

STAFF REPORT

SUBJECT: Submittal of TIRCP Grant Application

FROM: Michael Tree, Executive Director

DATE: January 8, 2018

Action Requested

Staff recommendation is that the LAVTA Board provide the Executive Director with signature authorization to approve and submit a TIRCP application to fund a parking garage adjacent to the Dublin/Pleasanton BART station. Said parking garage will be planned, constructed, operated, maintained and owned by the County of Alameda.

Background

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. The goal of the TIRCP is to provide monies to fund transformative capital improvements that modernize California’s intercity rail, bus, ferry and rail transit systems to achieve the following objectives:

- Reduction in greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state’s various rail operations, including integration with the high-speed rail system; and
- Improve safety

The California Department of Transportation, in collaboration with CalSTA, is responsible for administering this program.

Eligible applicants must be public agencies, including joint powers agencies, that operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services).

Projects eligible for funding under the program include, but are not limited to, rail capital projects, including the acquisition of rail cars and locomotives, and the facilities to support

them that expand, enhance, or improve existing rail systems and connectivity to existing and future transit systems, including the high-speed rail system.

Discussion

The County of Alameda has the need for a parking garage on a 2.46-acre parcel of Alameda County-owned land, adjacent to the Dublin/Pleasanton BART station. The envisioned \$34 million 398 space parking garage will add much-needed parking in a critical transit center that includes BART, County Connection, MAX BART Express, San Joaquin RTD, Stanislaus Regional Transit and Wheels (LAVTA) and will facilitate commuters that are seeking to utilize transit, but are often denied due to lack of parking as early as 7:30a.m. at the BART station. The project is a future-thinking project that incorporates new and still developing technology to reduce greenhouse gas emissions. The garage will include electric vehicle charging stations and preferred parking to vanpools to further maximize utilization.

The County has approached LAVTA with the intent to partner with the transit agency to submit a qualified application. The partnership will entail an application by LAVTA for funding towards the parking garage, with the County providing the staff to prepare the application, plan and manage the construction of the project, and operate, maintain, and own the completed garage.

Fiscal Impact

None

Recommendation

Staff recommendation is that the LAVTA Board provide the Executive Director with signature authorization to approve and submit a TIRCP application to fund a parking garage adjacent to the Dublin/Pleasanton BART station. Said parking garage will be planned, constructed, operated, maintained and owned by the County of Alameda.

Attachments:

1. Letter dated January 3, 2018 from Alameda County

Submitted: _____



January 3, 2018

TO: Michael Tree, Executive Director, Livermore Amador Valley Transit Authority

FROM: Willie A. Hopkins, Jr., Director, Alameda County, General Services Agency

SUBJECT: PROPOSED DUBLIN PARKING GARAGE PARTNERSHIP

This memo provides an overview of the need for a parking garage on a 2.46-acre parcel of Alameda County-owned land, adjacent to the Dublin Bay Area Rapid Transit (BART) Station, how this project would be of benefit to the region, and why Livermore Amador Valley Transit Authority (LAVTA) should support Alameda County's application to the 2018 Transit and Intercity Rail Capital Program.

Bay Area residents are experiencing increasingly worse traffic congestion. The Metropolitan Transportation Commission (MTC) recently found that traffic congestion has increased 80% since 2010, with 5 of the top most congested freeways occurring in Alameda County. Furthermore, commuters that are seeking to utilize transit are often denied due to lack of parking. BART estimates that the Dublin BART station is completely full by 7:30 AM daily. Providing additional parking at transit connections will allow more commuters to transition to transit and reduce overall vehicle miles traveled.

The proposed \$34 million project will add much-needed parking for 398 vehicles in a critical transit center that includes BART, County Connection, Max BART Express, San Joaquin RTD, Stanislaus Regional Transit, and Wheels (LAVTA). The proposed partnership project between Alameda County and LAVTA builds upon prior efforts from BART to expand parking at transit stations and continues the trend to alleviate congestion and encourage increased utilization of transit.

This proposal is a future-thinking project that incorporates new and still developing technology to reduce greenhouse gas emissions. The garage is designed to accommodate the rise of autonomous vehicles and the resulting decrease in parking demand with design features that allow for the transformation of the building to office or other commercial space instead of a complete demolition. The garage will also include electric vehicle charging stations and preferred parking to vanpools to further maximize utilization.

The proposed project is well-qualified for the Transit and Intercity Rail Capital Program by reducing vehicle miles traveled through increasing ridership of existing systems and provide an excellent opportunity for our two agencies to work together to provide improved services to our residents.

Please contact me if you have any additional questions or comments.