

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

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

DATE: Monday, March 27, 2017

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

TIME: 4:00p.m.

AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the Committee on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Members of the audience may address the Committee on items on the Agenda at the time the Chair calls for the particular Agenda item.
- Public comments should not exceed three (3) minutes.
- Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.

4. Minutes of the February 27, 2017 Meeting of the P&S Committee.

Recommendation: Approval

5. Individualized Marketing Project

Recommendation: None – Information Item

6. Potential Fall 2017 Schedule and Service Modifications

Recommendation: It is requested that the Projects & Services Committee review the proposed schedule and service modifications for Fall 2017 outlined in this staff report, and forward a recommendation to the Board of Directors to place these for

public review and comment.

7. Traffic Signal Priority Upgrade

Recommendation: None –Information Only

8. Executive Director’s Report

Recommendation: None –Information Only

9. Preview of Upcoming P&S Committee Agenda Items

10. Matters Initiated by Committee Members

11. Next Meeting Date is Scheduled for: April 24, 2017

12. 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.

<u>/s/ Jennifer Suda</u>	<u>3/23/17</u>
<u>LAVTA Administrative Services Department</u>	<u>Date</u>

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

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PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
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SCOTT HAGGERTY – CHAIR	KARLA BROWN
DAVID HAUBERT – VICE CHAIR	STEVEN SPEDOWFSKI

DATE: Monday, February 27, 2017

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

TIME: 4:00p.m.

MINUTES

1. Call to Order and Pledge of Allegiance

Committee Vice Chair David Haubert called the meeting to order at 4:00 pm.

2. Roll Call of Members

Members Present

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

Members Absent

Scott Haggerty, Supervisor, Alameda County

3. Meeting Open to Public

Robert S. Allen

Robert Allen addressed the Projects & Services Committee regarding ABLE commute. Mr. Allen provided the Committee an email and proposed bus route. The BART Board on February 9th deferred enlarging the parking structure in Dublin, due to considering lower cost alternatives. He is urging LAVTA to support ABLE Commute - an express M-F route connecting the LAVTA's Administration building, Airway Park-and-Ride, and Livermore Airport with every BART train from early AM through the evening commute hour. Mr. Allen sent his request to LAVTA's Executive Director Michael Tree and Alameda County Transportation Commission.

Vin Pohray

Mr. Pohray addressed the Projects & Services Committee regarding his complaint about service at Pleasanton Middle School (agenda item 7), including the bell timing and the bus schedule. He provided suggestions about how to provide better service to PMS by reducing the wait times.

4. Minutes of the January 23, 2017 Meeting of the P&S Committee.

Approved: Brown/Spedowfski

Aye: Haubert, Spedowfski, Brown

No: None

Abstain: None

Absent: Haggerty

5. FY 2017 2nd Quarter Report – Operations

Staff provided information on the 2nd Quarter FY2017 (October – December) Operation statistics. Discussed was the fixed route, paratransit, and operational performance metrics. LAVTA had a 6.6% decrease of ridership in the second quarter. Ridership trends at the individual route level were mixed, but also mostly followed the overall downward trend of the quarter: Post-COA implementation, the main exception was the realigned Route 30/R. On-time performance increased slightly to 80.9%. Paratransit decreased by 5% for passengers and decreased 10% for number of trips, but On-Time Performance increased to 97%. LAVTA's fixed route contractor recorded six accidents in the 2nd quarter, two were determined preventable, and four deemed non-preventable. No accidents resulted in major damage, six with minor or no damage, and one fixed route accidents resulted in bodily injury. Notably, as of January 28th, fixed route operators had completed 100 days without a preventable accident. In the 2nd quarter there were two paratransit accident/incidents. Complaints were increased in the 2nd quarter and is related to the COA service changes an operational issues. Paratransit valid complaints decreased from this quarter last year.

This was informational only.

6. On-Time Performance Update

Staff provided an update to the Project and Services Committee on On-Time Performance (OTP). In May 2016 LAVTA's Short Range Transit Plan was adopted by the Board of Directors. The OTP goal was established at 85% which is a realistic and achievable metric. In August 2016 the System-wide OTP was 79-80%. From September 2016 through January 2017 the majority of routes have seen increases since the Comprehensive Operational Analysis changes were introduced in August. Route 10R had a schedule adjustment in January 2017 and Route 14 will have adjustments implemented in the summer to assist with OTP. LAVTA is also adjusting schedules for BART ridership, due to late BART trains in the afternoons. Analysis conducted by LAVTA staff shows that when Route 10R holds at BART in the afternoon it reduces the route's OTP by 2-5%, and it can drag

down the system-wide OTP by 1%. LAVTA is looking at a working policy for bus departures ten minutes after the BART train's scheduled arrival. BART has a scheduled adjustment planned later this year and at that time LAVTA will reassess adjustments to the Wheels bus schedules for proper connectivity.

This was informational only.

7. Pleasanton Middle School Service

Staff provided information to the Project and Services on Pleasanton Middle School Service. In November 2016, LAVTA staff received a complaint regarding the timing of Pleasanton Middle School Route 601 with the bell – in particular, the timing on non-recurring early-out days. Staff provided the complaint, LAVTA's response, and next steps to the Project and Services Committee. LAVTA tries to accommodate non-reoccurring early out days, but cannot guarantee accommodations due to resource constraints. Route 601 and 602 are interlined and any potential change will need to be studied and the public needs to weigh in before changes can be implemented. Staff is considering modifications to route 601 and 602 as a part of the regular fall service change process. Comments will be solicited from student riders during the open comment and public review period in April. The scheduled approval from the Board for fall 2017 route changes would be in May, for implementation in August.

Vice Mayor Steven Spedowfski suggested a subscription school tripper routes similar to Danville and San Ramon's program. LAVTA is unable to do a subscription route, due to Federal school bus regulations. Vice Mayor Steven Spedowfski stated that a subscription service could be tried on a Tri-Valley basis or join Danville and San Ramon's service.

This was informational only.

8. Management Action Plan

Executive Director Michael Tree included a Management Action Plan for the Project and Services Committee to review. Staff briefly highlighted the open house for LAVTA's service changes next Tuesday in Dublin, Christy Wegener rode in an autonomous shuttle, paratransit assessment study was kicked off in January, and fare changes will be brought to the Project and Services Committee next month.

Councilmember Karla Brown asked if LAVTA has ridership utilizing the Go Dublin phone application. Staff said that riders are using the Uber, Lyft, and DeSoto Cab program in Dublin, but LAVTA has not received any invoices. LAVTA is expecting the first invoices to come in early March.

This was informational only.

9. Preview of Upcoming P&S Committee Agenda Items

10. Matters Initiated by Committee Members

Vice Mayor Steven Spedowfski mentioned the BART meeting that delayed the parking structure by three months to study the Toy's-R-Us and Oracle parking options.

Vice Mayor Steven Spedowfski stated that Livermore Council approved a five or ten million dollar tax credit for Gillig. Gillig will be opening either this month or late March.

Vice Mayor Steven Spedowfski provided information on the Historic Train Depot and that the City of Livermore approved the move on a vote of 5-0.

11. Next Meeting Date is Scheduled for: March 27, 2017

12. Adjourn

Meeting adjourned at 4:58pm.

AGENDA

ITEM 5

STAFF REPORT

SUBJECT: Individualized Marketing Project

FROM: Tony McCaulay, Marketing Manager

DATE: March 27, 2017

Action Requested

None – Information Only

Background

In October 2016, the Board authorized the award of a contract to Steer Davies Gleave to conduct an Individualized Marketing program along the Santa Rita/Owens Drive corridor in FY 2017. Similar programs in other areas have shown that individualized marketing has the potential to generate more riders who continue to choose transit options for a longer duration than more traditional marketing outreach efforts.

The planning phase of the project has been completed and implementation has recently begun. The purpose of this Staff Report is to update the Board on efforts to date and upcoming activities.

Discussion

Since contract award, Steer Davies Gleave has focused on the development of collateral materials and survey instruments as well as the hiring and training of the travel ambassadors who will work individually with residents along the corridor. Concurrently, Wheels staff have been making improvements to passenger amenities along the Rapid Route 10R to improve the customer experience for existing and new riders.

Next Steps

The door-to-door outreach to the 6,000 homes in the corridor started on March 23 and will continue through mid-May. The first step in the process is an interview/conversation with the resident regarding transportation issues and opportunities in and around the area. The resident is also interviewed regarding their use of various modes of transport, including walking, bicycling, transit and driving. Awareness of the 10R bus route is also a part of the initial survey.

Based on the responses received, the ambassador team will then assemble individualized travel kits. The contents may include specialized travel options maps, new collateral materials describing the benefits of the Rapid service and the Transit App, fare information,

pre-loaded Clipper Cards and other unique promotional items. These kits will then be delivered directly to the door of the resident. Residents will also be encouraged to participate in a follow up survey to measure the impact and effectiveness of the effort. The goal of the Santa Rita/Owens Drive individualized marketing program is to generate an additional 30,000 transit trips per year in the corridor.

Following the completion of the follow up survey, staff will report the findings to the Board as part of the recommendation regarding phase two of the project along Dublin Boulevard.

Budget

The budget for this phase of the Individualized Marketing program is \$130,000. The program is funded through an MTC Transit Performance Initiative grant.

Recommendation

None – Information Only

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: Potential Fall 2017 Schedule and Service Modifications

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

DATE: March 27, 2017

Action Requested

Review the proposed schedule and service modifications for Fall 2017, and forward a recommendation to the Board of Directors to place these for public review and comment.

Background

The Comprehensive Operational Analysis (COA) study for the Wheels fixed-route service was completed last spring. The LAVTA Board of Directors subsequently adopted most of the recommendations from the study, which were in turn implemented in August 2016.

The COA-related changes were extensive, and affected both the route structure and overall geographical coverage of the Wheels service. The COA consultant work also included one-time deliverables of bus schedules and other operational support documents, which also became part of the service changes.

Following the August changes, the agency has received continual input from riders and other stakeholders as to what seems to be working with the restructured service and what is not. Staff believes that the new route structure still needs to mature a bit more before conclusive post-implementation assessments are made – however, much of the customer feedback pertains to issues about connectivity, and some of those could be addressed within a shorter time frame.

Customer comments have been received online, via telephone, and at an open house held at the Dublin Library on March 7, and are attached in summary form.

In addition to those, a few logistical issues have emerged that could be addressed short-term as well, particularly pertaining to supplemental (school-oriented) routes, as well as modifications to Route 14 that are a follow-up to the changes to Route 1 that the Board of Directors approved at their February meeting.

Transfer Connectivity

Customer comments received by Staff have indicated that Wheels riders place high value on connectivity. Routes need to not only intersect or converge at logical and convenient transfer points – the schedules themselves need to be coordinated in a way that allows transfers that aren't excessively time consuming but at the same time provide a sufficient window for passengers to make the transfer reliably.

Although transfers between Wheels buses may be made at any route intersecting point, the main transfer activity occurs at the hubs of the East Dublin/Pleasanton BART station and the Livermore Transit Center. The BART station in particular offers both the biggest opportunities as well as challenges when it comes to the accommodation of timely transfers, which involve those from bus to bus, bus to train, and train to bus.

Customer feedback indicates that the schedules that were implemented in August are not working satisfactorily with regard to transfers. Areas of particular concern are:

- Not enough time to catch a bus after exiting BART, particularly during peak times when there are late-arriving BART Trains
- Lack of schedule coordination at the Transit Center
- Challenges with transfers between Wheels routes, especially on weekends when the service frequency is lower

Staff is planning to develop revised schedules that could be implemented this coming fall, which will to address the issues above to the extent that would be possible without adding substantial resources or severely disrupt other aspects of the service. Specifically planned to be addressed are:

- Widening the bus layover window at BART and pushing out departures by two minutes
- Conform more, or all, schedules to a departure bank that is coordinated with train departures and arrivals for BART's Dublin/Pleasanton – Daly City line
- Improve schedule coordination at the Transit Center between the #10R trunk line and the local Livermore routes

Route- and Logistical Modifications

For the reasons indicated above, any recommended route modifications this year will be limited. Staff is looking at accommodating a request to slightly extend Route 2, adjustments to Route 14 relating to the additional resources required for the recently-approved Route 1 extension to the new East County Hall of Justice (routes 1 and 14 were linked as part of the Fall 2016 changes), a safety-driven modification to the supplemental routes that serve Dublin High School, removing a neighborhood which has no ridership from the Foothill High School supplemental service, and removing redundancy in the service to Fallon Middle School.

Route 14 Civic Center Loop Modification and Route Frequency Adjustment. Stemming from the COA study, this route became a Livermore – Pleasanton v.v. trunk line in Fall 2016. The core portion operates between the Livermore Transit Center and the East Dublin/Pleasanton BART station, while loop extensions on either end continue toward Santa Rita Jail (as Route 1) and the Livermore Civic Center, respectively.

The Board of Directors recently approved an extension of Route 1 to the new East County Hall of Justice in Dublin, which will be implemented following the opening of the new facility this coming summer. This extension will require a dedicated bus, and the current linking (interlining) between Route 1 and Route 14 will no longer be necessary. The new setup, however, effectively dedicates a bus to Route 1 that had previously partially supported the cycle for Route 14, and at least a part of those resources (hours) need to be reduced from Route 14. In addition, the #14 has continued to have on-time performance issues with an OTP of about 60%, which any revised setup should address as well. Staff is proposing two simultaneous ways to accomplish these goals in a way that does not cause an unacceptable service degradation on the route:

- Reduce the alignment, or reduce potentially redundant sequencing of areas served
- Reduce or rearrange trips and frequencies

Alignment: Currently, the route arrives from Pleasanton into Livermore by going into the Transit Center, then serving a loop to the Civic Center area, and then returning back to the Transit Center before beginning its trip back toward Pleasanton. In order to save trip (cycle) time and maintain coverage at the same time, Staff is proposing that Route 14 no longer has a local appendix that double-dips into the Transit Center but instead operates the Civic Center portion as part of its trunk trips to and from Pleasanton. With this, the before-and-after sequence of main areas served would be as follows:

>> BEFORE: Pleasanton – Livermore Transit Center – Livermore Civic Center – Livermore Transit Center – Pleasanton

>> AFTER: Pleasanton – Livermore Civic Center – Transit Center – Livermore Civic Center – Pleasanton

A map containing an inset of the Livermore portion of Route 14 as it would look like if this change were implemented is shown in the attachment.

Frequency: The current weekday service frequency of Route 14 is 30 minutes during the AM and PM commute hours of 6AM to 9AM and 3PM to 6PM, and 60 minutes at other times. With an alignment adjustment such as the one outlined above, and with the Route 1 bus no longer available to lend part of its cycle time to Route 14, the best average frequency on #14 could be accomplished by providing an alternating 30/45-minute frequency during the AM and PM commute hours, and an alternating 45/60-minute frequency at other times. (These correspond to preserving denominators of the 15-minute BART frequency). A draft schedule created by Staff to test this approach shows that the total number of daily roundtrips on the route would only decrease from 23 to 21 with this setup.

The annual reduction from this item alone would amount to 1,250 vehicle revenue hours. If the #14 change above is implemented in conjunction with the previously-approved modification of #1, the net increase compared to current service is estimated at approximately 700 revenue hours, which would be within the amount of 800 hours that was estimated with the Route 1 change approval last month.

Due to the approved extension of Route 1 only affecting the weekday schedule, frequency modifications to Route 14 are not proposed for weekend service at this point, which would continue to interline with Route 1 and operate unchanged on an all-day hourly frequency during Saturdays, Sundays, and select holidays. However, for consistency, the alignment modification is proposed to apply for all days of service.

Dublin High School PM Boarding Area. Supplemental (school tripper) service is provided to Dublin High School by way of Wheels routes 501 thru 504. Routes 501, 502, and 504 currently drop off passengers in front of the school in the morning at the bus stop on northbound Village Parkway; in the afternoon, these routes are reversed and pick up on the opposite side of the school, in the southbound direction of Village Parkway.

As residential developments have continued in east Dublin and the Wheels supplemental route ridership to/from Dublin High has increased, staff of LAVTA's Operations contractor have indicated that the PM loadings have begun to present problems with students crowding the narrow sidewalk on southbound Village Parkway and spilling out on the street as they gather to board. Consultations with the Operations staff have yielded a proposed solution that would switch the AM/PM directions of the three affected routes in the school vicinity such that they would discharge on southbound Village Parkway (opposite of the school) in the morning, and load on northbound Village Parkway (in front of the school) in the afternoon, without creating an undue increase in travel times, as follows:

Route 501: Instead of operating on the southern portion of Village Parkway and on Dublin Boulevard, the route would express to/from the school via I-580 and I-680, entering and exiting the school vicinity via Alcosta Boulevard.

Route 502: Instead of operating on the southern portion of Village Parkway and on Amador Valley Boulevard, the route would travel to/from the school via Stagecoach Road and Alcosta Boulevard.

Route 504: Instead of operating on the southern portion of Village Parkway, the route would travel between the school and Dublin Boulevard via Alcosta Boulevard and I-680.

Maps depicting the proposed 500s revisions are attached.

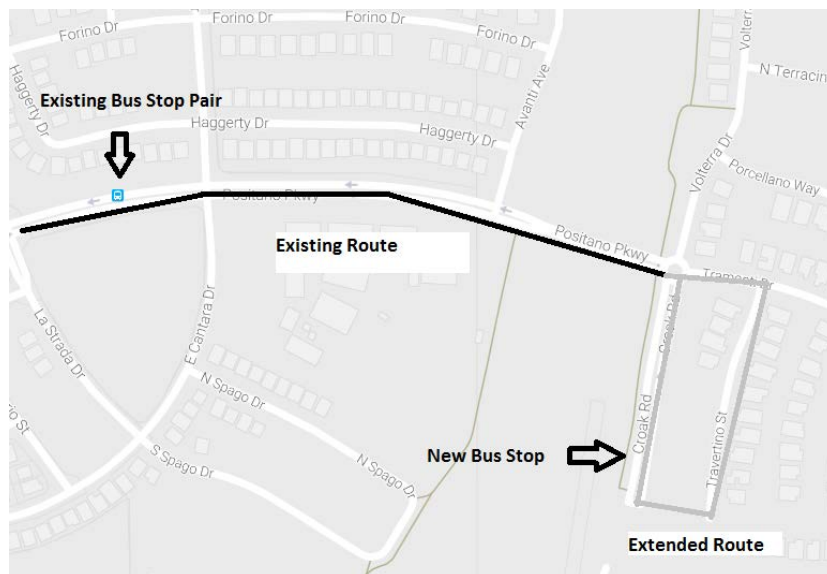
Discontinuation of supplemental Route 505. Wheels Route 505 is a school tripper connecting several east Dublin subdivisions with Fallon Middle School. It began service in August 2016, and was intended as a replacement for Route 2, which had been marked for discontinuation in the COA study. As #2 was ultimately preserved, and the #505 coverage

areas and travel times are effectively identical to those of Route 2, the #505 is superfluous to #2.

Staff is proposing discontinuation of Route 505 as a standalone service, and to instead adjust the Route 2 schedule, if necessary, to accommodate the main bell at Fallon Middle School.

Wheels Routes 2 and 501 extension to Croak Road. Route 2 connects residential areas of east Dublin with the East Dublin/Pleasanton BART station, while Route 501 is a supplemental route to/from Dublin High School. The farthest eastern bus stop pair for both routes at current is on Positano Parkway near the Valentano Drive intersection, beyond which buses turn around at the Croak Road roundabout without picking up or dropping off until reaching back at Valentano Drive.

The City of Dublin has long-term plans to connect Croak Road with Central Parkway to the south, which will open up further routing opportunities in the area without requiring substantial backtracking. In the meantime, there is an unused bus stop pair (turnouts) on the open piece of Croak Road, just north of Terracina Drive. Requests have been received from the adjacent subdivision to the east to extend service there due to the distance to the existing bus stop pair at Positano / Valentano. In order to serve the Croak Road bus stop pair prior to the road's extension, it would be necessary for buses to use a short segment of residential streets, primarily Travertino Street, to get there. The following inset illustrates the potential additional routing and the bus stop pair on Croak Road.



If an extension is favored by the Committee, Staff will work with the City of Dublin to notify the Travertino Street residences of the proposed routing and provide them with an opportunity to comment on it.

Wheels Route 602 - Discontinuation of Parkside Loop. Route 602 is a supplemental service connecting three primary neighborhoods – Valley Trails, Parkside, and Del Prado Park - with Foothill High School. In the morning, one bus serves all three subdivisions, while in the afternoon two buses operate as follows:

- Bus #1: Valley Trails + Del Prado Park
- Bus #2: Parkside + Del Prado Park

After completing its route, one of the two PM buses converts (interlines) into Route 601 upon reaching Pleasanton Middle School, and continues toward Ruby Hill. Due to the sequencing of bell times at Foothill and Pleasanton Middle, the wait time for Pleasanton Middle students is about 10-15 minutes longer than the typical bell timing for the Wheels supplemental routes.

Following a parent complaint in regard to the student wait times at Pleasanton Middle, Staff has studied the current ridership loads and patterns in order to try and determine whether a solution could be found for their students that would not have an adverse impact on travel times for the Foothill High students, while at the same time maintaining balanced loads on the two PM buses in order to avoid an overflow problem. Although neighborhoods tend to be cyclical in terms of their student population, Route 602 currently has no boarding or alighting activity on its Parkside Drive loop, so Staff is proposing for the Parkside loop to be discontinued.

As such, the AM service would continue to be operated by a single bus, which would serve Del Prado Park and Valley Trails, but not Parkside. The PM service would continue to be operated by two buses but with the following subdivision split:

- Bus #1: Valley Trails
- Bus #2: Del Prado Park

A map depicting what coverage would look like with the proposed change is attached.

It is anticipated that this would enable the bus that is interlined to #601 to be scheduled to arrive for its pickup at Pleasanton Middle School 5 minutes earlier than currently.

The following table summarizes the proposed schedule and service modifications for Fall 2017.

Fall 2017 Proposed Service Adjustments	
Route	Measure
Multiple	Multiple schedule revisions to improve transfer connectivity at hubs
1	Extend service to new East County Courthouse **previously approved**
2	Extend service to Croak Road
14	Change the sequencing of service areas in downtown Livermore
14	Adjust weekday frequencies from 30/60 peak/base to 30-45/45-60 peak/base
501	Adjust circulation pattern around Dublin High School
501	Extend service to Croak Road
502	Adjust circulation pattern around Dublin High School
504	Adjust circulation pattern around Dublin High School
505	Discontinuation of route as standalone service
602	Discontinuation of service to Parkside Drive

Budget

The COA changes were about 4,100 annualized revenue hours under the budgeted amount of approximately 125,800 hours in order to maintain a contingency of hours that could be applied later on toward fixing issues that might be expected to arise from such a major change in service and schedules. Of the 4,100 hours, about 1,500 have been used prior to this point to address ongoing issues (such as adding resources to Route 10 to improve OTP), and the proposed changes above to Routes 1 and 14 would add approximately 600 hours to this amount. With that, the fixed-route service would continue to operate slightly below budget after Fall 2017, at about 123,800 hours on an annualized basis.

Next Steps

At the April meeting, Staff will ask the Board of Directors to formally place the proposed schedule and service modifications for public review and comment. Based on additional input received, the proposals will be modified if/as applicable, and recommendations be brought to the April P&S Committee, followed by a request for Board approval at their May meeting. The target implementation date for the revisions is in conjunction with school-starts in mid-August 2017.

Recommendation

It is requested that the Projects & Services Committee review the proposed schedule and service modifications for Fall 2017 outlined in this staff report, and forward a recommendation to the Board of Directors to place these for public review and comment.

Attachments:

1. Summary of public comments
2. Maps of proposed alignment modifications for Wheels routes 14, 501, 502, 504, and 602

CUSTOMER / COMMUNITY COMMENTS & SUGGESTIONS - FALL 2017 SIGNUP		
Date	Comment	Requester
5/9/2016	Concern about #15 revision away from Enos Way	T Rossow
5/24/2016	Would like #610 routed to serve apartments on Owens Drive	R Ambrosiewicz
6/16/2016	Would like #8 extended to mobile homes on Vineyard Avenue, near Valley Avenue	M Conning
6/30/2016	Would like #14 a.m. service to start a little earlier for traveling from Hacienda area apartments to Bart	K Shah
7/7/2016	Would like #14 a.m. service to start a little earlier for traveling from Hacienda area apartments to Bart	K Sagi
7/15/2016	Would like an additional five minutes before the p.m. school trippers depart Dublin High	T Ficarra
7/18/2016	Would like service extended to Hopyard Road south of Valley Avenue	W Veit
7/25/2016	Would like service restored to the Dougherty Road corridor	Elisabeth
7/26/2016	Would like #14 a.m. service to start a little earlier for traveling from Hacienda area apartments to Bart	R Mohan
7/26/2016	Would like to keep #3 bus service	V Galvan
7/27/2016	Wants the tripper to pick up 5 min earlier in the p.m. at Fallon Middle	G Valentina
7/29/2016	Concerned about removal of service on Airway Boulevard near the mobile homes	G Betz
8/1/2016	Would like service restored to Johnson Drive	J Alvarez
8/2/2016	Would like to keep #3 bus service	M Radu
8/8/2016	Would like to keep service on Airway Boulevard	O Martinez
8/10/2016	Unhappy with the downgrade of service levels to the Stoneridge Mall area	H Kumaraguru
8/10/2016	Would like better late-evening frequencies on #10 for pax arriving by Bart	I Ceja
8/11/2016	Would like earlier start-of-service on weekends for #30 and better-timed connections during the same timeframe	T Shiek
8/12/2016	Upset about the removal of #403 service to Granada	Sheryl
8/15/2016	Would like higher frequencies for #30 on weekends (west Dublin area)	S Wheeler
8/16/2016	Would like to see service-start on #10 be restored to approximately 4:10a	A Lopez
8/16/2016	Concerned about removal of service to Granada area	Anonymous
8/16/2016	Would like direct connection restored between Outlets and east Dublin Blvd; also needs a later p.m. departure from Outlets	L Mack
8/16/2016	Would like to see later evening service on #14	J Reyes
8/16/2016	Pax is a paratransit client but would like to see #3 fixed-route service retained on Stagecoach Road	T Bringhurst

8/16/2016	Would like #3 to run on a 30-minute frequency throughout the day	Maria
8/16/2016	Finds it unacceptable that the #30 and #70 have been removed from the Stoneridge Mall area	J Henry
8/17/2016	Likes the new #580, and would like its frequency to be increased to 15 min, as demand allows	S Wilson
8/18/2016	Would like to see direct service between Amador High and Las Positas College	Anonymous
8/19/2016	Would like to have a #30 eastbound departure that connects to 6:42a Ace train at the Transit Center	L Stanley
8/19/2016	Would like to have #30 go to Stoneridge Mall, or have #3 run more frequently	Sarah
8/20/2016	Would like to see #11 continue south of Vasco Ace and connect with #30 at East / Vasco	Anonymous
8/22/2016	Has kids at both Granada and Mendenhall, and is concerned about the discontinuation of #403	D Beesley
8/22/2016	Unhappy about connection mismatch between #2 and #3	O Prinz
8/22/2016	States that the removal of #30 from the Stoneridge Mall area makes in more difficult to connect and trip-chain when going to/from Kaiser on Springdale Avenue	P Mann
8/22/2016	Would like to have a #30 eastbound departure that connects to 6:42a Ace train at the Transit Center	Laura
8/23/2016	Frustrated with delays on #30	L Cabot
8/23/2016	States that the changeover has made things less convenient and buses slower; particularly concerned with major delays on #30 in the p.m.	A Tetreault
8/24/2016	Upset about the disconnection of Hacienda from #70, and about delays on #14	K Wells
8/24/2016	Disappointed with the removal of school trippers in Livermore	V Monge
8/24/2016	States that they made location decision based on the presence of #401, and are unhappy about its removal	K McCutcheon
8/25/2016	Would like to have Amador High shown as a timepoint in the #10 schedule	Anonymous
8/29/2016	Would like to have a #30 departure that connects to 6:42a Ace train at the Transit Center	Scott
8/29/2016	Would like #15 to have a tailored departure time for the p.m. bell at LHS	P Postolaki
8/30/2016	Would like service to the west part of Dublin and better bus connections at the Bart station	Anonymous
8/31/2016	Would like to be able to use #53 for travel between west Pleasanton Bart and Koll Center Parkway	B Glen
8/31/2016	Liked the way the prior #14 ran; thinks it is confusing to have two directions of the route at the Transit Center	Michael
9/1/2016	Would like better schedule coordination to facilitate transfers between #10 and #30 at/near the Transit Center	Tim
9/1/2016	Would like #30 to serve Airway Blvd	M Calladine

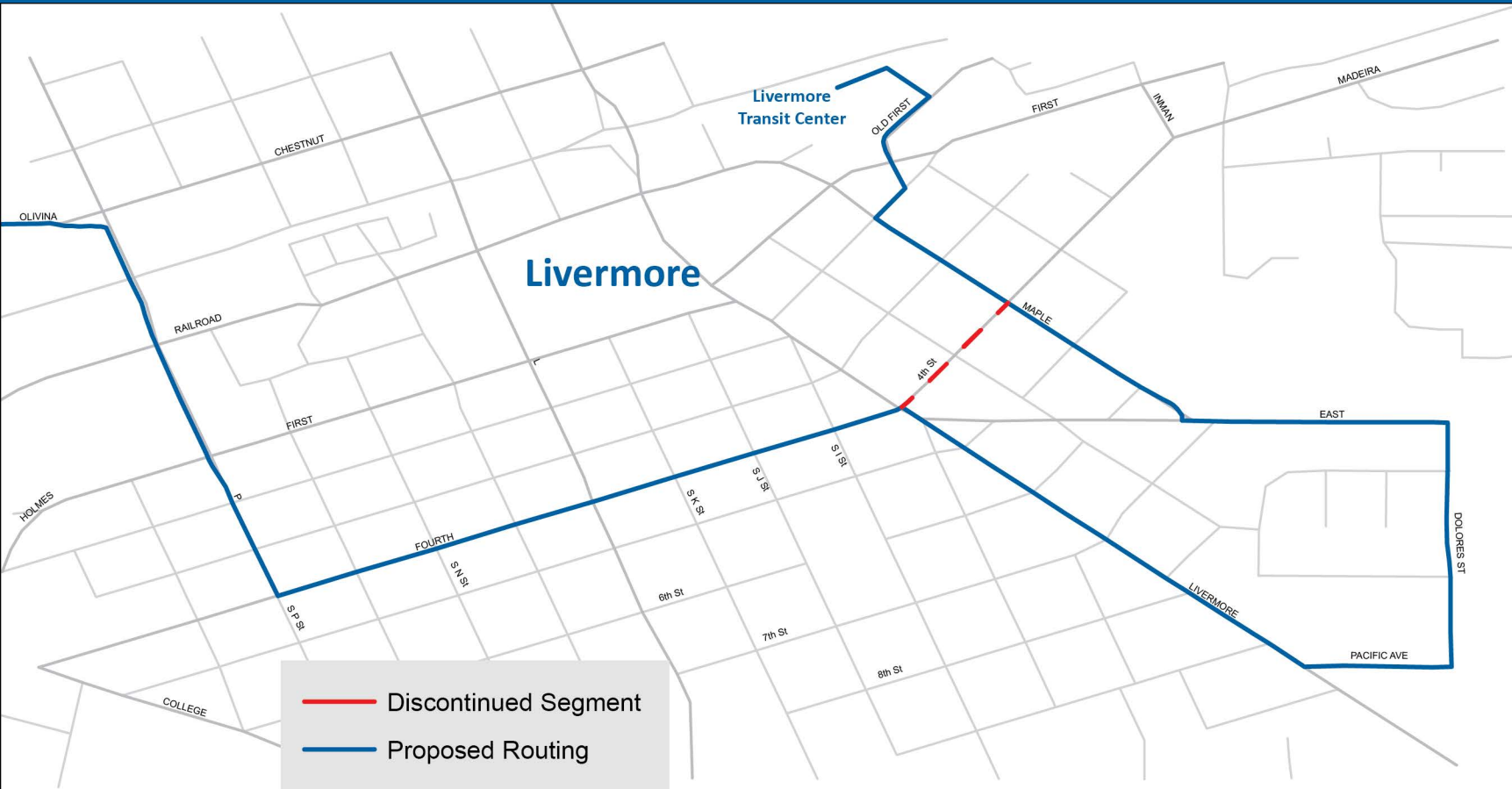
9/2/2016	Would like better eastbound schedule coordination to facilitate transfers between #3 and #10 on weekends	R Thomas
9/2/2016	Would like direct connection restored between downtown (west) Dublin and Stoneridge Mall / Kaiser	L Kan
9/6/2016	Unhappy that the only option for travel to Bart from Stanley / Murrieta is #10, short of backtracking to the Transit Center	J Rzaca
9/6/2016	Dislikes the #30 alignment and that the buses don't go into the Transit Center for connection to other routes (disabled)	P Miller
9/6/2016	States that the new configuration and schedule for #14 doesn't work as well for her daughter attending Del Valle school	L Norton
9/6/2016	Unhappy with the changes to #14; would like 30-min frequency throughout the day and eliminate the Library stop	M Justice
9/7/2016	States that the 8:54a westbound bus at Dublin/Keegan is always late (Ops confirmed school traffic issue upstream in Livermore)	Vashi
9/8/2016	States that 1) #30 buses don't connect well with other routes' schedules; 2) The #14 should run more frequently and later into the evening; 3) is unhappy about the disconnect between Dublin and the Rosewood area in Pleasanton; 4) can no longer travel directly between east Dublin and the Outlets; 5) buses don't connect well with the Bart schedule. Would like to see 15-30 min frequencies systemwide.	L Mack
9/9/2016	Lives on East Avenue, and states that she now has to take two buses to go anywhere; also would like #14 to run more frequently	Lourdes
9/17/2016	States that it is impossible to connect from #30 to #14 Civic Ctr loop	M Justice
9/21/2016	Would like to have #14 service restored on Rincon Avenue	C Rouzer
9/26/2016	Would like to have better weekend frequencies on Dublin Blvd	A Miller
9/26/2016	Would like to see better timing of connections at/near the Transit Center, especially on evenings and weekends	J McCorkle
9/26/2016	Would like #20 thru-service restored between the Vasco Ace area and Bart	B Bondili
9/27/2016	Would like #10 schedule adjusted to accommodate consistently late Bart train arrivals at E Dublin, especially around the 6-7p timeframe	S Bhayani
10/2/2016	States that the removal of #3 from Dublin has stranded pax traveling between Stagecoach Road and Bart, the Mall, and other shopping centers	P Guha
10/4/2016	Would like to have a 7a departure for #20 at Bart	M Mosallaei

10/4/2016	Would like to have #30 serve the stop at the Livermore Gardens complex on East Ave	C Condo
10/6/2016	Needs to travel between East Ave and the Kaiser at Stoneridge, and feels the journey is cumbersome	P Mann
10/7/2016	Would like service restored to Rose Pavilion	H Lopez
10/10/2016	States that it has become more difficult to travel between East Ave and the retail on the west side of town since the change; also dislikes route #30 no longer serving stops in downtown Dublin west of Golden Gate Dr/Amador Pz	E Uber
10/24/2016	Would like #14 to accommodate p.m. bell at LHS	K Kukan
10/24/2016	Would like service frequency on #3 increased to 15 min	M Rodrigues
10/25/2016	Would like #580 to start by 4:55a, and to run every 15 min in the p.m. peak	F Sneddon
10/26/2016	Would like new service between the Arroyo Road / College Ave area and Bart / Ace	D Clark
10/26/2016	Would like #20 to depart Bart a few minutes later to accommodate late train connections	J Henrikson
10/28/2016	Would like service to/from the Airway Blvd PnR	C Balen
10/31/2016	Would like service restoration to the Ravenswood Park area	J Oscherwitz
10/31/2016	Would like the #30 to continue west on Dublin Blvd and on to Stoneridge Mall	Olga
11/2/2016	Would like #8 service restored to the Pleasanton Civic Center and Library	Anonymous
11/9/2016	Would like the previous #14 to be restored to serve the Pine and Rincon Ave areas	C Rouzer
11/14/2016	Would like #15 to accommodate Ace train arrivals at the Transit Center	Vasundra
11/15/2016	Would like #3 service restored to connect the Amador Lakes area with Bart and Stoneridge Mall	Praval
12/6/2016	Would like service between Danville and the office park around Stoneridge Mall	J Fritz
12/7/2016	Would like the direct connection restored between (east) Dublin and Stoneridge Mall	W Wong
12/9/2016	Would like the p.m. #601 departure at PMS scheduled closer to the bell time; and would like faster tripper service between Amador Valley High School and Ruby Hill than currently provided via #611	V Pohray
12/19/2016	Would like #14 to run more frequently during the mid day	Anonymous
12/20/2016	Recruiter for Ellie Mae would like #9 service restored from Bart to Rosewood Commons	Anonymous
12/22/2016	States that local travel on #15 takes too long, as route runs only in one direction in Springtown; would also like to see considered a direct service from Springtown to Bart	H Meier
12/23/2016	Would like the #3 and #30 to run more frequently on weekends, and to have better transfer timings	Lisa

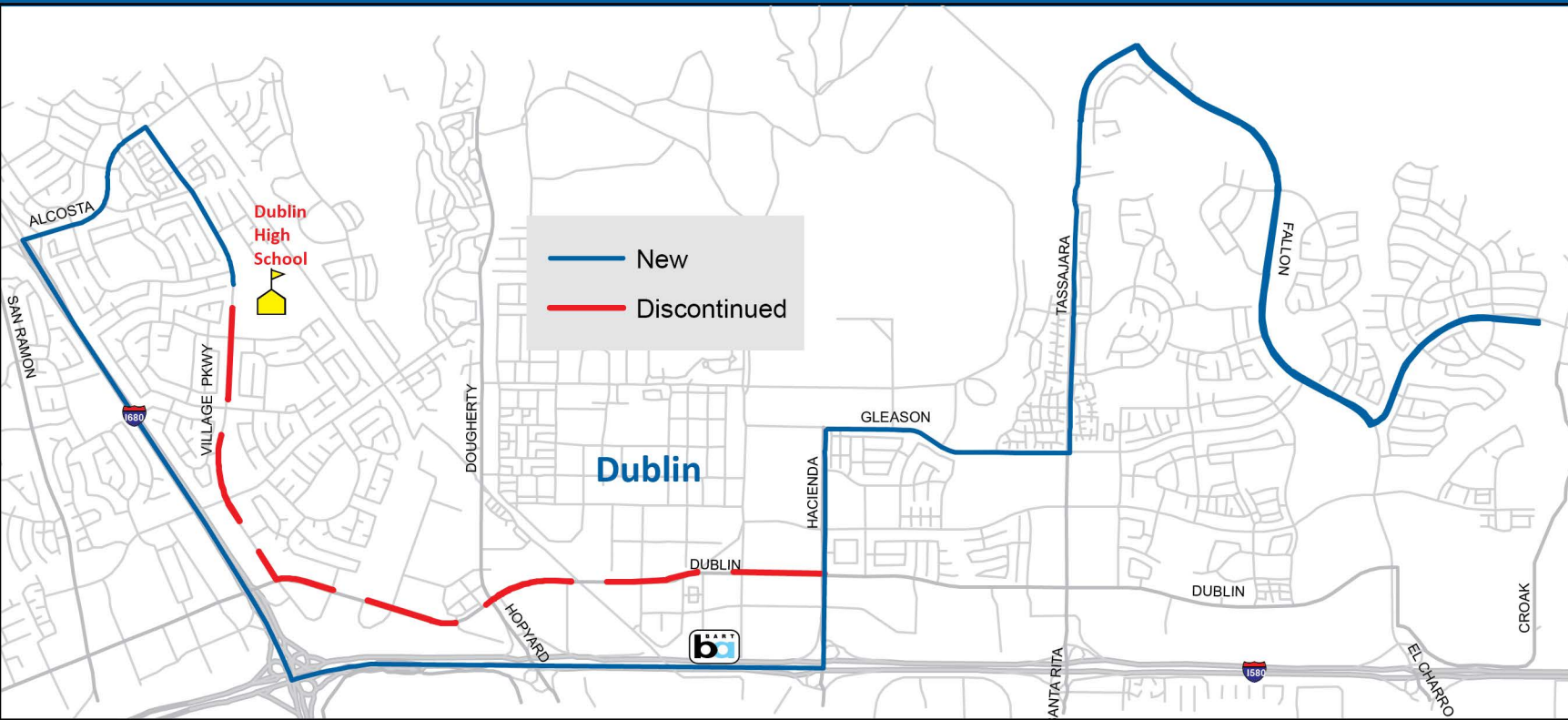
1/3/2017	Would like #54 to use local streets on its "return" trips to enable a faster local commute to Ace	Anonymous
1/5/2017	Would like to see extended service span on #580	S Sidana
1/11/2017	Would like #580 to not have intermediate stops and connect better at Bart	J Larson
1/19/2017	Would like to have service between E Dublin Bart and Wells Middle School	M Bohdanyk
1/26/2017	Would like a link or better connection between #1 and #8	R Comito
1/27/2017	Would like #1 departures from E Dublin Bart pushed out a bit to accommodate connections from trains	M Patel
2/1/2017	Would like #11 to run every 30 minutes	C Diaz
2/6/2017	Would like #30 schedule to be revised to hold for 6:40a Ace train at the Transit Center	S van der Ploeg
2/7/2017	Would like #501 to be extended to Croak Road	V Thai
2/14/2017	Would like to have a bus stop for #30 at the Portola/Isabel area	R Guruju
2/15/2017	Would like to see the bus stop at East/Research be reinstated for #30	D Ellis
2/24/2017	Would like service between Schäfer Ranch and W Dublin Bart	K Wang
2/26/2017	Would like weekend service on Village Parkway, and better weekend scheduled connections between #10 and #30	Anonymous
3/7/2017	Feels that even with the GoDublin discount, the ride-hailing service is too expensive to use regularly, and would like fixed-route service that comes closer to the Sorrento subdivision in east Dublin	R Gupta
3/7/2017	Would like service restored to/from LAVTA offices; keep bus stop in front of Livermore Library and run service until 11:15p; and to bring back #18 / #403 (Granada Woods)	E Waltz
3/8/2017	Keep the I-680 Express (#70X) going	T Bell
3/15/2017	Would like to see service restored to Case Avenue on #8	S Jarrow
3/15/2017	Would like the direct service on #14 to the Livermore Library to continue	A Asplund
3/22/2017	Would like #14 service to Livermore Library to continue, at least during off-peak hours	T May
3/22/2017	Would like adjustment to the #10 schedule to meet up with 8:07a Ace train	Ruth

Route 14 Modification

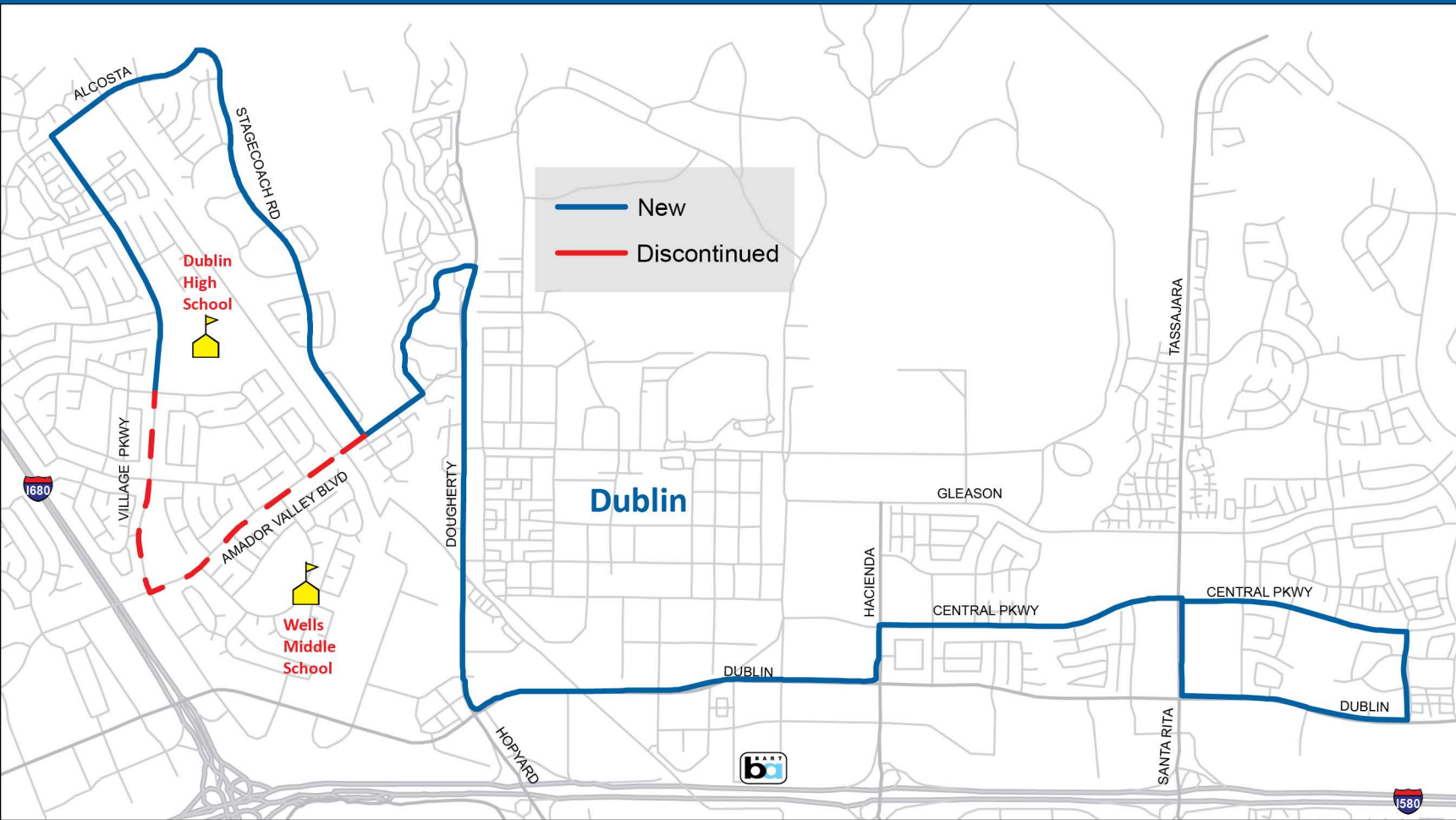
Attachment 2



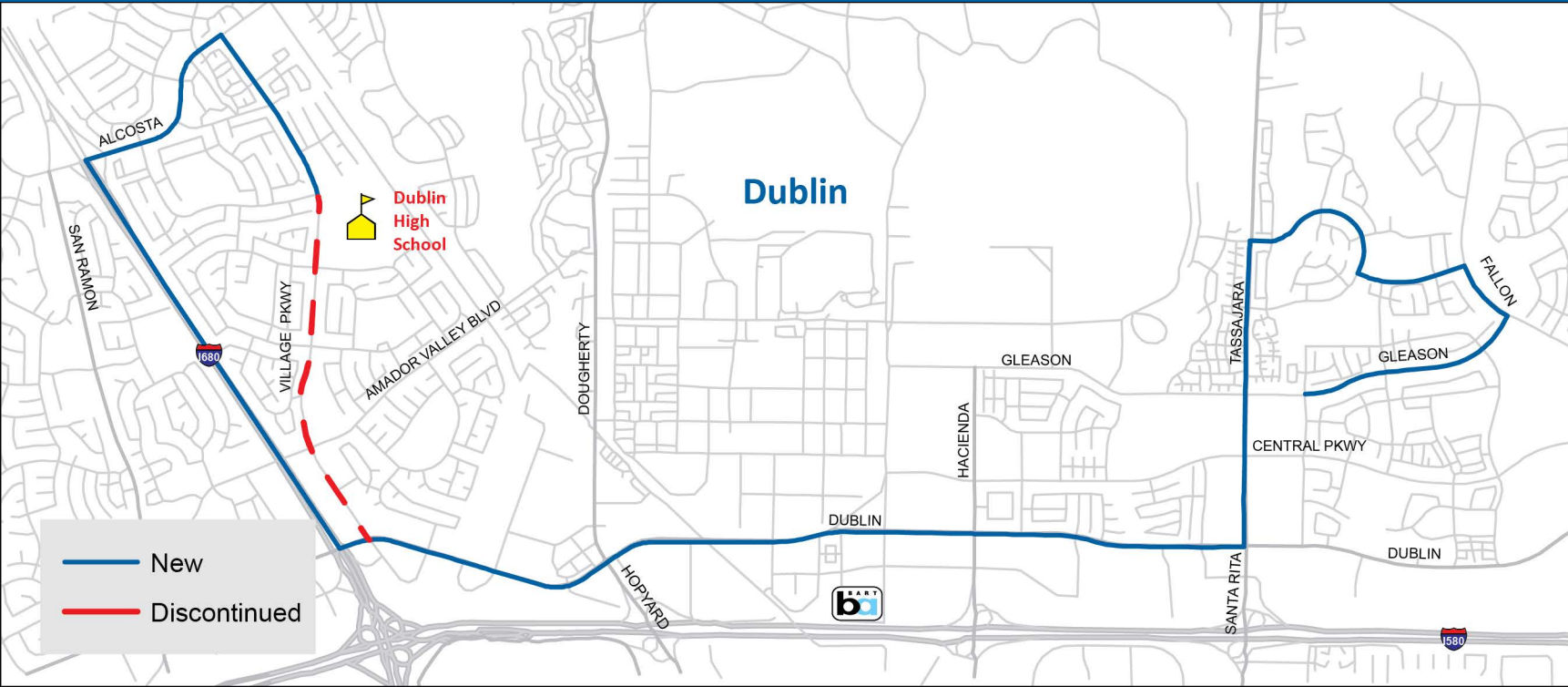
Route 501 Modification



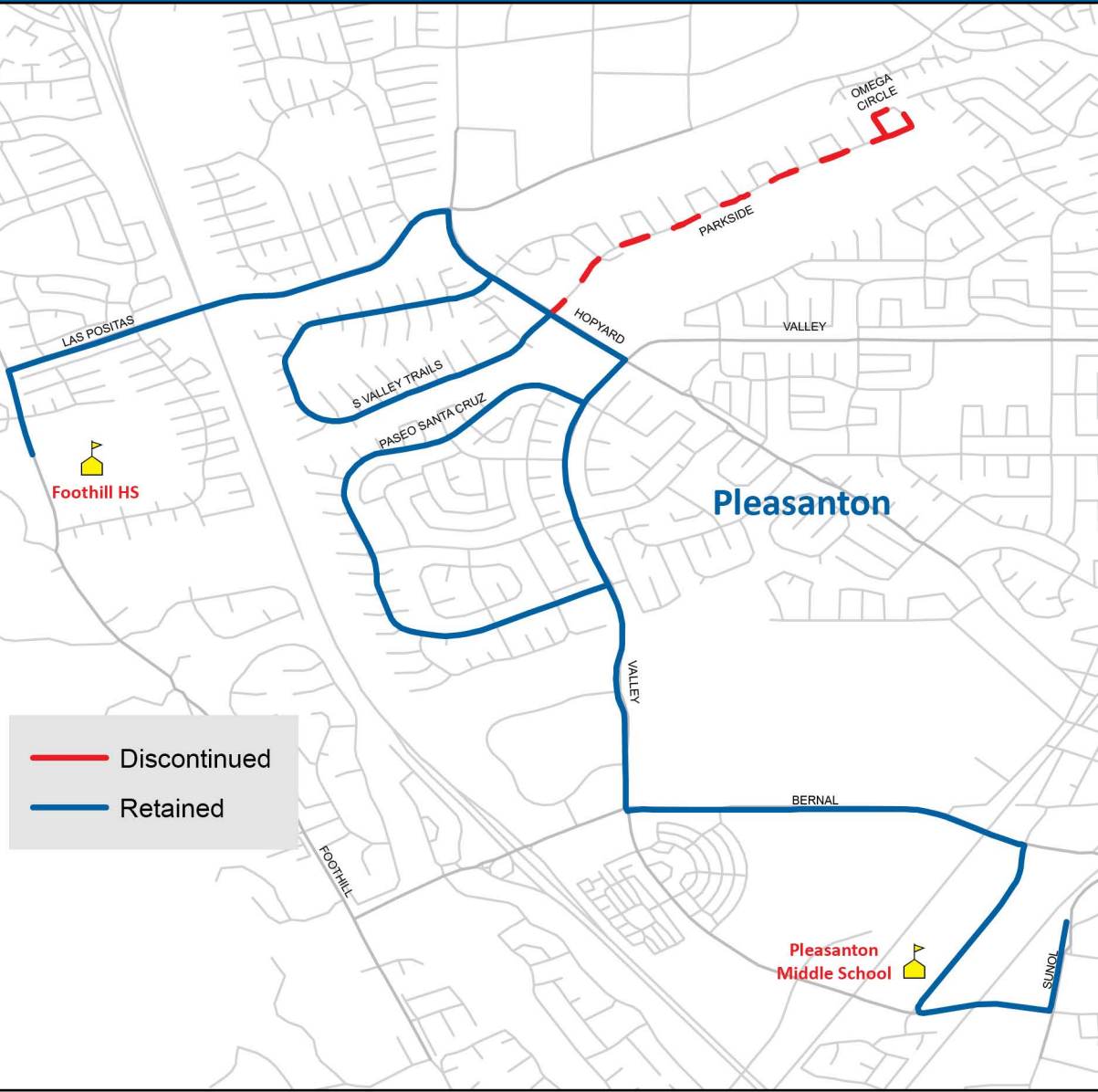
Route 502 Modification



Route 504 Modification



Route 602 Modification



AGENDA

ITEM 7

STAFF REPORT

SUBJECT: Traffic Signal Priority Upgrade

FROM: Christy Wegener, Director of Planning and Operations

DATE: March 27, 2017

Action Requested

None – Information Only

Background

This is a briefing of a project to upgrade the Transit Signal Priority to GPS-enabled technology.

Discussion

As a part of the 2011 Rapid plan and deployment, Transit Signal Priority (TSP) was introduced into the Wheels bus network along the Rapid corridor in Livermore, Pleasanton, and Dublin. The TSP technology implemented as a part of the Rapid deployment utilized infrared (IR) optical technology from Global Traffic Technology (GTT) Opticom, which interfaced with the Emergency Vehicle Priority (EVP) sensors/emitters utilized by the Tri-Valley cities for emergency vehicles. TSP software was also installed by the Tri-Valley city traffic engineers.

The TSP implemented for the Rapid deployment allowed buses to extend green lights or shorten red lights when approaching the signals. A buffer of 8-10 minutes was put in place to prevent bus-bunching. Because of the near-side placement of certain bus stops, a provision was implemented to cancel the TSP “call” to the signal when the bus door is open, preventing unnecessary signal timing changes when passengers are boarding or alighting the vehicle. Included in the TSP plan were two queue jump lanes for the Rapid line, one located at westbound Stanley and Murrieta, and one located at westbound Dublin and Dougherty. Queue jump signals allow the bus to receive a special bus-only signal and travel through the intersection ahead of the queue of cars.

Reports from the TSP software indicate that the system appears to be working as calls are made and granted; however, no reports are available to indicate whether the bus actually makes it through the intersection when extended greens or shortened reds are granted. Accordingly, it is hard to determine what impact TSP has on the overall travel time of the buses.

Since the Rapid project was implemented in 2011, the TSP technology commercially available has improved both with accuracy of bus-to-intersection controller signals, but also reports. The newest TSP products are embedded with GPS-technology that offers improved functionality; additionally, the newest models have improved software that only turns the GPS “on” when the buses run late, but keep the TSP “off” when the buses are on-time or bunching. The new technology is installed in parallel to the optical IR technology utilized for EVP. The newest technology removes the need for buffer in-between TSP calls, can more accurately measure the travel time improvement of the buses, and provides more accurate queue jump signals. Transit properties that have implemented the GPS-based technology typically see an improvement in operations immediately. Both San Francisco Muni and AC Transit have recently upgraded their TSP systems.

When the Rapid line (Route 30R) was realigned in August 2016, and when the old Route 10 became “Rapidized,” an opportunity arose to revisit the TSP plan. The new 10R has TSP throughout Livermore, but there is no TSP along Santa Rita Road, which is a key corridor that has been identified for increased ridership. Staff has reached out to the City of Pleasanton staff to discuss implementing TSP on Santa Rita Road, and staff was amenable to piloting the technology at three intersections on Santa Rita Road (Mohr, Valley, and Stoneridge).

Staff is proposing to upgrade the entire TSP network in the Tri-Valley to a GPS-based system, and staff has identified a local funding source that would fund the system-wide upgrade.

Budget Considerations

The Strategic Expenditure Plan (SEP) for the Tri-Valley Transportation Council (TVTC) includes a project (Project A-11, Attachment 1) to implement, enhance, and expand “Rapid” BRT service throughout the Tri-Valley. Project A-11 describes enhancements such as upgraded bus shelters, turn-outs/bulb-outs, off-vehicle fare collection, as well as enhanced TSP as elements eligible for funding. Total available funding is \$1.1 million. Funding a TSP upgrade would be well within the scope of the project.

Next Steps

Staff has reached out to Kimley-Horn, LAVTA’s on-call engineering firm, to discuss the project. Staff expects to request funding from TVTC in early FY2018 to fund the upgrade. Staff will return to the Committee in early 2018 with a recommendation for a contract award.

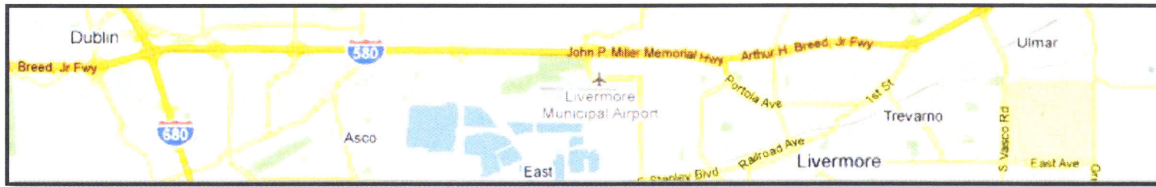
Recommendation

None – Information only

Attachments

1 – TVTC SEP Project A-11

A-11. EXPRESS BUS/BUS RAPID TRANSIT (BRT) – PHASE 2



TVTC PROJECT SPONSOR

City of Dublin

LEAD AGENCY

Livermore Amador Valley Transit Authority (LAVTA)

OTHER INVOLVED PARTIES

City of Livermore, City of Pleasanton

PROJECT DESCRIPTION *(UPDATED FALL 2015)*

Project A-11 is Phase 2 of the Express Bus/BRT, which consists of two phases. The express bus route associated with Phase 1 of the project has been operating since January 2011.

Phase 2 includes upgrades to and expansion of the initial Rapid Project, as well as some project refinements, updates, and maintenance/replacement of original project elements and equipment based on evaluation of the existing components and conditions at the time of funding. The transit system priorities include the following elements:

- A technologically advanced transit system
- A multi-modal transportation system that supports the local economy
- Prioritized regional transfers and connections
- Reliability and efficiency that maximizes value to taxpayers and the community

Phase 2 will consist of five key potential elements (based upon conditions at time of funding):

1. **Advanced Technology** – Design and installation of advanced technologies and road features allowing rapid transit to operate quickly and efficiently, and help to mitigate delay in dwell times, boardings, and travel times. Some of the advanced technologies and road features that LAVTA is considering for Phase 2 are: transit signal priority, enhanced stations, queue jumps, environmentally friendly coaches and advanced onboard technology, advanced fare collection systems, level boarding, dedicated travel lanes, and better integrated park and ride facilities and transit centers. Element 1 is currently budgeted at \$2 Million.
2. **North/South Express Bus/Rapid Service** – In keeping with the Alameda Countywide Transit Plan, and in order to provide a strong foundation for LAVTA's System, I-680 service expansion, North/South Express Bus/BRT service, and other Express/Rapid service options, will be explored and considered. Element 2 is currently budgeted at \$6.5 Million.
3. **Dublin Extension** – Continued study and planning will be done on how best to integrate the planned extension of Dublin Boulevard and the planned Livermore BART Extension into LAVTA's Express Bus/BRT service. Element 3 is currently budgeted at \$6.5 Million.

4. **Pleasanton Alignment** – Complete “Rapidization,” of the Livermore to Pleasanton alignment will be evaluated, with advanced technology and improved service elements planned for the south side of I-580, and possible connection to the existing Rapid service. Element 4 is currently budgeted at \$1.5 Million.
5. **Park and Ride Lots** – In working with local cities and Alameda County, LAVTA will consider improved park and ride elements to support bus, biking, and walking access in the Tri-Valley, and to improve the accessibility of transportation alternatives that would ease congestion on I-580. These options might include: construction of new lots, smart signage, improved bicycle storage, increased pedestrian accessibility and safety, enhanced multi-modal elements on coaches, and increased or revised bus service to rail stations and regional transit connections. Element 5 is currently budgeted at \$2 Million.

STATUS

Phase 1 is fully completed and operational, as of January 2011.

Phase 2 is in the research, design, and planning stage. In August 2016, LAVTA realigned the Express Bus/BRT Route (Route 30R) to serve Las Positas College, and transformed existing Route 10 into an Express Bus/BRT (Route 10R) operating through Pleasanton to BART. The transformation of Route 10 into Route 10R was the first step in implementation of the Phase 2 Pleasanton Alignment. LAVTA intends to implement additional items from Phase 2 (Advanced Technology) to both Routes 10R and 30R in 2017, which includes upgrading the traffic signal priority onboard the buses and at key intersections along both Rapid routes.

PHASING AND SCHEDULE

Costs for Phase 2 have been updated to reflect current pricing for the project elements listed above. Phase 2 Scope of work, schedule, and full funding parameters are not known at this time.

COST ESTIMATE AND FUNDING SOURCES

Phase 2:	
Cost (Millions, 2015)	\$18.50
Funding (Millions, 2015)	
TVTDF	\$1.14
Total Funding (Millions, 2015)	\$1.14
Total Funding Shortfall (Millions, 2015)	\$17.36

AGENDA

ITEM 8

EXECUTIVE DIRECTOR'S REPORT

March 2017

1. Analysis of the Fixed Route System

Staff had anticipated giving the P&S Committee an update on the performance of the fixed route changes since the system wide redesign in August of 2016. However, with the extensive rain in January and February the latest ridership and other statistical trends are irregular. March is setting itself up to be a more regular month in regard to weather and staff anticipates the true trends will manifest themselves for an April review by the committee.

2. Rebranding of Wheels

With the new Marketing Manager in place (Tony McCaulay), staff has once again resumed the rebranding project. Staff anticipates bringing to the P&S a recommendation on the naming, logo, and bus design for Wheels in April.



3. Route 14

Route 14 has been operating under 60% on-time since the route changes were implemented in August. Measures have been put in place to address the late trips during peak times at BART; however, problems still exist. As the Board is aware, Route 14 is interlined with Route 1 at BART leading to spillover delays between the routes. During peak times, Route 1 is “unhooked” from Route 14 which helps the spillover delays on the western side of the route. However, there are also issues on the east side of Route 14, as well as during off-peak times.

The route currently operates as two distinct patterns: the primary pattern is between BART and the Transit Center; the secondary pattern is called the “Civic Center Loop” and operates between the Transit Center and the Livermore Civic Center complex. The Civic Center loop operates from the Transit Center, to S. Livermore Ave, to the Livermore Library turnaround stop, then back to Pacific Ave to the Transit Center. There is minimal ridership at the Livermore Library stop (approximately 10 boardings per day).

After discussion with Board Chair Spedowfski and Board Member Coomber, both representing Livermore, staff is implementing a change on April 1st which will eliminate service to the library turnaround stop. The bus will still continue to operate to the Civic Center stop on Pacific, which is a 5-minute walk to the Library. This change will allow the bus to save 3-5 minutes of run time, and allow it to arrive at the Transit Center on-time, and start its next westbound trip to BART on time.

4. Shared Autonomous Vehicle Project

Staff currently is working with legal on an MOU with Contra Costa Transit Authority for the shared autonomous vehicle project in the City of Dublin. Additionally, staff and the City of Dublin are working with Assemblymember Baker on AB 1444, which will provide the authority to operate and test the driverless shuttle in Dublin.

Attachments

1. Management Action Plan w/Updates

FY2017 Goals, Strategies and Projects

Last Updated – March 20, 2017

MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Provide routes and services to meet current and future demand for timely/reliable transit service**
2. Increase accessibility to community, services, senior centers, medical facilities and jobs
- 3. Optimize existing routes/services to increase productivity and response to MTC projects and studies**
- 4. Improve connectivity with regional transit systems and participate in BART to Livermore project**
5. Explore innovative fare policies and pricing options
6. Provide routes and services to promote mode shift from personal car to public transit

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Long Range Transit Plan (Agency's 30 Year Plan)	<ul style="list-style-type: none"> • Receive draft Long Range Plan from Nelson/Nygaard • Present final draft to Board • Approval 	DP	Projects/ Services	Sept 2017 Oct 2017 Nov 2017	→ ACTC Park & Ride study delayed until April. Need the study to move forward with LAVTA Long Range Plan. Also, creating scope of work for planning of SAVs into Wheels system, which will be an important component of the Long Range Plan.	
Follow-up Changes to COA Implementation	<ul style="list-style-type: none"> • Review ridership, passenger comments and on-time performance on a daily/weekly basis to determine issues that need to be resolved. 	DP	Projects/ Services	Jun 2017	→ Straightened out Route 14 in downtown Livermore, rescheduled 502 for improved OTP, added a run into the Livermore Labs on 30R to get workers into lab before 7am. Improved 10R schedule Jan 14 th to improve OTP. Changes to 1 & 14 schedules in June to significantly improve their OTP.	X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Comprehensive Paratransit Assessment	<ul style="list-style-type: none"> Award of Contract Public Outreach #1 Public Outreach #2 Approval of Recommendations 	DP	Projects/ Services	Nov 2016 Apr 2017 Sept 2017 Jan 2018	→ RFP advertised. Interviews held in October. MOU on partnership ratified by the Board in January. City awarded contract. Kick-off meeting held in February. Currently undergoing data collection. <u>Expect stakeholder meetings in April/May and public meetings shortly thereafter.</u>	X
Fare Study	<ul style="list-style-type: none"> Draft Fare Study Public Hearing Board Approval Implementation of Fare Changes 	DP	Projects/ Services	Apr 2017 May 2017 Jun 2017 July 2017	→ Draft Fare Study complete. Expect F&A to review in March.	X
Signalization Improvements And Three Queue Jumps On Dublin Blvd	<ul style="list-style-type: none"> Award contract for signal control Award contract for queue jump Finish project 	DP	Projects/ Services	Jul 2016 Mar 2017 Jun 2017	→ Board awarded contract for signal control upgrade in July. <u>Board awarded contract for additional signal control capabilities and queue jump project in March. Expect project completion in June.</u>	X X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Go Dublin Discount Program	<ul style="list-style-type: none"> • Get clearance from FTA • Sign Agreements with providers • Implement 	ED	Projects/ Services	Nov 2016 Dec 2016 Dec 2016	→ Participation Agreements signed. Uber, Lyft and DeSoto have activated the promo code. Project area is the city limits of Dublin and two BART stations. Fare is LAVTA will cover 50% of cost of ride, up to \$5. Webpage is completed and soft start initiated. Marketing began in February.	X X X
<p>Goal: Marketing and Public Awareness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Continue to build the Wheels brand image, identity and value for customers 2. Improve the public image and awareness of Wheels 3. Increase two-way communication between Wheels and its customers 4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system 5. Promote Wheels to New Businesses and residents 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Website V2.0 Upgrades	<ul style="list-style-type: none"> • Speed up website • Revise homepage for quicker access to commuter info 	MKT MGR	Projects/ Services	Mar 2017 Apr 2017	→ Planetaria continuing to work on website to get page loading down to 2 seconds. Currently at 6-8 seconds. Commuter page being developed by SDG.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
V2.0 of Timetables and Schedules With Route Changes	<ul style="list-style-type: none"> Create second version of timetables and route changes to implement new rebranding and fix route issues from COA implementation 	MKT MGR	Projects/ Services	Jan 2017 Jun 2017	→This project broken into two phases. Phase I changes to timetables with January service changes and Phase II upon rebranding completion. Phase I completed. Brochures/street inserts installed.	X
Phone App	<ul style="list-style-type: none"> Advertise RFP/Contract Award Introduce Phone App to public 	DP	Projects/ Services	Jun 2017 Dec 2017	→ Scope of Work being revised to take into account Park & Ride Study, SAV project and Go Dublin.	
Wi-Fi Project	<ul style="list-style-type: none"> Install Wi-Fi on Rapid and Express buses Introduce Wi-Fi to the public through media 	DP	Projects/ Services	Oct 2016 Feb 2017	→ Wi-Fi installed and working on all Rapid and Express buses. Awaiting a sponsor to introduce formally to the public.	X
Wayfinding at BART Stations	<ul style="list-style-type: none"> Plan new wayfinding signage Install signage 	MKT MGR	Projects/ Services	Nov 2016 Jan 2017	→New wayfinding signs installed by BART in December. BART picked up cost of signs.	X X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
LAVTA Rebranding Project	<ul style="list-style-type: none"> • Surveying and Focus Groups • Draft naming of services to Board • Approval final naming and rebranding 	MKT MGR	Projects/ Services	Jun 2016 Aug 2016 Sept 2017	→ Community survey done. Focus groups done. Additional community survey on narrow list of names done. P&S Committee and Board discussed. Marketing Manager to bring new concept name/logo for consideration to April P&S Committee meeting.	X X
Individualized Marketing	<ul style="list-style-type: none"> • Award Contract • Development of collateral • Public Outreach Campaign • Review of results 	MKT MGR	Projects/ Services	Oct 2016 Mar 2017 Aug 2017 Oct 2017	→ SDG awarded contract. Kick-off meeting held to discuss project and partners. Meetings held with partners in Pleasanton. Collateral developed. Visits to neighborhoods beginning last week of March.	X X
580X	<ul style="list-style-type: none"> • Direct Mailing #1 • Door Hangers • Targeted social media 	MKT MGR	Projects/ Services	Sept 2016 Jan 2017 Mar 2017	→ Website slider and page created. Commuter coaches delivered. The first direct mailing was done. Goal is 15 rides per hour. Jan promotions completed; door hangers. Fare free for promotion. Continuing to focus on targeted social media.	X X
Relocated Rapid Shelters No Longer Served By Rapid to N Canyons Parkway (new alignment of Rapid)	<ul style="list-style-type: none"> • Engineering work • Improvements to site • Relocation of shelters 	AS	Projects/ Services	Jan 2017 Apr 2017 Sept 2017	→ Final relocation plan developed. Work to be performed with FTA grant. <u>FTA granted approval in March. Doing in engineering work in March/April. Expect to have project fully completed in Aug/Sept.</u>	

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Dispose of Shelters Past Useful Life No Longer Served By Route	<ul style="list-style-type: none"> Identify shelters Award Contract Dispose of shelters 	AS	Projects/ Services	Dec 2016 Apr 2017 Jun 2017	→ Staff has identified shelters past useful life that need to be disposed. <u>IFB being developed to release in April to remove shelters in May/June.</u>	X
Remove Bus Stop Signage No Longer Served By Routes	<ul style="list-style-type: none"> Removal of bus stop signs by MV 	AS	Projects/ Services	Oct 2016	→ Currently 72 stops have temporary no service signs affixed too bus signs/pole. All signage has been removed.	X
Relocate Shelters Not Past Useful Life That Are On Routes No Longer Served	<ul style="list-style-type: none"> Identify shelters Identify new locations for shelters Make site improvements Relocate shelters 	AS	Projects/ Services	Sept 2016 Oct 2016 Apr 2017 Apr 2017	→ Shelters identified and relocation plan created. Currently, shelters have signage on them indicating that they are no longer served. <u>IFB being developed to release in April to relocate shelters in May/June.</u>	X X
Replace Shelters Past Useful Life That Are On Current Routes	<ul style="list-style-type: none"> Identify shelters Award contract Install 	AS	Projects/ Services	Nov 2016 Apr 2017 Jun 2017	→ Shelters identified. Current plan in Livermore, where most shelters past useful life are located, is to replace them with metro style shelters to accommodate artwork. IFB being developed to release in last week of March for shelter replacement in May/June.	X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Rehabilitate Rapid Benches (wood)	<ul style="list-style-type: none"> Award contract Finish project 	AS	Projects/ Services	Apr 2017 Jun 2017	→There are 55 wood benches that need to be stained and clear coat applied. <u>Working on bid specifications that will be released in IFB in April.</u>	
Purchase and Install Light Kits	<ul style="list-style-type: none"> Identify shelters in need of light kits Delivery of light kits Complete Installation of light kits 	AS	Projects/ Services	Nov 2016 Feb 2017 Apr 2017	→Solar light kits delivered. Pleasanton installations to be completed in April. Dublin in May and Livermore in June.	X
<p>Goal: Community and Economic Development</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Integrate transit into local economic development plans 2. Advocate for increased TOD from member agencies and MTC 3. Partner with employers in the use of transit to meet TDM goals & requirements 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
ACTC: Measure BB Transit Student Pass Program	<ul style="list-style-type: none"> Assist ACTC in promoting the student passes Monitor effectiveness of the program and capacity issues 	DP	Projects/ Services	Ongoing Ongoing	→ Approximately 100 passes sold. Staff to promote and bike on bus event at Livermore Middle School in late January. <u>Looking to expand project to provide all students interested a Clipper card in Livermore schools to use bus system to measure impact.</u>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Las Positas College Student, Faculty, Staff Pass Program	<ul style="list-style-type: none"> Relocate Rapid shelters Implement Pass Marketing campaign on campus Review analytics and create long-term purchase plan from college 	MKT MGR	Projects/ Services	Aug 2016 Aug 2016 Ongoing Jan 2017	→ Installed shelters and implemented Easy Pass. Goal is to increase ridership 100% or get to 500 rides a day and seek long-term funding for the pass. Have reached goal. Continuing marketing and have continued Easy Pass through next academic year. Students to vote on pass early in Spring of next academic year.	X X X X
Charter School Easy Pass Program	<ul style="list-style-type: none"> High School Relocation Implementation of Pass Promotion by HS Review analytics and create long term funding plan 	MKT MGR	Projects/ Services	Sept 2016 Oct 2016 Ongoing Mar 2017	→ High School recently moved to new location on 30R. Easy Pass implemented. Monitoring usage and the potential of school to continue the pass on a long term basis. <u>Staff has tried to meet with the school. Appears there is little interest in continuing the pass into the next academic year.</u>	X X
Plan For TOD Project at Livermore Transit Center	<ul style="list-style-type: none"> Tour of TC area by Projects and Services Committee Apply for planning grant jointly with City 	PM	Projects/ Services		→Project on hold due to work loads.	
Historic Train Depot Relocation at Livermore Transit Center	<ul style="list-style-type: none"> City Award of Project Demo of TC Customers Service Buildings Finish Relocation/Renovation 	PM	Projects/ Services	Jan 2017 Apr 2017 Feb 2018	→ FTA clearance given to demo current building. Amendment #1 to be considered by the Board in January. Bids received by City. City Council awarded contract. Anticipate temporary facility being installed in 8-10 weeks.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Rehab of Shade Structure and Replacement of Furniture at Livermore Transit Center. Rehab of Custom Shelter adjacent to Livermore TC next to Parking Garage.	<ul style="list-style-type: none"> Obtain a cost estimate for painting the shade structure and customer shelter Obtain cost estimate for replacement of furniture Bid Project Project Completion 	PM	Projects/ Services	Apr 2017 Apr 2017 Sept 2017 Jan 2018	→In project planning stages.	

Goal: Regional Leadership

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Advocate for local, regional, state, and federal policies that support mission of Wheels**
2. Support staff involvement in leadership roles representing regional, state, and federal forums
3. Promote transit priority initiatives with member agencies
4. Support regional initiatives that support mobility convenience

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Altamont Regional Rail Working Group	<ul style="list-style-type: none"> Hire Executive Consultant Strategic planning by Working Group 	ED	Projects/ Services	Dec 2016 Feb 2017	→_Executive on board with Working Group. <u>Discussion on DMU option ongoing. AB 758 language being developed.</u>	X
2017 Legislative Plan	<ul style="list-style-type: none"> Research on common issues within regional planning agencies and transit agencies Creation of 2017 Legislative Plan and review/approval by the Board and provide support for key legislation. 	Exec Dir	Finance/ Admin	Feb 2017 Feb 2017	→ Research being done on emerging priorities at local, state and federal level. 2017 Legislative Plan approved by board in February. Staff monitoring legislation to choose optimal time for correspondence of support.	X X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
State Legislation to Approve SAV Project in Dublin	<ul style="list-style-type: none"> Staff working with CCTA lobbyist to determine timing of legislation to allow SAV demonstration project in Dublin. Also, who will introduce legislation being discussed. 	Exec Dir	Finance/ Admin	Feb 2017	→ Entering into discussions with CCTA lobbyist. Legislation to allow testing of SAVs supported by MTC. AB1444 introduced in February. Staff working with Dublin on potential language edits. Legal reviewing MOU with CCTA.	
<p>Goal: Organizational Effectiveness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> Promote system wide continuous quality improvement initiatives Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service 3. Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity HR development with focus on employee quality of life and strengthening of technical resources Enhance and improve organizational structures, processes and procedures to increase system effectiveness Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Performance Metrics Improvement	<ul style="list-style-type: none"> Staff setting up aggressive monitoring of key performance metrics: on-time performance, accidents and customer service. 	DP	Projects/ Services	Ongoing	→ Daily and weekly meeting to discuss key metrics at staff level. Baseline for key areas of routes established.	
MTM Contract Oversight	<ul style="list-style-type: none"> Staff reviewing monthly statistics to ensure accuracy Staff working with contractor on seven focus areas to ensure only those using service are those eligible 	PD	Projects/ Services	Ongoing Ongoing	→ Contractor has recently purchased Trapeze software. Statistics appear to be accurate. Staff monitoring. Eligibility interviews being conducted. Paratransit assessment being procured.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
MV Contract Oversight	<ul style="list-style-type: none"> Create and Implement Monitoring Plan of Contract Provide updates to Board on key trends 	AS	Projects/ Services	Oct 2016 Ongoing	→ Staff has begun meeting with MV weekly to monitor multiple elements of the contract. Staff anticipating a discussion with Board on route/contractor performance in April.	X
Goal: Financial Management Strategies (those highlighted in bold indicate highest Board priority) 1. Develop budget in accordance with strategic Plan, integrating fiscal review processes into all decisions 2. Explore and develop revenue generating opportunities 3. Maintain fiscally responsible long range capital and operating plans						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
FY16 Comprehensive Annual Financial Report	<ul style="list-style-type: none"> Complete financial audit and all required reporting to Board, local, regional and state agencies. 	DA	Finance/ Admin	Dec 2016	→ Audit completed in Sept 2016. Final presentations to Board in Nov 2016.	X
Other:						
Transit Center Concrete Project In Bus Driving Isle	<ul style="list-style-type: none"> Perform demo of asphalt and construction of concrete in driving isle. 	PM	Projects/ Services	Jun 2017	→ Utilizing City concrete contract. Asphalt to be removed and construction completed in April/May of 2017. This project to tie in closely with Historic Depot Relocation project.	

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Administrative Offices Asphalt and ADA Project	<ul style="list-style-type: none"> Award Contract Finish Improvements 	PM	Projects/ Services	Mar 2017 May 2017	→Contractor selected by Board in March. Project on track to be completed in May.	X
SAV Project	<ul style="list-style-type: none"> Acquire funding to begin project Submit legislation to test SAVs. Purchase SAVs for testing. 	PD	Projects/ Services	Oct 2016 Dec 2017 Feb 2018	→ AQMD awarded LAVTA \$1 million over 3 years in funding in exchange for advertising. Governor signed legislation that will allow Bishop Ranch testing of SAVs. Staff is meeting with Dublin City staff and attending regular consortium meetings, and is working on next steps. LAVTA Board received a presentation on this project and next steps at Feb meeting. <u>Currently working with Dublin on AB1444 and project development and legal on CCTA MOU.</u>	X X
Replace Steam Bay Lift	<ul style="list-style-type: none"> Quotes/Award of Project Complete install 	DA	Projects/ Services	Nov 2016 May 2017	→ The bus lift in the steam room used to clean engines and undercarriage of buses recently failed. It is past its useful life and staff is evaluating budget to replace. Board awarded purchase of lift in January. <u>Cement work completed. Awaiting delivery of lift. Expected delivery/install in late April.</u>	X
2017 Gillig Bus Purchase (20 buses)	<ul style="list-style-type: none"> Award contract for bus purchase Delivery of buses 	DA	Projects/ Services	Sept 2016 May 2017	→ Board approved contract with Gillig for future bus purchases. Delivery date in May & August from new Gillig factory.	X

AGENDA

ITEM 9

LAVTA COMMITTEE ITEMS - March 2017 - July 2017

Projects & Services Committee

March

	Action	Info
Minutes	X	
Draft Fall 2017 Service Changes	X	

April

	Action	Info
Minutes	X	
Final Fall 2017 Service Changes	X	
Draft Fare Study Recommendations	X	
Tri-Valley Park-and-Ride Study		X

May

	Action	Info
Minutes	X	
Quarterly Operations		X
Final Fare Study Recommendations	X	
Draft Long Range Transit Plan		X

June

	Action	Info
Minutes	X	
WAAC Appointments	X	
Marketing Work Plan	X	
Final Long Range Transit Plan	X	
Customer Satisfaction Survey	X	

July

	Action	Info
Minutes	X	

*Typically July committee meetings are cancelled