

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

BOARD OF DIRECTORS MEETING

DATE: May 2, 2016
PLACE: Bankhead Theater
2400 First Street, Livermore CA 94551
TIME: 6:00pm

MINUTES

1. Call to Order and Pledge of Allegiance

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

2. Roll Call of Members

Members Present

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

Members Absent

David Haubert – Mayor, City of Dublin

3. Meeting Open to Public

No comments.

4. March and April Wheels Accessible Advisory Committee Minutes Report

No questions.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. Minutes of the March 7, 2016 Board of Directors meeting.**
- B. Treasurer’s Report for the month of February and March 2016**

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

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

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

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

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

E. Short Range Transit Plan FY2016-2025

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

F. East Dublin School Trippers Capacity and Alignment Partitioning

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

G. 5311 Authorizing Resolution

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

H. Transit Performance Improvement Program (TPI) Authorizing Resolution

The Board of Directors approved Resolution 16-2016 authorizing Staff to submit a request to MTC for the Transit Performance Incentives (TPI) Program in the amount of \$423,798.

I. State Legislative Update

The Board of Directors accepted the report as presented and adopted the legislative positions recommended herein and directed staff to take action to communicate these positions with the Legislature.

J. Approval of Resolutions Authorizing Staff to Apply for TDA, STA, and RM2 funds for Fiscal Year 2016-2017.

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

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

Absent: Biddle, Haubert, Haggerty

6. Comprehensive Operations Analysis – Proposed Wheels Service Changes

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

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

A. Staff Report

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

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

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

B. Public Hearing

Chair Don Biddle then opened the podium for public comment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the community. Thank you.

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

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

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

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

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

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

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

C. Discussion & Action

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

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

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

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

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

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

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

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

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

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

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

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

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

Approved: Pentin/Turner

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

No: Haggerty

Absent: Haubert

7. Executive Director's Report

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

8. Matters Initiated by the Board of Directors

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

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

10. Adjournment

Meeting adjourned at 8:13pm