

MINUTES OF THE SEPTEMBER 11, 2017 LAVTA BOARD MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Karla Brown at 4:00pm

2. Roll Call of Members

Members Present

Don Biddle – Vice Mayor, City of Dublin
Karla Brown – Councilmember, City of Pleasanton
Kathy Narum – Councilmember, City of Pleasanton
Steven Spedowski – Vice Mayor, City of Livermore
Bob Coomber – Councilmember, City of Livermore
Scott Haggerty – Supervisor, County of Alameda
David Haubert – Mayor, City of Dublin

Members Absent

Jerry Pentin – Vice Mayor, City of Pleasanton

3. Meeting Open to Public

Robert S. Allen

Robert Allen addressed the Board of Directors regarding item 7 on the agenda. He read the following statement: BART, since it opened its Tri-Valley line over 20 years ago, has turned all of its trains back just east of the Dublin-Pleasanton station. This Project would move the turnback to east of Isabel. There would be no more daily turnback moves at Isabel than there have been for twenty years – at least until another BART route is added to downtown Oakland and the R Line. There appears to be no valid requirement for a maintenance facility just to extend the BART line to Isabel. Provide for three turnback tracks in a widened freeway median. The third track would provide operating flexibility if the line were extended later, opening the way for a train yard and maintenance facility at less cost and with fewer environmental issues. Until then, BART could continue turning trains back in the freeway median as it has done for twenty years. Keep BART tracks in this project within a widened freeway median.

John McPartland

BART Board of Director John McPartland addressed the Board of Directors regarding item 7 on the agenda. Mr. McPartland provided clarification on two items that Mr. Tang discussed during his presentation. Mr. McPartland thanked the LAVTA Board for drilling down in relationship to the size of the shop and the need for the capacity. Mr. McPartland stated that they will check into that further in relation to the capacity at San Jose's shop, so that Livermore's shop is proportional to the need. Mr. McPartland will report back to the individuals of LAVTA's Board. When the Chief of Transportation came up with a need for a shop, Mr. McPartland did not want to delay the EIR, and told the Chief of Transportation that he will pay for the vast majority of the shop. With that understood, if the DMU option is chosen then Livermore will pay for the shop. BART received push back from the community regarding light pollution and looking at the presentation today Mr. McPartland noticed the close proximity from the yard site to Las Positas College, which is also generating light pollution at night. Mr. McPartland will check into that further to see if he can mitigate those complaints.

4. July Wheels Accessible Advisory Committee Minutes Report

Wheels Accessible Advisory Committee (WAAC) Chair Jan Cornish stated that the Committee received a wonderful presentation from Nelson Nygaard regarding Mobility Forward and it was well received at the September meeting. Ms. Cornish also informed the Board that on the WAAC agenda for the July meeting was the nomination for a Chair and Vice Chair. Ms. Cornish gave a presentation to the WAAC as a nominee for Chair about change in the Committee and it was well received. Ms. Cornish was nominated as Chair and Herb Hastings remains as the Vice Chair. At the September meeting Ms. Cornish thanked the Committee for electing her and turned in her resignation to serve as WAAC Chair, due to moving out of state. Ms. Cornish explained that her goal was to make sure the seniors and disabled in our communities would thrive and new change would develop. Ms. Cornish hopes the new Chair Herb Hastings will continue with those goals.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the July 10, 2017 Board of Directors meeting.

B. Treasurer's Report for the month of June 2017 and July 2017

The Board of Directors approved the June 2017 and July 2017 Treasurer's Report.

C. Memorandum of Understanding with the City of Dublin for the Transit Signal Priority Upgrade Project (Express Bus Phase 2 Project)

The Board of Directors approved the MOU with the City of Dublin. Resolution 29-2017

D. LAVTA Annual Organizational Review

The Board of Directors approved the organization chart and Resolution 28-2017 changing the rates of salary bands for LAVTA employees.

E. Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Insurance Pool (CalTIP)

The Board of Directors approved Resolution 30-2017 revising the position appointed to CalTIP Alternate.

Approved: Haubert/Biddle

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

No: None

Absent: Pentin

6. Mobility Forward Presentation

Scott Haggerty, Supervisor from Alameda County, arrived during the Mobility Forward Presentation.

Staff introduced Mr. Joey Goldman of Nelson Nygaard to present Mobility Forward Tri-Valley Paratransit Study. Mobility Forward analyzed and studied data obtained during peer review, market analysis, and stakeholder/community outreach. Mr. Goldman explained that the study will look into the development of alternative options. After collecting and analyzing public comment there will be specific alternatives presented to the City of Pleasanton and LAVTA in the first quarter of 2018. Once the consultant is provided direction from the two governing bodies an implementation plan for each agency with a final plan will be presented for adoption by March 2018.

Councilmember Karla Brown asked if vehicle size would make a difference for riders that are physically impaired. Mr. Goldman stated that this study did not look into vehicle size, but it can be added into the next round of outreach. Councilmember Karla Brown also asked if Shared Autonomous Vehicles (SAV) were included in the study and how our customer would feel with a driverless vehicle. Mr. Goldman stated that our customers like our drivers and that they have not asked this in the study. Mr. Goldman explained that looking at the future generation of seniors they may expect or assume the usage of SAVs, since expectations are changing and adapting to technology.

This was informational only

7. BART to Livermore DEIR Comments

Staff introduced Mr. Andrew Tang of BART to present BART to Livermore Draft Environmental Impact Report (DEIR). The BART DEIR was released on July 31, 2017. Five alternatives for the BART to Livermore Project were provided for review: 1) A full BART extension to Isabel; 2) A diesel or electric multiple unit (DMU/EMU); 3) Express-bus service to Dublin/Pleasanton BART; and 4) Enhanced –bus service to Dublin/Pleasanton BART; 5) No Project completion. Currently the proposed BART to Livermore project is going through the California Environmental Quality Act (CEQA) process. The BART DEIR Comment period closes on October 16, 2017. If a full BART extension is selected the projected increase for additional systemwide boarding in 2040 will be 11,900 on a typical weekday. BART is projecting that 16,200 people will be getting on/off at the new Isabel BART Station, which is similar to the current boardings at the Dublin/Pleasanton Station. The DMU/EMU option will be part of BART with a platform to switch trains, so there will be no additional fare needed. BART will provide parking for 3,400 cars with the conventional BART option or 2,400 with the DMU/EMU option at the Isabel Station with construction that will allow expansion, if necessary. In order to build a BART extension to Isabel a yard and full size shop with ten bays is required to store BART cars and it will be located in North Livermore (currently open space). BART explained that the City of Livermore would be charged 25% of the cost for the yard and full size shop. For conventional BART the Year of Expenditure (YOE) is \$1.63 billion. There is \$533 million total committed design and construction funding available and some funding has not been included for this presentation. Annual operations and maintenance cost (year 2040) is about 22 million for conventional BART. Mr. Tang stated that when the comment period completes he will come back to Livermore and have discussions concerning what the community wants. When that completes all the information obtained will go to the BART Board so they can determine and approve the preferred project. The construction will be completed in 2026.

Vice Mayor Steven Spedowfski pointed out that the ridership change by different operators in 2040 was unnecessary in this presentation.

Vice Mayor Don Biddle asked how much wider the station will be for Alternative 2 and Alternative 3. Mr. Tang responded that for Alternative 2 it will be 36' wider and for Alternative 3 88' wider.

Supervisor Scott Haggerty suggested that the Board of Directors do not comment on anything at this meeting and to take the time to review everything, because there are other engineering schematic options on how the DMU comes up to the BART track. Supervisor Scott Haggerty stated that if BART wouldn't accept the twenty million dollars to build a parking garage in Dublin than they don't want to build this BART extension either. If a DMU option is built it will go beyond Greenville. Supervisor Scott Haggerty pointed out that this project is being manipulated to look bad. Supervisor Scott Haggerty has someone professionally reviewing the BART DEIR and would like to postpone any comment until they receive feedback from the Alameda-San Joaquin Regional Rail Working Group. Supervisor Scott Haggerty expressed the importance of being on the same page in regards to BART comments and the options available.

Mayor David Haubert stated that Dublin/Pleasanton has 9 trains that are full with passengers, so he wanted to know where eleven thousand more riders are going to sit in the year 2040. Mr. Tang explained that 36 more cars are needed for the additional passengers, but it will still be crowded. BART plans to utilize peakier trains when the cars are too crowded to relieve congestion, but explained passengers should not always expect seat during peak hours.

Councilmember Kathy Narum asked what would happen if BART did not extend to Isabel, does BART need another shop. Mr. Tang has asked BART staff what will happen if BART does not extend to Livermore on how they will deal with a shortage of shop space for BART trains. Currently BART does not know right now how they will handle the shortage of space. They know there is a problem and if nothing is done BART will become less and less reliable, because cars are not getting fixed as fast as they could.

Vice Mayor Steven Spedowfski expressed concern that if BART does not get the numbers correct for parking spaces BART riders will park in residential neighborhoods making them congested and that will have a negative impact on the residential neighborhood. Currently Dublin and Pleasanton are being impacted by BART riders parking in commercial/industrial areas and not residential. Supervisor Scott Haggerty stated that is why permit parking should be implemented. Vice Mayor Steven Spedowfski explained that with permit parking it will push BART parking to other neighborhoods.

Executive Director Michael Tree informed the Board of Directors that all comments will be collected and brought back to the Project and Services Committee and then to the Board.

Supervisor Scott Haggerty motioned to move this agenda item to the next Board of Director's meeting in October and per the Executive Directors recommendation to the Project and Services Committee in September after obtaining comments from the Alameda-San Joaquin Regional Rail Working Group and City Offices.

Approved: Haggerty/Narum

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

No: None
Absent: Pentin

8. Reject All Bids Received for LAVTA Bus Shelter Demolition and Movement Project #2017-16

The Board of Directors (1) approved Resolution 31-2017 to reject all bids for the LAVTA Bus Shelter Demolition and Movement Project #2017-16; and (2) directed staff to issue a Notice Inviting Sealed Bids IFB #2017-17 with a revised project scope to solicit responsive and responsible bidders who can deliver an eligible project within the budget available to LAVTA from previously committed FTA and Local Match sources.

Approved: Narum/Spedowski
Aye: Biddle, Haubert, Narum, Brown, Spedowski, Coomber, Haggerty
No: None
Absent: Pentin

9. SB 595 (Beall) as amended: Metropolitan Transportation Commission: Toll Bridge Revenues – SUPPORT

The Board of Directors approved a SUPPORT position on SB 595 (Beall) with language supporting additional amendments to the bill as reviewed with the Tri-Valley's state legislative delegation.

Approved: Biddle/Coomber
Aye: Biddle, Haubert, Narum, Brown, Spedowski, Coomber, Haggerty
No: None
Absent: Pentin

10. Executive Director's Report

Executive Director Michael Tree provided the Board of Directors the Executive Director's Report. Executive Director Michael Tree informed the Board that ridership is increasing and in the next 18-36 months LAVTA is optimistic this trend will continue. LAVTA is continually working on On-Time Performance (OTP) and customer service to continue increasing ridership. Assembly Bill (AB) 1444 is onto the Governor for signature and LAVTA is finishing the Memorandum of Understandings (MOU) and contracts that the Board will see during the October meeting. Assemblywoman Eggman and Assemblywoman Baker are working to get the rule waivers to get AB 758 through this week and dealing with last minute opposition from unions. LAVTA will meet with MTC in the near future regarding SB 1. LAVTA is currently challenged with a shortage in drivers and MV is improving the situation. Executive Director Michael Tree also stated that the California Highway Patrol finished their maintenance and operator file inspections to ensure compliance and provided LAVTA with their highest rating of satisfactory.

11. Matters Initiated by the Board of Directors

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

12. Next Meeting Date is Scheduled for: October 2, 2017

13. Adjournment

Meeting adjourned at 6:00pm.