AGENDA

ITEM 10

LAVTA COMMITTEE ITEMS - May 2017 - September 2017

Finance & Administration Committee

May

	Action	Info
Minutes	X	
Treasurers Report	X	
Budget - final	X	
Legal Contract	X	
Draft Plan Bay Area 2040 Comments		X

June

	Action	Info
Minutes	X	
Treasurers Report	X	
Annual Org Review	X	

July

	Action	Info
Minutes	X	
Treasurers Report	X	
*Typically July committee meetings are cancelled		

August

	Action	Info
Minutes	X	
Treasures Report	X	

September

	Action	Info
Minutes	X	
Treasurers Report	X	
Conflict of Interest - even numbered years	X	
FTA Funding Resolutions 5304 and 5310	X	
Financial Audit	X	