

STAFF REPORT

SUBJECT: Major Initiatives Update
FROM: Michael Tree, Executive Director
DATE: March 1, 2021

Action Requested

None – information only.

Background

Below is an overview of LAVTA’s current major initiatives. Staff and project consultants will provide more comprehensive updates during the Board of Directors meeting.

Rapid Stops on Santa Rita

Following implementation of the Comprehensive Operational Analysis in August 2016, LAVTA applied for funding from the Alameda County Transportation Commission (ACTC) to improve transit facilities along the Santa Rita, W. Las Positas, and Owens Blvd corridors in Pleasanton on the new 10R Rapid route. These upgrades aimed to add vital amenities to improve the transit experience in Pleasanton, including premium Rapid-style bus shelters, enhanced lighting, real-time signs, benches, trash cans, and bicycle racks to complement the premium Rapid bus service operating along the corridor. In April 2017, ACTC awarded LAVTA \$1,414,000 in Measure B funds for the project.



New equipment and amenities, including 10 new shelters with lighting, have been installed. Ongoing work continues at some locations to complete electrical installations, with substantial project completion by the end of this month, and final completion scheduled for mid-March.

Of note is the stop next to the Iron Horse Trail where staff has installed a bike fix-it station. The station includes a mounting pedestal for bikes, tools for common repairs on bicycles that are suspended from secure cables, and a tire inflator.

Dublin Parking Garage Project

In January 2018, the Board of Directors authorized the Executive Director to submit an application on behalf of Alameda County to the California State Transportation Agency

(CalSTA) for \$20 million in state Transit and Intercity Rail Capital Program (TIRCP) funds for construction of a new, multi-level parking structure at the Dublin/Pleasanton BART station on County-owned land (Project). In addition to the \$20 million request to the state, the project application identified \$14 million in local matching funds for the Project, for a total project budget of \$34 million.

In April 2018, CalSTA announced LAVTA was awarded \$20.5 million in TIRCP funding, of which \$20 million was programmed to the Project for garage construction using a design-build methodology.

Alameda County serves as the Lead Agency on this project in partnership with LAVTA as project sponsor. The County is in the process of advertising the design-build RFP for construction of the garage, with LAVTA staff participating as a member of the selection committee. Alameda County staff anticipates County awarding the construction contract in summer 2021, with completion in 2023.

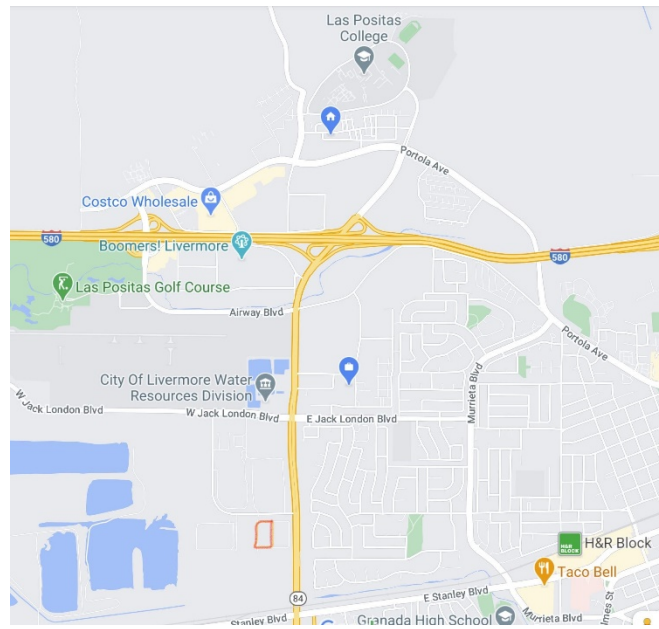
Zero-Emission Bus Study

In July 2019, the Board of Directors authorized the Executive Director to execute a task order with the Center for Transportation and the Environment (CTE) to perform a zero-emission bus (ZEB) study. The goal of the study is to develop a transition plan outlining the capital projects required to fully electrify the fleet in accordance with the new California Air Resources Board (CARB) Innovative Clean Transit Rule and LAVTA’s local priorities.

CTE is in the process of completing the rest of the ZEB study, including assessments on the infrastructure, maintenance, and total cost of ownership.

Atlantis Transit Facility

In 2006, LAVTA purchased land for a new Operations and Maintenance Facility at the Oaks Business Park in Livermore (see red rectangle on locator map). The property is located on Atlantis Court and the project has been nicknamed “Atlantis” for short. Conceptual design was developed in 2008 but due to the recession, the project was put on hold. The bus wash and fueling facilities were constructed with federal funding in 2013 but no other major activities have taken place since. With the expectation that there could be potential stimulus funding made available in the near future and Alameda County Transportation Commission (ACTC) including this project on its 10-year priority list, staff took the plan off the shelf and began work last year on the initial phase.



Kimley-Horn and Associates, Inc. is currently under contract to assist with project management services for the initial phase planning and schematic design for the Atlantis Transit Facility.

Shared Autonomous Vehicle Project

Early last year, LAVTA received the much-anticipated authorization letter from the National Highway Traffic Safety Administration (NHTSA). After preparations were made for the beginning of testing, including the trimming of foliage in the project area, placement of signage, final meetings with Dublin Police and Fire to acquaint them with the project and vehicle, digital mapping of the test routes and final approval of the scope of work by BAAQMD, testing was conducted for the better part of 2020. In November 2020, LAVTA started offering promotional rides to the public in November 2020 as part of marketing the project.



Currently, staff is working with City of Dublin, local business owners, and vendors in the next phase of the project in order to improve the vehicle technology and expand the route to serve more of the retail and businesses near Dublin/Pleasanton BART. Staff continues to work with MTC and ACTC on funding for Phase II.

Valley Link Project

With nearly 100,000 commuters a day travelling into the Bay Area on the 580, and with congestion due to increase 75% between 2016 and 2040, and truck traffic increasing 58% in the same time period, a transportation alternative has been a top priority of policy makers.



At the conclusion of 2017, the Tri-Valley – San Joaquin Valley Regional Rail Authority was created by the State to plan and deliver that transportation alternative. The legislation that created the Authority named LAVTA as the managing agency. The Feasibility Report completed in October of 2019 by the Authority identified the best transportation alternative, which has become known as Valley Link. The first phase of Valley Link is 42 miles and 7-stations. It is estimated to carry 33,000 rides a day in 2040, resulting in a reduction of 99.4 million vehicle miles traveled per year and between 32,220 and 42,650 metric tons of GHG emissions. The project cost is between \$2.7B to \$3.4B, with \$700M having been identified.

Valley Link promotes social equity by providing transit to jobs in the Bay Area for some of the most disadvantaged communities in California. These include essential jobs that are critical to the entire megaregion. A recent study found that during construction Valley Link will create up to 22,000 jobs and an economic impact of \$3.5 billion to the region’s economy.

On January 21, 2021 the public comment period for the draft EIR closed. The Authority anticipates that in May of 2021 the Valley Link Board will consider certification of the EIR and adoption of the Valley Link project.

Livermore Transit Center Rehabilitation and Improvement Project

The Livermore Transit Center is located in downtown Livermore adjacent to the parking garage. The historic Livermore Depot was recently relocated and renovated at the Transit Center.

LAVTA has been successful in securing \$0.4 million in federal funding for the Livermore Transit Center Rehabilitation and Improvement Project. The funds will be used to address a backlog of deferred maintenance needs, including replacement and rehabilitation of assets past or at the end of their useful life, such as pavement, passenger amenities, and information and wayfinding signage. Additionally, security lighting will be upgraded.



Staff is currently compiling the solicitation documents and will look into issuing a Request for Proposals in the coming months.

Recommendation

None – information only.

Submitted: _____