

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

**BOARD OF DIRECTORS MEETING**

**BOARD MEMBERS**

**BOB WOERNER – CHAIR**  
**DAVID HAUBERT**  
**KATHY NARUM**  
**BRITTNI KIICK**

**KARLA BROWN – VICE CHAIR**  
**JEAN JOSEY**  
**MELISSA HERNANDEZ**

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*Agenda Questions: Please call the Executive Director at (925) 455-7564 or send an email to [frontdesk@lavta.org](mailto:frontdesk@lavta.org)*

*Documents received after publication of the Agenda and considered by the Board of Directors in its deliberation will be available for inspection only via electronic document transfer, due to the COVID-19 outbreak. See the COVID-19 provisions outlined below. Please call or email the Executive Director during normal business hours if you require access to any such documents.*

**TELECONFERENCE**

**JUNE 7, 2021 – 4:00 PM**

**CORONAVIRUS DISEASE (COVID-19) ADVISORY  
AND MEETING PROCEDURE**

On June 5, 2020 (updated June 18, 2020), the Health Officer of Alameda County issued an Order that will continue to be in effect until it is rescinded, superseded, or amended in writing by the Health Officer. The Order directed that all individuals living in the county to shelter at their place of residence except that they may leave to provide or receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services.

Under the Governor's Executive Order N-29-20, this meeting may utilize teleconferencing. As a precaution to protect the health and safety of staff, officials, and the general public. Councilmembers will not be physically in attendance, but will be available via video conference.

The administrative office of Livermore Amador Valley Transit Authority (LAVTA) is currently closed to the public and will remain closed for the duration of the Board of Directors (BOD) meeting. Consequently, there will be no physical location for members of the public to participate in the meeting. We encourage members of the public to shelter in place and access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment.

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, June 7, 2021 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include "Public Comment 6/7/2021" and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

This Board of Directors meeting will be conducted on the web-video communication platform, Zoom. In order to view and/or participate in this meeting, members of the public will need to download Zoom from its website, [www.zoom.us](http://www.zoom.us).

It is recommended that anyone wishing to participate in the meeting complete the download process before the start of the meeting.

There will be zero tolerance for any person addressing the Board making profane, offensive and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

**How to listen and view meeting video:**

- From a PC, Mac, iPad, iPhone or Android device click the link below:  
<https://zoom.us/j/86715841855>  
Passcode: BOD1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:  
Dial: 1 (669) 900-6833  
Webinar ID: 867 1584 1855  
Passcode: 761222

*To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

- Livestream online at: [Livermore Amador Valley Transit Authority YouTube Channel](#)

*No option to make Public Comment on YouTube live stream.*

**How to listen only to the meeting:**

- For audio access to the meeting by telephone, use the dial-in information below:  
Dial: 1 (669) 900-6833  
Webinar ID: 867 1584 1855  
Passcode: 761222

*Please note to submit public comment via telephone dial \*9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then dial \*6 to unmute when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

**To submit written comments:**

- Provide public written comments prior to the meeting by email, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org)

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, June 7, 2021 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment 6/7/2021” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

**1. Call to Order**

**2. Roll Call of Members**

**3. Meeting Open to Public**

- Members of the audience may address the Board of Directors on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Unless members of the audience submit speaker forms before the start of the meeting requesting to address the board on specific items on the agenda, all comments must be made during this item of business. Speaker cards are available at the entrance to the meeting room and should be submitted to the Board secretary.
- Public comments should not exceed three (3) minutes.
- Items are placed on the Agenda by the Chairman of the Board of Directors, the Executive Director, or by any three members of the Board of Directors. Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.
- For the sake of brevity, all questions from the public, Board and Staff will be directed through the Chair.

**4. May Tri-Valley Accessible Advisory Committee Minutes**

**5. Consent Agenda**

**Recommend approval of all items on Consent Agenda as follows:**

**A. Minutes of the May 3, 2021 Board of Directors meeting.**

**B. Treasurer's Report for April 2021**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the April 2021 Treasurer's Report.

**C. One Year Extension to Legal Services Agreement with Hanson Bridgett LLP**

**Recommendation:** The Finance and Administration Committee recommends that the Board exercise an option year and extend the legal services agreement from July 1, 2021 through June 30, 2022.

**D. Legislative Update**

**Recommendation:** The Finance & Administration Committee recommends the Board of Directors accept this report and approve one legislative position:

- SB 548 (Eggman) – Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity – **SUPPORT**

**E. Tri-Valley Accessible Advisory Committee Recruitment for Terms Starting FY 2021/2022**

**Recommendation:** The Projects and Service Committee recommends that the Board ratify the TAAC appointments.

**F. Exercise the First Option Year of the Contract with MV Transportation**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors authorize the Executive Director to exercise the first option year and extend the fixed route operations and maintenance services contract from July 1, 2021 through June 30, 2022.

**G. Resolution in Support of Application for FY 21-22 Funding through the State Transit Assistance State of Good Repair Program**

**Recommendation:** The Finance and Administration Committee recommends the Board of Directors approve Resolution 18-2021 in support of an allocation request to MTC and Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

**H. LAVTA Annual Salary Band Review**

**Recommendation:** The Finance and Administration Committee recommends approval of the attached Resolution 17-2021 adjusting the salary bands for LAVTA positions.

**6. Approval of Tri-Valley Hub Network Integration Study**

**Recommendation:** The Project & Services Committee recommends that the LAVTA Board approve the Tri-Valley Hub Network Integration Study and authorize the Executive Director to forward the study to the California State Transportation Agency (CalSTA).

**7. LAVTA's Operating & Capital Budget for FY 2022**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the Operating and Capital Budget for FY 2022.

**8. Election of LAVTA Chair and Vice Chair**

**Recommendation:** Nominate and elect a LAVTA Board Chair and Vice Chair for FY22 in accordance with the agency's bylaws.

**9. Executive Director's Report**

**10. Matters Initiated by the Board of Directors**

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

**11. Next Meeting Date is Scheduled for: July 12, 2021**

**12. Adjournment**

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.



*I hereby certify that this agenda was posted 72 hours in advance of the noted meeting.*

/s/ Jennifer Suda

6/4/2021

LAVTA, Executive Assistant

Date

*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](mailto:frontdesk@lavta.org)*

## **AGENDA**

### **ITEM 4**

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

**Tri-Valley Accessible Advisory Committee**

**DATE:** Wednesday, May 5, 2021

**PLACE:** Zoom Teleconference

**TIME:** 3:30 p.m.

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**DRAFT MINUTES**

**1. Call to Order**

The TAAC Chair Herb Hastings called the meeting to order at 3:30 pm.

**Members Present:**

David Weir	City of Livermore
Judith LaMarre	City of Livermore
Michael Balero	City of Livermore – Alternate
Shawn Costello	City of Dublin (joined at 4:11pm)
Connie Mack	City of Dublin
Donna Singer	City of Dublin – Alternate
Carmen Rivera-Hendrickson	City of Pleasanton
Jeffrey Jacobsen	City of Pleasanton – Alternate
Herb Hastings	County of Alameda
Kulwant Singh	County of Alameda - Alternate
Amy Mauldin	Social Services Member
Diana Houghtaling	Social Services Member
Shay Roberson	Social Services Member – Alternate
Esther Waltz	PAPCO Representative (joined at 3:39pm)

**Staff Present:**

Toan Tran	LAVTA
Kadri Kulm	LAVTA
Christopher Bryan	Transdev
Johanna Duran	Transdev
Juana Lopez	Transdev
Rashida Kamara	CCCTA

2. **Roll Call**
3. **Approval of Agenda and Modifications in necessary**  
Mauldin/Mack
4. **Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**  
None.
5. **Minutes of the March 3, 2021 meetings of the Committee**  
Approved.  
Mauldin/Mack
6. **15-Month Program with County Connection**  
Staff updated the committee on the 15-month pilot program with County Connection that started on April 1, 2021, and introduced the team members from the new service provider Transdev. Christopher Bryan gave a presentation on the new My Transit App that shows the real-time vehicle location as well as status of the ride.
7. **TAAC Membership Recruitment for Terms Starting on July 1, 2021**  
The committee reviewed the two applications received and was in favor of the reappointments of the applicants.
8. **SAV Update**  
Staff gave a PowerPoint presentation on the SAV project. Currently the project is in vehicle testing/demonstration/deployment phase but will enter into the operations and V2X integration phase in December, 2022. TAAC members reviewed the potential route maps.
9. **PAPCO Report**  
Esther Waltz gave a report of the joint PAPCO/ParaTAC meeting in February as well as the Paratransit Program Plan Review Sub-Committee work.
9. **Service Updates and Concerns**  
David Weir gave an overview of the Clipper new mobile app.

## **10. Adjournment**

Meeting adjourned at 4:52 pm

DRAFT

## **AGENDA**

### **ITEM 5A**

**MINUTES OF THE MAY 3, 2021 ZOOM TELECONFERENCE**  
**LAVTA BOARD OF DIRECTORS MEETING**

**1. Call to Order**

Meeting was called to order by Board Chair Bob Woerner at 4:02pm.

Board Chair Bob Woerner informed the public that LAVTA's meeting is being conducted according to the COVID-19 rules that are detailed at the beginning of the agenda explaining why this is a Zoom teleconference.

**2. Roll Call of Members**

**Members Present**

Jean Josey – City of Dublin

Melissa Hernandez – City of Dublin

Kathy Narum – City of Pleasanton

Karla Brown – City of Pleasanton

Bob Woerner – City of Livermore

Brittni Kiick – City of Livermore

David Haubert – County of Alameda (arrived at 4:08pm)

**3. Meeting Open to Public**

No comments.

**4. Consent Agenda**

**Recommend approval of all items on Consent Agenda as follows:**

A. **Minutes of the April 5, 2021 Board of Directors meeting.**

B. **Treasurer's Report for March 2021**

The Board of Directors approved the March 2021 Treasurer's Report.

C. **Approval of Resolutions Authorizing Staff to Apply for TDA, STA, and RM2 funds for Fiscal Year 2021-2022**

The Board of Directors approved Resolutions 10-2021 and 11-2021 authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, and RM2 Funds for Fiscal Year 2021-2022.

D. **Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Rapid Bus Stop Improvement Project**

The Board of Directors approved Resolution 14-2021 in support of an allocation request to the Metropolitan Transportation Commission for \$230,000 for the design phase of the Rapid Bus Stop Improvement Project.

E. **Resolution in Support of Application for Funding through the Metropolitan Transportation Commission Safe and Seamless Mobility Quick Strike Program for the LAVTA Passenger Facilities Enhancement Project**

The Board of Directors approved Resolution 13-2021, authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC) for the LAVTA Passenger Facilities Enhancements project. This resolution is required to request this funding from MTC.

F. **FTA Section 5311 Funding Authorizing Resolution**

The Board of Directors approved Resolution 12-2021, authorizing LAVTA to receive federal funding under FTA Section 5311.

Approved: Narum/Hernandez

Aye: Narum, Woerner, Brown, Josey, Kiick, Hernandez, Haubert

No: None

Abstain: None

Absent: None

After the Consent Agenda, Agenda Items 6-7 were moved up on the agenda for the convenience of the group in managing the balance of the meeting.

6. **Installation of Active Air Purification Devices on Buses**

Executive Director Michael Tree provided the Board of Directors the Installation of Active Air Purification Devices on Buses. Executive Director Michael Tree discussed the safety defecting measures LAVTA has taken during COVID-19. Executive Director Michael Tree acknowledged that research points towards airborne particles as the primary transmitter of COVID-19. Executive Director Michael Tree highlighted the air purification requirements LAVTA felt was important and the best product is the United Safety and Survivability Corporation's Active Air Purification system. LAVTA will use TDA funds to purchase the air purification system, but staff will try to get Federal Emergency Management Agency (FEMA) to cover the cost. Executive Director Michael Tree also noted that Gillig will offer the air purification system on future Gillig bus purchases.

The Board of Directors discussed this agenda item with staff. Director Jean Josey inquired what the life span and maintenance cost is for this air purification system. Staff responded that the system is designed to last as long as the vehicle and the warranty is good for 5 years. The maintenance cost is \$300 per year for the light bulb.

The Board of Directors approved Resolution 15-2021 authorizing the Executive Director to execute a contract with United Safety and Survivability Corporation for 65 air purification systems for the entire fixed route fleet in an amount not to exceed \$206,000.

Approved: Josey/Brown

Aye: Narum, Woerner, Brown, Josey, Kiick, Hernandez, Haubert

No: None



Abstain: None  
Absent: None

## **7. Executive Director's Report**

Executive Director Michael Tree informed that the ridership is improving and trending upwards, but nowhere near pre-COVID ridership numbers. In April, passenger ridership was around 1,400 passengers a day. The biggest ridership gains will be in fall, due to the possibility of school service coming back with all students.

Executive Director Michael Tree reported that the Paratransit partnership with Central Contra Costa Transit Authority's provider went well. In May, County Connection and LAVTA will have a couple Board Members attend a meeting to discuss metrics and how we measure performance of the new partnership.

Executive Director Michael Tree announced that LAVTA is to receive \$4.3 million dollars for Rapid bus stop improvements and highlighted the earmarks and reauthorization bill.

The Board of Directors discussed this agenda item with the Executive Director. Chair Bob Woerner requested Executive Director Michael Tree to inform the Board if the hydrogen project is on Congressman Swalwell's preliminary list for earmarks. Executive Director Michael Tree informed that he did not hear from Alameda CTC on the earmarks and agreed to provide available information to the Board of Directors.

This was informational only.

## **5. LAVTA's Transit Signal Priority Upgrade Project**

Staff provided the Board of Directors a PowerPoint presentation on the Transit Signal Priority (TSP) Upgrade Project. The presentation gave an update and overview of what TSP is, benefits of GPS technology, and upgrading and expanding LAVTA's TSP System. In 2017, LAVTA secured \$1.14 million and added/upgraded TSP equipment at 67 intersections and updated the on-board equipment on 24 Rapid buses. LAVTA also deployed new Central Management Software that provides real-time operations and monitoring data for staff. Staff informed that the immediate impacts of the system were not easy to detect in 2020, due to low traffic congestion. LAVTA knows as that as traffic returns we will accrue more benefit to the system.

The Board of Directors discussed this agenda item with staff. Director Kiick requested that LAVTA advertise the upgrade and that we are improving our system, since the public would be less likely to miss their connections. Chair Bob Woerner requested staff to send technical information on how TSP works. Staff informed they will send information.

This was informational only.

## **8. Matters Initiated by the Board of Directors**

Director Brittni Kiick asked for an update via email on when the Clipper Card will be rolled out on iOS and Android.

## **9. Next Meeting Date is Scheduled for: June 7, 2021**

## **10. Adjournment**

Meeting adjourned at 4:27pm.

## **AGENDA**

### **ITEM 5B**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for April 2021

FROM: Tamara Edwards, Director of Finance

DATE: June 7, 2021

**Action Requested**

Approval of the LAVTA Treasurer's Report for April 2021.

**Discussion**

***Cash accounts:***

Our petty cash account (101) has a balance of \$200, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

***General checking account activity (105):***

Beginning balance April 1, 2021	\$7,305,154.76
Payments made	\$1,721,085.81
Deposits made	\$734,593.38
Ending balance April 30, 2021	\$6,318,662.33

***Farebox account activity (106):***

Beginning balance April 1, 2021	\$67,969.74
Deposits made	\$35,737.29
Ending balance April 30, 2021	\$103,707.03

***LAIF investment account activity (135):***

Beginning balance April 1, 2021	\$10,975,963.28
LAIF Q3FY21	\$9,078.45
Ending balance April 30, 2021	\$10,985,041.83

***Operating Expenditures Summary:***

As this is the tenth month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 83%. The agency is at 66% overall.

Traditionally both the fixed route and paratransit purchased transportation bills are accrued each month, so they can be reflected in the monthly expenditures taken to the board. However, with the new paratransit contract that will no longer be possible and therefore those expenses will be reported on a month lag.

***Operating Revenues Summary:***

While expenses are at 66%, revenues are at 91%, providing for a healthy cashflow.

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the April 2021 Treasurer's Report.

Attachments:

1. April 2021 Treasurer's Report

*Approved:* \_\_\_\_\_

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
April 30, 2021**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	6,318,662	
106 CASH - FIXED ROUTE ACCOUNT	103,707	
107 Clipper Cash	260,411	
108 Rail	3,019,290	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	320,809	
135 INVESTMENTS - LAIF	11,014,292	
150 PREPAID EXPENSES	103,338	
160 OPEB ASSET	802,201	
165 DEFFERED OUTFLOW-Pension Related	588,141	
166 DEFFERED OUTFLOW-OPEB	64,410	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	63,949,337	
<b>TOTAL ASSETS</b>		<b>86,545,085</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	227,512	
211 PRE-PAID REVENUE	2,061,485	
21101 Clipper to be distributed	132,589	
22000 FEDERAL INCOME TAXES PAYABLE	34	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	(156)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(330)	
22030 SDI TAXES PAYABLE	(15)	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	638	
22090 WORKERS' COMPENSATION PAYABLE	7,816	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	1,212,136	
23105 Deferred Inflow- OPEB Related	203,209	
23104 Deferred Inflow- Pension Related	81,681	
23103 INSURANCE CLAIMS PAYABLE	89,834	
23102 UNEMPLOYMENT RESERVE	(7,828)	
<b>TOTAL LIABILITIES</b>		<b>4,008,597</b>

**FUND BALANCE:**

301 FUND RESERVE	(7,734,299)	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	77,154,817	
30401 SALE OF BUSES & EQUIPMENT	84,491	
FUND BALANCE	13,031,480	
<b>TOTAL FUND BALANCE</b>		<b>82,536,488</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>86,545,085</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
April 30, 2021**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	340,455	39,427	215,468	124,987	63.3%
4020000	Business Park Revenues	72,020	0	133,424	(61,404)	185.3%
4020500	Special Contract Fares	218,288	0	76,637	141,651	35.1%
4020500	Special Contract Fares - Paratransit	30,000	(21,270)	17,273	12,727	57.6%
4010200	Paratransit Passenger Fares	93,750	0	9,195	84,555	9.8%
4060100	Concessions	20,820	0	11,182	9,638	53.7%
4060300	Advertising Revenue	30,000	3,250	41,289	(11,289)	137.6%
4070400	Miscellaneous Revenue-Interest	25,000	9,078	50,635	(25,635)	202.5%
4070300	Non transportation revenue	86,052	3,394	68,814	17,238	80.0%
4090100	Local Transportation revenue	538,506	0	2,783,004	(2,244,498)	516.8%
4099100	TDA Article 4.0 - Fixed Route	6,041,384	0	4,733,575	1,307,809	78.4%
4099500	TDA Article 4.0-BART	58,163	0	61,342	(3,179)	105.5%
4099200	TDA Article 4.5 - Paratransit	87,527	0	83,466	4,061	95.4%
4099600	Bridge Toll- RM2, RM1	348,502	0	0	348,502	0.0%
4110100	STA Funds-Paratransit	66,305	0	0	66,305	0.0%
4110500	STA Funds- Fixed Route BART	415,450	0	717,177	(301,727)	172.6%
4110100	STA Funds-pop	793,498	0	207,720	585,778	26.2%
4110100	STA Funds- rev	208,552	0	0	208,552	0.0%
4110100	STA Block	888,731	0	770,975	117,756	86.8%
4110100	STA Funds- Lifeline	38,281	0	0	38,281	0.0%
4110100	Caltrans	250,000	0	0	250,000	0.0%
4130000	FTA Section CARES Act	5,000,000	500,764	4,002,133	997,867	100.0%
4130000	FTA Section 5307 ADA Paratransit	412,325	0	0	412,325	0.0%
4130000	FTA TPI	88,000	0	0	88,000	100.0%
4640500	Measure B Gap	23,859	0	47,511	(23,652)	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	559,135	88,836	702,738	(143,603)	125.7%
4640100	Measure B Paratransit Funds-Paratransit	103,034	16,375	129,538	(26,504)	125.7%
4640200	Measure BB Paratransit Funds-Fixed Route	413,424	65,670	520,953	(107,529)	126.0%
4640200	Measure BB Paratransit Funds-Paratransit	202,370	32,146	255,006	(52,636)	126.0%
<b>RAIL</b>		<b>0</b>	<b>0</b>	<b>210,800</b>		
<b>TOTAL REVENUE</b>		<b>17,453,431</b>	<b>737,672</b>	<b>15,849,855</b>	<b>1,814,376</b>	<b>90.8%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
April 30, 2021**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$1,670,376	\$121,514	\$1,325,327	\$345,049	79.34%
502 00	Personnel Benefits	\$999,960	\$57,122	\$781,668	\$218,292	78.17%
503 00	Professional Services	\$1,148,380	\$57,252	\$301,325	\$847,055	26.24%
503 05	Non-Vehicle Maintenance	\$825,443	\$2,212	\$595,133	\$213,723	72.10%
503 99	Communications	\$5,500	\$539	\$884	\$4,616	16.08%
504 01	Fuel and Lubricants	\$1,021,500	\$88,426	\$309,813	\$711,687	30.33%
504 03	Non contracted vehicle maintenance	\$3,000	\$3,250	\$7,822	(\$4,822)	260.73%
504 99	Office/Operating Supplies	\$56,030	(\$497)	\$15,031	\$40,999	26.83%
504 99	Printing	\$67,000	\$1,604	\$20,692	\$46,308	30.88%
505 00	Utilities	\$351,235	\$23,685	\$242,397	\$108,838	69.01%
506 00	Insurance	\$682,703	\$0	\$557,368	\$125,335	81.64%
507 99	Taxes and Fees	\$277,000	\$12,932	\$40,130	\$236,870	14.49%
508 01	Purchased Transportation Fixed Route	\$8,755,092	\$661,731	\$6,536,953	\$2,218,139	74.66%
2-508 02	Purchased Transportation Paratransit	\$1,314,813	\$3,219	\$638,422	\$676,391	48.56%
508 03	Purchased Transportation WOD	\$76,026	\$59,512	\$218,224	(\$142,198)	287.04%
509 00	Miscellaneous	\$179,477	\$9,117	\$24,473	\$203,073	13.64%
509 02	Professional Development	\$39,500	\$98	\$4,110	\$35,390	10.40%
509 08	Advertising	\$60,000	\$10,113	\$28,530	\$31,470	47.55%
<b>TOTAL</b>		<b>\$17,533,035</b>	<b>\$1,111,828</b>	<b>\$11,648,301</b>	<b>\$5,916,216</b>	<b>66.44%</b>



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**April 30, 2021**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	199,000	0	0	199,000	0.00%
4090194	TDA Shop repairs and replacement	100,000	0	0	100,000	0.00%
4091794	Bus stop improvements	416,000	0	50,961	365,039	12.25%
4090994	Radio Upgrade	6,700	0	12,700	(6,000)	189.55%
4090794	TDA Transit Center Improvements	110,000	0	0	110,000	0.00%
409??94	TDA (Transit Capital)	100,000	0	34,990	65,010	34.99%
4092094	TDA (Major component rehab)	410,000	0	0	410,000	0.00%
4091294	TDA Doolan Tower Upgrade	30,000	0	0	30,000	0.00%
4091691	SAV BAAQMD	168,194	0	0	168,194	0.00%
46405	CIP Shelters	1,277,410	0	354,290	923,120	27.74%
4090694	TDA TSP	66,000	0	122,461	(56,461)	185.55%
409xx94	Bus add ons	266,000	0	0	266,000	0.00%
4090294	TDA Atlantis	350,000	0	19,261	330,739	5.50%
409xx94	TDA Real Time APC	200,000	0	0	200,000	0.00%
409xx91	TVTC TSP	1,140,000	0			
4111700	SGR shelters and stops	80,640	0	0	80,640	0.00%
4110500	Prop 1B office and facility	200,962	0	0	200,962	0.00%
411	Prop 1B Transit Center	20,000	0	0	20,000	0.00%
411	Dublin Parking garage	20,000,000	0	0	20,000,000	0.00%
41306	TSP	100,000	0	110,022	(10,022)	110.02%
41315	FTA farebox		0	0	0	#DIV/0!
41320	FTA Hybrid battery packs	800,000	0	0	800,000	0.00%
	FTA Transit Center	440,000	0			0.00%
<b>TOTAL REVENUE</b>		<b>26,480,906</b>	<b>-</b>	<b>704,686</b>	<b>24,196,220</b>	<b>2.66%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**April 30, 2021**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	350,000	5,500	272,285	77,715	77.80%
5550107	Shop Repairs and replacement	300,962	0	196,387	104,575	65.25%
5551607	SAV	168,194	0	9,775	158,419	5.81%
5550407	BRT	168,194	350,910	913,170	(744,976)	542.93%
555xx07	Bus Add ons	266,000	0	0	266,000	0.00%
555xx07	Real time APC	200,000	0	0	200,000	0.00%
5550507	Office and Facility Equipment	199,000	15,809	15,809	183,191	7.94%
5550607	TSP upgrade	1,206,000	0	505,870	700,130	41.95%
5550907	Radio upgrade	6,700	8,050	96,895	(90,195)	1446.20%
5551007	Transit Center Upgrades and Improvements	570,000	49,308	49,308	520,692	8.65%
5551207	Doolan Tower upgrade	30,000	0	0	30,000	0.00%
555xx07	Dublin Parking Garage	20,000,000	0	0	20,000,000	0.00%
5551707	Bus Shelters and Stops	1,774,050	(11,738)	424,153	1,349,897	23.91%
5551907	COVID Supplies	21,343	0	47,286	(25,943)	221.55%
5552007	Major component rehab	1,210,000	0	0	1,210,000	0.00%
555??07	Transit Capital	100,000	0	43,130	56,870	43.13%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>26,570,443</b>	<b>417,839</b>	<b>2,574,069</b>	<b>23,996,374</b>	<b>9.69%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>-89537.00</b>	<b>(417,839)</b>	<b>(1,869,383)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>-172,141.00</b>	<b>(817,242)</b>	<b>2,159,034</b>		

# California State Treasurer

## *Fiona Ma, CPA*



Local Agency Investment Fund  
P.O. Box 942809  
Sacramento, CA 94209-0001  
(916) 653-3001

May 11, 2021

[LAIF Home](#)  
[PMIA Average Monthly Yields](#)

LIVERMORE/AMADOR VALLEY TRANSIT  
AUTHORITY  
GENERAL MANAGER  
1362 RUTAN COURT, SUITE 100  
LIVERMORE, CA 94550

[Tran Type Definitions](#)

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**Account Number:** 80-01-002

April 2021 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
4/15/2021	4/14/2021	QRD	1672151	N/A	SYSTEM	9,078.45

### Account Summary

Total Deposit:	9,078.45	Beginning Balance:	10,975,963.28
Total Withdrawal:	0.00	Ending Balance:	10,985,041.73

REPORT.: May 13 21 Thursday  
RUN....: May 13 21 Time: 10:56  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 04-21 BANK ACCOUNT 105

PAGE: 001  
ID #: PY-CD  
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-21	022135	04/23/21	ALA10 (ALAMEDA COUNTY CLERK)		(40.00)	.00	(40.00)	Ck# 022135 Reversed
	022548	04/01/21	TX242 (BONNIE WOLF)		(117.44)	.00	(117.44)	Ck# 022548 Reversed
	022549	04/05/21	A&M01 (LEO LAM INC)		355.43	.00	355.43	Automatic Generated Check
	022550	04/05/21	ACT01 (AC TRANSIT DISTRICT)		1,113.32	.00	1,113.32	Automatic Generated Check
	022551	04/05/21	AIM01 (AIM TO PLEASE JANITORIAL SER		2,500.00	.00	2,500.00	Automatic Generated Check
	022552	04/05/21	ATT03 (AT&T )		956.00	.00	956.00	Automatic Generated Check
	022553	04/05/21	CAL13 (CALIFORNIA TRANSIT)		1,494.25	.00	1,494.25	Automatic Generated Check
	022554	04/05/21	CIT06 (CITY OF LIVERMORE SEWER)		182.28	.00	182.28	Automatic Generated Check
	022555	04/05/21	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	022556	04/05/21	EME01 (BRIGHTVIEW LANDSCAPE SERVICE		1,301.00	.00	1,301.00	Automatic Generated Check
	022557	04/05/21	KIM02 (KIMLEY-HORN AND ASSOC, INC)		5,230.00	.00	5,230.00	Automatic Generated Check
	022558	04/05/21	KOF01 (KOFF & ASSOCIATES)		1,550.00	.00	1,550.00	Automatic Generated Check
	022559	04/05/21	LIV10 (LIVERMORE SANITATION INC)		2,515.66	.00	2,515.66	Automatic Generated Check
	022560	04/05/21	MET01 (METROPOLITAN TRANSPORT-)		14,667.89	.00	14,667.89	Automatic Generated Check
	022561	04/05/21	NOR02 (NOR-CAL FIRE EQUIPMENT)		827.20	.00	827.20	Automatic Generated Check
	022562	04/05/21	RIN01 (RINKOR TECHNOLOGY SOLUTIONS)		15,809.12	.00	15,809.12	Automatic Generated Check
	022563	04/05/21	SCF01 (SC FUELS)		19,305.71	.00	19,305.71	Automatic Generated Check
	022564	04/05/21	SHA02 (SHAMROCK OFFICE SOLUTIONS)		28.14	.00	28.14	Automatic Generated Check
	022565	04/05/21	TAC01 (TAC ENERGY)		18,812.62	.00	18,812.62	Automatic Generated Check
	022566	04/05/21	TRA05 (TRANSDEV NORTH AMERICA INC.)		8,516.56	.00	8,516.56	Automatic Generated Check
	022567	04/05/21	TX205 (MUHAMMAD ALI)		152.60	.00	152.60	Automatic Generated Check
	022568	04/05/21	TX206 (FARZANA ALI)		46.34	.00	46.34	Automatic Generated Check
	022569	04/05/21	UST01 (UST COMPLIANCE TESTING IN)		120.00	.00	120.00	Automatic Generated Check
	022570	04/05/21	VAN01 (FBD VANGUARD CONSTRUCTION IN		333,238.12	.00	333,238.12	Automatic Generated Check
	022571	04/16/21	AEC01 (AECOM TECHNICAL SERVICES INC		14,064.57	.00	14,064.57	Automatic Generated Check
	022572	04/16/21	ART01 (ART'S SECURITY LOCKSMITH)		8.74	.00	8.74	Automatic Generated Check
	022573	04/16/21	AVI01 (AMADOR VALLEY INDUSTRIES)		517.66	.00	517.66	Automatic Generated Check
	022574	04/16/21	ELO01 (eLOCK TECHNOLOGIES LLC)		49,307.55	.00	49,307.55	Automatic Generated Check
	022575	04/16/21	HER05 (MELISSA HERNANDEZ STRAH)		700.00	.00	700.00	Automatic Generated Check
	022576	04/16/21	HOT01 (HOTSYPACIFIC)		185.21	.00	185.21	Automatic Generated Check
	022577	04/16/21	JOS02 (JEAN INGALLS JOSEY)		300.00	.00	300.00	Automatic Generated Check
	022578	04/16/21	JTH01 (J. THAYER COMPANY)		185.09	.00	185.09	Automatic Generated Check
	022579	04/16/21	KKI01 (ALPHA MEDIA LLC)		8,000.00	.00	8,000.00	Automatic Generated Check
	022580	04/16/21	KOF01 (KOFF & ASSOCIATES)		8,060.00	.00	8,060.00	Automatic Generated Check
	022581	04/16/21	L&D01 (L&D PRINTING INC)		282.96	.00	282.96	Automatic Generated Check
	022582	04/16/21	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	022583	04/16/21	PAC16 (PACIFIC COAST TRANE)		825.00	.00	825.00	Automatic Generated Check
	022584	04/16/21	PRE03 (PREMIER SECURITY SOLNS CO)		475.00	.00	475.00	Automatic Generated Check
	022585	04/16/21	SCF01 (SC FUELS)		18,816.64	.00	18,816.64	Automatic Generated Check
	022586	04/16/21	SEO01 (SEON SYSTEM SALES INC.)		720.00	.00	720.00	Automatic Generated Check
	022587	04/16/21	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	022588	04/16/21	STA15 (STATE WATER RESOURCES CONTRO		2,948.00	.00	2,948.00	Automatic Generated Check
	022589	04/16/21	TAC01 (TAC ENERGY)		18,853.20	.00	18,853.20	Automatic Generated Check
	022590	04/16/21	TEL01 (TPx COMMUNICATIONS)		2,735.77	.00	2,735.77	Automatic Generated Check
	022591	04/16/21	TIC01 (JYOTSNA MEHTA)		37.50	.00	37.50	Automatic Generated Check
	022592	04/16/21	TIC06 (MARTIN SPENK)		14.00	.00	14.00	Automatic Generated Check
	022593	04/16/21	TX212 (LINDA WAHLE)		117.44	.00	117.44	Automatic Generated Check
	022594	04/30/21	ACT01 (AC TRANSIT DISTRICT)		2,226.64	.00	2,226.64	Automatic Generated Check
	022595	04/30/21	AIM01 (AIM TO PLEASE JANITORIAL SER		3,886.83	.00	3,886.83	Automatic Generated Check
	022596	04/30/21	ATT02 (AT&T )		421.64	.00	421.64	Automatic Generated Check
	022597	04/30/21	ATT03 (AT&T )		959.02	.00	959.02	Automatic Generated Check
	022598	04/30/21	CIS01 (CISCO AIR SYSTEMS INC)		4,734.48	.00	4,734.48	Automatic Generated Check
	022599	04/30/21	CIT06 (CITY OF LIVERMORE SEWER)		226.26	.00	226.26	Automatic Generated Check
	022600	04/30/21	COR01 (CORBIN WILLITS SYSTEMS)		264.12	.00	264.12	Automatic Generated Check
	022601	04/30/21	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	022602	04/30/21	EME01 (BRIGHTVIEW LANDSCAPE SERVICE		1,301.00	.00	1,301.00	Automatic Generated Check
	022603	04/30/21	FAS01 (FASTSIGNS)		345.82	.00	345.82	Automatic Generated Check
	022604	04/30/21	GBS01 (WILLIAM R. GRAY & COMPANY IN		14,607.50	.00	14,607.50	Automatic Generated Check
	022605	04/30/21	GEN05 (GENFARE)		75.00	.00	75.00	Automatic Generated Check
	022606	04/30/21	GGA01 (GOGOVAPPS INC.)		3,048.00	.00	3,048.00	Automatic Generated Check
	022607	04/30/21	HAN01 (HANSON BRIDGETT MARCUS)		3,112.50	.00	3,112.50	Automatic Generated Check
	022608	04/30/21	HER05 (MELISSA HERNANDEZ STRAH)		200.00	.00	200.00	Automatic Generated Check
	022609	04/30/21	JFG01 (JARVIS FAY & GIBSON LLP)		2,074.00	.00	2,074.00	Automatic Generated Check
	022610	04/30/21	JOS02 (JEAN INGALLS JOSEY)		200.00	.00	200.00	Automatic Generated Check
	022611	04/30/21	KOF01 (KOFF & ASSOCIATES)		2,790.00	.00	2,790.00	Automatic Generated Check
	022612	04/30/21	LYF01 (LYFT, INC)		2,721.29	.00	2,721.29	Automatic Generated Check
	022613	04/30/21	MET01 (METROPOLITAN TRANSPORT-)		8,869.96	.00	8,869.96	Automatic Generated Check
	022614	04/30/21	OFF01 (OFFICE DEPOT)		113.08	.00	113.08	Automatic Generated Check
	022615	04/30/21	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	022616	04/30/21	TAC01 (TAC ENERGY)		19,591.08	.00	19,591.08	Automatic Generated Check
	022617	04/30/21	TRA05 (TRANSDEV NORTH AMERICA INC.)		32,409.75	.00	32,409.75	Automatic Generated Check
	022618	04/30/21	TX133 (SAROJA IYER)		83.78	.00	83.78	Automatic Generated Check
	022619	04/30/21	TX212 (LINDA WAHLE)		103.10	.00	103.10	Automatic Generated Check
	H10772	04/29/21	CAL15 (CALTRONICS BUSINESS SYS)		(75.44)	.00	(75.44)	Ck# H10772 Reversed
	H10773	04/29/21	CAL15 (CALTRONICS BUSINESS SYS)		(172.99)	.00	(172.99)	Ck# H10773 Reversed
	H10774	04/29/21	CAL15 (CALTRONICS BUSINESS SYS)		(101.14)	.00	(101.14)	Ck# H10774 Reversed
	H11117	04/01/21	RIN01 (RINKOR TECHNOLOGY SOLUTIONS)		(15,809.12)	.00	(15,809.12)	RIN01, 4272SM, PO #7521 T
	H11118	04/01/21	RIN01 (RINKOR TECHNOLOGY SOLUTIONS)		15,809.12	.00	15,809.12	RIN01, 4272SM, PO #7521 T
	H11119	04/01/21	KIM02 (KIMLEY-HORN AND ASSOC, INC)		(11,737.50)	.00	(11,737.50)	KIM02, 18153097, PO 7520 R
	H11120	04/01/21	KIM02 (KIMLEY-HORN AND ASSOC, INC)		11,737.50	.00	11,737.50	KIM02, 18153097, PO 7520
	H11121	04/01/21	VOID (Voided Check)		.00	.00	.00	BAN03, NOV-20 CC STATEMEN
	H11122	04/01/21	VOID (Voided Check)		.00	.00	.00	BAN03, DEC-20 CC STATEMEN
	H11123	04/01/21	VOID (Voided Check)		.00	.00	.00	BAN03, JAN-21 BOW CC STAT
	H11124	04/01/21	VOID (Voided Check)		.00	.00	.00	BAN03, FEB-21 BOW CC STAT
	H11125	04/30/21	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,285.96	.00	2,285.96	DEL05, MAY-21 DENTAL INSU
	H11126	04/07/21	STA01 (STATE COMPENSATION FUND)		1,496.92	.00	1,496.92	STA01, APR-21 WORKER'S CO
	H11127	04/30/21	VSP01 (VSP )		577.24	.00	577.24	VSP01, APR-21 VISION INSU
	H11128	04/01/21	MUT01 (MUTUAL OF OMAHA)		1,188.34	.00	1,188.34	MUT01, APR-21 LTD & LIFE
	H11129	04/07/21	AME06 (AMERICAN FIDELITY ASSURANCE		1,020.96	.00	1,020.96	AME06, APR-21 FLEXIBLE SP
	H11130	04/07/21	AME06 (AMERICAN FIDELITY ASSURANCE		732.22	.00	732.22	AME06, MAR-21 SUPPLEMENTA
	H11131	04/01/21	HDE01 (HOME DEPOT-CREDIT SERVICES)		382.53	.00	382.53	HDE01, FEB-21 CC STATEMEN

REPORT.: May 13 21 Thursday  
RUN....: May 13 21 Time: 10:56  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 04-21 BANK ACCOUNT 105

PAGE: 002  
ID #: PY-CD  
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-21	H11132	04/01/21	HDE01 (HOME DEPOT-CREDIT SERVICES)		196.39	.00	196.39	HDE01, MAR-21 CC STATEMEN
	H11133	04/09/21	MVT01 (MV TRANSPORTATION, INC.)		11,473.54	.00	11,473.54	MVT01, FEB-21 FIXED ROUTE
	H11134	04/06/21	TX243 (SULABHA KONDED)		160.00	.00	160.00	TX243, PARATAXI REIMBURSE
	H11135	04/06/21	TX228 (DEBORAH BUTLER)		80.61	.00	80.61	TX228, PARATAXI REIMBURSE
	H11136	04/15/21	MVT01 (MV TRANSPORTATION, INC.)		300,000.00	.00	300,000.00	MVT01, 113079, APR-21 MV
	H11137	04/06/21	MTM01 (MEDICAL TRANSPORTATION MANAG		12,048.75	.00	12,048.75	MTM01, MTM-112141, 3/2020
	H11138	04/07/21	MTM01 (MEDICAL TRANSPORTATION MANAG		11,692.50	.00	11,692.50	MTM01, MTM-112142, 2/2021
	H11139	04/07/21	RIC03 (RICHARD MILLER)		5,500.00	.00	5,500.00	RIC03, 922, MP610 ATLANTI
	H11140	04/06/21	RIC03 (RICHARD MILLER)		8,050.00	.00	8,050.00	RIC03, 923, MP609 RUTAN-F
	H11141	04/01/21	VER01 (VERIZON WIRELESS)		1,707.83	.00	1,707.83	VER01, 9876108038, 2/23-3
04-21	H11142	04/01/21	WOE01 (ROBERT L. WOERNER)		100.00	.00	100.00	WOE01, NOV-20 BOD STIPEND
	H11143	04/01/21	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, JAN-21 BOD STIPEND
04-21	H11144	04/01/21	NAR01 (KATHERINE NARUM)		100.00	.00	100.00	NAR01, JAN-21 BOD STIPEND
	H11145	04/01/21	WOE01 (ROBERT L. WOERNER)		100.00	.00	100.00	WOE01, JAN-21 BOD STIPEND
04-21	H11146	04/01/21	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, MAR-21 BOD STIPEND
	H11147	04/01/21	NAR01 (KATHERINE NARUM)		200.00	.00	200.00	NAR01, MAR-21 BOD STIPEND
04-21	H11148	04/01/21	WOE01 (ROBERT L. WOERNER)		200.00	.00	200.00	WOE01, MAR-21 BOD STIPEND
	H11149	04/01/21	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, FEB-21 BOD STIPEND
04-21	H11150	04/01/21	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, FEB-21 BOD STIPEND
	H11151	04/01/21	NAR01 (KATHERINE NARUM)		200.00	.00	200.00	NAR01, FEB-21 BOD STIPEND
04-21	H11152	04/01/21	WOE01 (ROBERT L. WOERNER)		300.00	.00	300.00	WOE01, FEB-21 BOD STIPEND
	H11153	04/01/21	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, DEC-20 BOD STIPEND
04-21	H11154	04/01/21	COO03 (BOB COOMBER)		50.00	.00	50.00	COO03, DEC-20 BOD STIPEND
	H11155	04/01/21	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, DEC-20 BOD STIPEND
04-21	H11156	04/01/21	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, DEC-20 BOD STIPEND
	H11157	04/01/21	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, DEC-20 BOD STIPEND
04-21	H11158	04/01/21	WOE01 (ROBERT L. WOERNER)		200.00	.00	200.00	WOE01, DEC-20 BOD STIPEND
	H11159	04/09/21	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		44,939.43	.00	44,939.43	DIR02, PR DIRECT DEPOSIT
04-21	H11160	04/09/21	EFT01 (ELECTRONIC FUND TRANSFERS)		8,875.05	.00	8,875.05	EFT01, FEDERAL TAX 3/20/2
	H11161	04/09/21	EMP01 (EMPLOYMENT DEVEL DEPT)		3,441.55	.00	3,441.55	EMP01, STATE TAX 3/20/21-
04-21	H11162	04/09/21	PER01 (PERS )		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR
	H11163	04/09/21	PER01 (PERS )		5,787.70	.00	5,787.70	PER01, PERS NEW CONTRIBUT
04-21	H11164	04/09/21	PER04 (CALPERS RETIREMENT SYSTEM)		2,130.07	.00	2,130.07	PER04, PERS 457 CONTRIBUT
	H11165	04/16/21	TX242 (BONNIE WOLF)		120.00	.00	120.00	TX242, PARATAXI REIMBURSE
04-21	H11166	04/16/21	TX228 (DEBORAH BUTLER)		113.47	.00	113.47	TX228, PARATAXI REIMBURSE
	H11167	04/22/21	CEN04 (CENTRAL CONTRA COSTA TRAN)		100,000.00	.00	100,000.00	CEN04, ESCROW ACCOUNT PAR
04-21	H11168	04/30/21	UBE01 (UBER )		1,257.18	.00	1,257.18	UBE01, MAR-21 BILLING: GO
	H11169	04/26/21	DEC01 (DECAL APPLICATORS LLC)		250.00	.00	250.00	DEC01, 15213, MP727 RAPID
04-21	H11170	04/20/21	HDE01 (HOME DEPOT-CREDIT SERVICES)		479.40	.00	479.40	HDE01, APR-21 CC STATEMEN
	H11171	04/30/21	STA13 (STAPLES CREDIT PLAN)		26.11	.00	26.11	STA13, APR-21 CC STATEMEN
04-21	H11172	04/30/21	STA01 (STATE COMPENSATION FUND)		1,496.92	.00	1,496.92	STA01, MAY-21 WORKER'S CO
	H11173	04/05/21	PAC01 (AT&T )		345.35	.00	345.35	PAC01,ACCT #925-243-9029,
04-21	H11174	04/05/21	PAC01 (AT&T )		187.12	.00	187.12	PAC01, ACCT #925-245-0576
	H11175	04/11/21	PAC01 (AT&T )		354.67	.00	354.67	PAC01,ACCT #436-951-0106,
04-21	H11176	04/07/21	PAC01 (AT&T )		33.34	.00	33.34	PAC01,ACCT #232-351-6260,
	H11177	04/15/21	MCC01 (TONY MCCAULAY)		344.82	.00	344.82	MCC01, 2/26/21-4/12/21 EX
04-21	H11178	04/30/21	MVT01 (MV TRANSPORTATION, INC.)		300,000.00	.00	300,000.00	MVT01, 113080, APR-21 MV
	H11179	04/30/21	MUT01 (MUTUAL OF OMAHA)		1,188.34	.00	1,188.34	MUT01, MAY-21 LTD & LIFE
04-21	H11180	04/21/21	PER03 (CAL PUB EMP RETIRE SYSTM)		36,903.56	.00	36,903.56	PER03, MAY-2021 HEALTH IN
	H11181	04/22/21	STA05 (STATE BOARD OF EQUAL)		617.00	.00	617.00	STA05, 1ST QTR 2021 EXEMP
04-21	H11182	04/22/21	STA04 (STATE BOARD OF )		908.00	.00	908.00	STA04, 1ST QTR 2021 UNDER
	H11183	04/22/21	PER04 (CALPERS RETIREMENT SYSTEM)		2,132.61	.00	2,132.61	PER04, PERS 457 CONTRIBUT
04-21	H11184	04/22/21	PER01 (PERS )		3,900.38	.00	3,900.38	PER01, PERS CLASSIC CONTR
	H11185	04/22/21	PER01 (PERS )		5,787.70	.00	5,787.70	PER01, PERS NEW CONTRIBUT
04-21	H11186	04/22/21	EMP01 (EMPLOYMENT DEVEL DEPT)		4,906.09	.00	4,906.09	EMP01, STATE TAX 4/3/21-4
	H11187	04/22/21	EFT01 (ELECTRONIC FUND TRANSFERS)		13,528.24	.00	13,528.24	EFT01, FEDERAL TAX 4/3/21
04-21	H11188	04/23/21	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		57,486.19	.00	57,486.19	DIR02, PR DIRECT DEPOSIT
	H11189	04/30/21	TX243 (SULABHA KONDED)		320.00	.00	320.00	TX243, PARATAXI REIMBURSE
04-21	H11190	04/30/21	TX228 (DEBORAH BUTLER)		38.97	.00	38.97	TX228, PARATAXI REIMBURSE
	H11191	04/30/21	BAN03 (BANKCARD CENTER)		6,731.51	.00	6,731.51	BAN03, MAR-21 BOW CC STAT
04-21	H11192	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		172.99	.00	172.99	CAL15, 3103580B, BIZHUB 8
	H11193	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		101.14	.00	101.14	CAL15, 3121871B, BIZHUB 9
04-21	H11194	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		75.44	.00	75.44	CAL15, 3084675B, BIZHUB 7
	H11195	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		148.27	.00	148.27	CAL15, 3139423, BIZHUB 10
04-21	H11196	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		210.89	.00	210.89	CAL15, 3156980, BIZHUB 11
	H11197	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		86.68	.00	86.68	CAL15, 3173733, BIZHUB 12
04-21	H11198	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		140.34	.00	140.34	CAL15, 3212167, BIZHUB 2/
	H11199	04/30/21	CAL15 (CALTRONICS BUSINESS SYS)		288.02	.00	288.02	CAL15, 3233665, BIZHUB 3/
04-21	H11200	04/30/21	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, APR-21 BOD STIPEND
	H11201	04/30/21	HAU01 (DAVID HAUBERT)		200.00	.00	200.00	HAU01, APR-21 BOD STIPEND
04-21	H11202	04/30/21	NAR01 (KATHERINE NARUM)		200.00	.00	200.00	NAR01, APR-21 BOD STIPEND
	H11203	04/30/21	WOE01 (ROBERT L. WOERNER)		100.00	.00	100.00	WOE01, APR-21 BOD STIPEND
04-21	H11204	04/01/21	PEX01 (PEX CARD)		2,000.00	.00	2,000.00	PEX01, 4/1/21 DEPOSIT PEX
	H11205	04/10/21	MTM01 (MEDICAL TRANSPORTATION MANAG		70,945.01	.00	70,945.01	MTM01, FEB-21 MONTHLY SER
04-21	H11206	04/30/21	PAC02 (PACIFIC GAS AND ELECTRIC)		1,206.88	.00	1,206.88	PAC02, 7264840356-5, BUS
	H11207	04/30/21	PAC02 (PACIFIC GAS AND ELECTRIC)		1,401.39	.00	1,401.39	PAC02, 6062256368-6, ATLA
04-21	H11208	04/30/21	PAC02 (PACIFIC GAS AND ELECTRIC)		83.63	.00	83.63	PAC02, 7649646868-7, DOOL
	H11209	04/30/21	PAC02 (PACIFIC GAS AND ELECTRIC)		3,666.47	.00	3,666.47	PAC02, 9007202117-4, MOA
04-21	H11210	04/30/21	PAC02 (PACIFIC GAS AND ELECTRIC)		5,003.43	.00	5,003.43	PAC02, 5809326332-3, MOA
	H11211	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		702.11	.00	702.11	CAL04, 9098655555, MOA WA
04-21	H11212	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		111.62	.00	111.62	CAL04, 0198655555, BUS WA
	H11213	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 5755555555, CONTRA
04-21	H11214	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 4755555555, MOA FI
	H11215	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		55.69	.00	55.69	CAL04, 2575555555, TC FIR
04-21	H11216	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		545.89	.00	545.89	CAL04, 4616555555, TC IRR
	H11217	04/30/21	CAL04 (CALIFORNIA WATER SERVICE)		35.37	.00	35.37	CAL04, 3616555555, TC WAT
04-21	H11218	04/01/21	MER01 (MERCHANT SERVICES)		70.13	.00	70.13	MER01, MAR-21 TRANSIT CEN
	H11219	04/01/21	MER01 (MERCHANT SERVICES)		50.94	.00	50.94	MER01, MAR-21 MOA CC STAT
04-21	H11220	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		16.02	.00	16.02	CIT07, 138432-00, ATLANTI
	H11221	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		26.66	.00	26.66	CIT07, 139399-00, ATLANTI
04-21	H11222	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		36.42	.00	36.42	CIT07, 139361-00, ATLANTI

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Month End Cash Disbursements Report  
Prior Period Report for 04-21 BANK ACCOUNT 105

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Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
04-21	H11223	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		180.40	.00	180.40	CIT07, 138430-01, ATLANTI
	H11224	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		132.27	.00	132.27	CIT07, 139388-00, BUS WAS
	H11225	04/30/21	CIT07 (CITY OF LIVERMORE - WATER)		46.52	.00	46.52	CIT07, 138431-00, ATLANTI
			Total for Bank Account 105	----->	1,720,578.80	.00	1,720,578.80	
			Grand Total of all Bank Accounts	----->	1,720,578.80	.00	1,720,578.80	

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 Month End Payable Activity Report  
 Prior Period Report for 04-21

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-21	A&M01 (LEO LAM INC)	165332	03/24/21	04/23/21	A	355.43	A&M01, 165332, MP756 SANTA RITA SHELTER SIGN
04-21	ACT01 (AC TRANSIT DISTRICT)	LOC01020	03/26/21	04/25/21	A	1113.32	ACT01, LOC0001020, 2021 2ND QTR RTC PROGRAM-
		LOC01047	04/26/21	05/26/21	A	1113.32	ACT01, LOC0001047, 3RD QTR RTC PROGRAM-FY21
		LOC01060	05/03/21	06/02/21	A	1113.32	ACT01, LOC0001060, 4TH QTR RTC PROGRAM-FY21
		Vendor's Total ----->				3339.96	
04-21	AEC01 (AECOM TECHNICAL SERVICES IN200482619		04/13/21	05/13/21	A	14064.57	AEC01, 2000482619, 2/27-3/26/21 REGIONAL BUS
04-21	AIM01 (AIM TO PLEASE JANITORIAL SE68-MAR-21		03/29/21	04/28/21	A	2500.00	AIM01, MAR-21 MONTHLY JANITORIAL SERVICE
	69-APR-21		04/29/21	05/29/21	A	3886.83	AIM01, APR-21 MONTHLY JANITORIAL SERVICE
		Vendor's Total ----->				6386.83	
04-21	ALA10 (ALAMEDA COUNTY CLERK)	FY21-FBNSu	04/23/21	/ /		40.00	Ck# 022135 Reversed
04-21	AME06 (AMERICAN FIDELITY ASSURANCE FSA04-21H		04/02/21	05/02/21	A	1020.96	AME06, APR-21 FLEXIBLE SPENDING ACCOUNT
	SUPP03-21H		03/15/21	04/14/21	A	732.22	AME06, MAR-21 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				1753.18	
04-21	ART01 (ART'S SECURITY LOCKSMITH)	83750	04/14/21	05/14/21	A	8.74	ART01, 83750, MP790 MV-1 KEYS-RUTAN FACILITY
04-21	ATT02 (AT&T )	16326606	04/13/21	05/13/21	A	421.64	ATT02, 16326606, PAYER #9391035694 3/13-4/12
04-21	ATT03 (AT&T )	292441604	04/19/21	05/19/21	A	959.02	ATT03, 2292441604, APR-21 INTERNET PRI
	597590601		03/19/21	04/18/21	A	956.00	ATT03, 2597590601, MAR-21 INTERNET PRI
		Vendor's Total ----->				1915.02	
04-21	AVI01 (AMADOR VALLEY INDUSTRIES)	883814	03/31/21	04/30/21	A	517.66	AVI01, 883814, MAR-21 GARBAGE PICK UP SERVIC
04-21	BAN03 (BANKCARD CENTER)	MAR-2021H	04/02/21	05/02/21	A	6731.51	BAN03, MAR-21 BOW CC STATEMENT
	DEC-20REVH		04/01/21	05/01/21	A	.00	BAN03, DEC-20 CC STATEMENT-CORRECTING ENTRIE
	FEB-21REVH		04/01/21	05/01/21	A	.00	BAN03, FEB-21 BOW CC STATEMENT CORRECTION
	JAN-21REVH		04/01/21	05/01/21	A	.00	BAN03, JAN-21 BOW CC STATEMENT CORRECTION
	NOV-20REVH		04/01/21	05/01/21	A	.00	BAN03, NOV-20 CC STATEMENT-CORRECTING ENTRIE
		Vendor's Total ----->				6731.51	
04-21	BRO03 (KARLA SUE BROWN)	APR-2021H	04/30/21	05/30/21	A	200.00	BRO03, APR-21 BOD STIPEND
	DEC-2020H		01/01/21	01/31/21	A	100.00	BRO03, DEC-20 BOD STIPEND
	FEB-2021H		03/01/21	03/31/21	A	200.00	BRO03, FEB-21 BOD STIPEND
	JAN-2021H		02/01/21	03/03/21	A	100.00	BRO03, JAN-21 BOD STIPEND
	MAR-2021H		04/01/21	05/01/21	A	100.00	BRO03, MAR-21 BOD STIPEND
		Vendor's Total ----->				700.00	
04-21	CAL04 (CALIFORNIA WATER SERVICE)	198031721H	03/17/21	04/16/21	A	111.62	CAL04, 0198655555, BUS WASH 2/17/21-3/16/21
	257032921H		03/29/21	04/28/21	A	55.69	CAL04, 2575555555, TC FIRE 4/1/21-4/30/21
	361033021H		03/30/21	04/29/21	A	35.37	CAL04, 3616555555, TC WATER 2/27/21-3/29/21
	461033021H		03/30/21	04/29/21	A	545.89	CAL04, 4616555555, TC IRRG 2/27/21-3/30/21
	475032921H		03/29/21	04/28/21	A	74.25	CAL04, 4755555555, MOA FIRE 4/1/21-4/30/21
	575032921H		03/29/21	04/28/21	A	74.25	CAL04, 5755555555, CONTRACTOR FIRE 4/1/21-4/
	909031721H		03/17/21	04/16/21	A	702.11	CAL04, 9098655555, MOA WATER 2/17/21-3/16/21
		Vendor's Total ----->				1599.18	
04-21	CAL13 (CALIFORNIA TRANSIT)	312021MAR	04/01/21	05/01/21	A	1494.25	CAL13, 31-2021-MAR, MAR-21 INS CLAIMS PRIOR
04-21	CAL15 (CALTRONICS BUSINESS SYS)	3084675u	04/29/21	/ /		75.44	Ck# H10772 Reversed
	3103580u		04/29/21	/ /		172.99	Ck# H10773 Reversed
	3121871u		04/29/21	/ /		101.14	Ck# H10774 Reversed
	3139423H		11/16/20	12/16/20	A	148.27	CAL15, 3139423, BIZHUB 10/16/20-11/15/20
	3156980H		12/16/20	01/15/21	A	210.89	CAL15, 3156980, BIZHUB 11/16/20-12/15/20
	3173733H		01/15/21	02/14/21	A	86.68	CAL15, 3173733, BIZHUB 12/16/20-1/15/21
	3212167H		03/16/21	04/15/21	A	140.34	CAL15, 3212167, BIZHUB 2/16/21-3/15/21
	3233665H		04/16/21	05/16/21	A	288.02	CAL15, 3233665, BIZHUB 3/16/21-4/15/21
	3084675BH		08/14/20	09/13/20	A	75.44	CAL15, 3084675B, BIZHUB 7/16/20-8/15/20
	3103580BH		09/16/20	10/16/20	A	172.99	CAL15, 3103580B, BIZHUB 8/16/20-9/15/20
	3121871BH		10/16/20	11/15/20	A	101.14	CAL15, 3121871B, BIZHUB 9/16/20-10/15/20
		Vendor's Total ----->				874.20	

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-21	CEN04 (CENTRAL CONTRA COSTA TRAN)	ESCROW-PTH	04/22/21	05/22/21	A	100000.00	CEN04, ESCROW ACCOUNT PARATRANSIT-COUNTY CON
04-21	CIS01 (CISCO AIR SYSTEMS INC)	187596-1	03/24/21	04/23/21	A	2136.15	CIS01, 187596-1, PO #7536 AIR COMPRESSOR MAI
		189860-1	03/02/21	04/01/21	A	2598.33	CIS01, 189860-1, MP792 AIR COMPRESSOR REPAIR
		Vendor's Total ----->				4734.48	
04-21	CIT06 (CITY OF LIVERMORE SEWER)	BW031621	03/16/21	04/15/21	A	43.04	CIT06, 138143-00, BUS WASH 2/16/21-3/16/21
		BW042021	04/20/21	05/20/21	A	43.04	CIT06, 138143-00, BUS WASH 3/16/21-4/20/21
		TC041321	04/13/21	05/13/21	A	43.98	CIT06, 133389-00, TRANSIT CENTER 3/9/21-4/13
		MOA031621	03/16/21	04/15/21	A	139.24	CIT06, 133294-00, MOA SEWER 2/16/21-3/16/21
		MOA042021	04/20/21	05/20/21	A	139.24	CIT06, 133294-00, MOA SEWER 3/16/21-4/20/21
		Vendor's Total ----->				408.54	
04-21	CIT07 (CITY OF LIVERMORE - WATER)	361031621H	03/16/21	04/15/21	A	36.42	CIT07, 139361-00, ATLANTIS SEWER 2/16/21-3/1
		388040621H	04/06/21	05/06/21	A	132.27	CIT07, 139388-00, BUS WASH 3/2/21-4/6/21
		399031621H	03/16/21	04/15/21	A	26.66	CIT07, 139399-00, ATLANTIS SEWER 2/16/21-3/1
		430031621H	03/16/21	04/15/21	A	180.40	CIT07, 138430-01, ATLANTIS INDOOR 2/16/21-3/
		431040621H	04/06/21	05/06/21	A	46.52	CIT07, 138431-00, ATLANTIS IRRG 3/2/21-4/6/2
		432031621H	03/16/21	04/15/21	A	16.02	CIT07, 138432-00, ATLANTIS FIRE 2/16/21-3/16
		Vendor's Total ----->				438.29	
04-21	COO03 (BOB COOMBER)	DEC-2020H	01/01/21	01/31/21	A	50.00	COO03, DEC-20 BOD STIPEND
04-21	COR01 (CORBIN WILLITS SYSTEMS)	C104151	04/15/21	05/15/21	A	264.12	COR01, C104151, APR-21 SERVICE
04-21	DAY02 (DAY & NIGHT PEST CONTROL)	161659	03/30/21	04/29/21	A	218.00	DAY02, 161659, 3/18/21 RUTAN SERVICE
04-21	DEC01 (DECAL APPLICATORS LLC)	15213H	04/26/21	05/26/21	A	250.00	DEC01, 15213, MP727 RAPID SHELTER DECAL INST
04-21	DEL05 (ALLIED ADMIN/DELTA DENTAL)	MAY-2021H	04/25/21	05/25/21	A	2285.96	DEL05, MAY-21 DENTAL INSURANCE
04-21	DIR01 (DIRECT TV)	96X210411	04/11/21	05/11/21	A	14.00	DIR01, 025118596X210411, APR-21 SERVICE
04-21	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20210402H	04/09/21	05/09/21	A	44939.43	DIR02, PR DIRECT DEPOSIT 3/20/21-4/2/21
		20210416H	04/23/21	05/23/21	A	57486.19	DIR02, PR DIRECT DEPOSIT 4/3/21-4/16/21
		Vendor's Total ----->				102425.62	
04-21	EFT01 (ELECTRONIC FUND TRANFERS)	20210402H	04/09/21	05/09/21	A	8875.05	EFT01, FEDERAL TAX 3/20/21-4/2/21
		20210416H	04/22/21	05/22/21	A	13528.24	EFT01, FEDERAL TAX 4/3/21-4/16/21
		Vendor's Total ----->				22403.29	
04-21	ELO01 (eLOCK TECHNOLOGIES LLC)	5134	03/29/21	04/28/21	A	49307.55	ELO01, 5134, PO #7529 BIKELINK eLOCKERS FOR
04-21	EME01 (BRIGHTVIEW LANDSCAPE SERVIC	7289431	04/01/21	05/01/21	A	1301.00	EME01, 7289431, APR-21 LANDSCAPING SERVICE
		7331069	04/30/21	05/30/21	A	1301.00	EME01, 7331069, MAY-21 LANDSCAPING SERVICE
		Vendor's Total ----->				2602.00	
04-21	EMP01 (EMPLOYMENT DEVEL DEPT)	20210402H	04/09/21	05/09/21	A	3441.55	EMP01, STATE TAX 3/20/21-4/2/21
		20210416H	04/22/21	05/22/21	A	4906.09	EMP01, STATE TAX 4/3/21-4/16/21
		Vendor's Total ----->				8347.64	
04-21	FAS01 (FASTSIGNS)	DUB104411	04/13/21	05/13/21	A	99.21	FAS01, DUB104411, MP781 VINYL BACKERS-BUS SH
		DUB104507	04/22/21	05/22/21	A	246.61	FAS01, DUB104507, MP801 ANGIE'S WAY STREET S
		Vendor's Total ----->				345.82	
04-21	GBS01 (WILLIAM R. GRAY & COMPANY I	21056	04/09/21	05/09/21	A	14607.50	GBS01, 21056, SAV ON-CALL ENGINEERING SUPPOR
04-21	GEN05 (GENFARE)	90173316	04/15/21	05/15/21	A	75.00	GEN05, 90173316, MP770 24HR PASSES ENCODING
04-21	GGA01 (GOGOVAPPS INC.)	21-061	05/03/21	06/02/21	A	3048.00	GGA01, 21-061, MP680 ONE YEAR CRM SOFTWARE L
04-21	HAG01 (SCOTT HAGGERTY)	DEC-2020H	01/01/21	01/31/21	A	100.00	HAG01, DEC-20 BOD STIPEND



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 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-21	HAN01 (HANSON BRIDGETT MARCUS)	1289881	04/19/21	05/19/21	A	3112.50	HAN01, 1289881, MAR-21 ADMIN LEGAL FEES
04-21	HAU01 (DAVID HAUBERT)	APR-2021H	04/30/21	05/30/21	A	200.00	HAU01, APR-21 BOD STIPEND
		DEC-2020H	01/01/21	01/31/21	A	100.00	HAU01, DEC-20 BOD STIPEND
		FEB-2021H	03/01/21	03/31/21	A	200.00	HAU01, FEB-21 BOD STIPEND
		Vendor's Total ----->				500.00	
04-21	HDE01 (HOME DEPOT-CREDIT SERVICES)	APR-2021H	04/13/21	05/13/21	A	479.40	HDE01, APR-21 CC STATEMENT-MISC SUPPLIES
		FEB-2021H	02/12/21	03/14/21	A	382.53	HDE01, FEB-21 CC STATEMENT-MISC SUPPLIES
		MAR-2021H	03/12/21	04/11/21	A	196.39	HDE01, MAR-21 CC STATEMENT-MISC SUPPLIES
		Vendor's Total ----->				1058.32	
04-21	HER05 (MELISSA HERNANDEZ STRAH)	APR-2021	04/30/21	05/30/21	A	200.00	HER05, APR-21 BOD STIPEND
		DEC-2020	01/01/21	01/31/21	A	100.00	HER05, DEC-20 BOD STIPENDS
		FEB-2021	03/01/21	03/31/21	A	200.00	HER05, FEB-21 BOD STIPENDS
		JAN-2021	02/01/21	03/03/21	A	200.00	HER05, JAN-21 BOD STIPENDS
		MAR-2021	04/01/21	05/01/21	A	200.00	HER05, MAR-21 BOD STIPENDS
		Vendor's Total ----->				900.00	
04-21	HOT01 (HOTSYPACIFIC)	81244	03/22/21	04/21/21	A	185.21	HOT01, 81244, MP775 RUTAN PRESSURE WASHE REP
04-21	JFG01 (JARVIS FAY & GIBSON LLP)	15135	03/31/21	04/30/21	A	2074.00	JFG01, 15135, MAR-21 LEGAL FEES-CONTRACT COU
04-21	JOS02 (JEAN INGALLS JOSEY)	APR-2021	04/30/21	05/30/21	A	200.00	JOS02, APR-21 BOD STIPEND
		FEB-2021	03/01/21	03/31/21	A	200.00	JOS02, FEB-21 BOD STIPENDS
		MAR-2021	04/01/21	05/01/21	A	100.00	JOS02, MAR-21 BOD STIPENDS
		Vendor's Total ----->				500.00	
04-21	JTH01 (J. THAYER COMPANY)	1516973-0	04/02/21	05/02/21	A	185.09	JTH01, 1516973-0, 4/2/21 PRINTING PAPER
04-21	KIM02 (KIMLEY-HORN AND ASSOC, INC)	18446194	03/30/21	04/29/21	A	5230.00	KIM02, 18446194, FEB-21 10R CORRIDOR ENHANCE
		18153097CH	04/01/21	05/01/21	A	11737.50	KIM02, 18153097, PO 7520 RAPID MEDALLIONS-CO
		18153097RH	04/01/21	05/01/21	A	11737.50	KIM02, 18153097, PO 7520 RAPID MEDALLIONS-RFE
		Vendor's Total ----->				5230.00	
04-21	KKI01 (ALPHA MEDIA LLC)	544286-1	03/31/21	04/30/21	A	4900.00	KKI01, 544286-1, 3/1/21-3/31/21 RADIO ADS
		544286-2	04/11/21	05/11/21	A	3100.00	KKI01, 544286-2, 4/1/21-4/11/21 RADIO ADS
		Vendor's Total ----->				8000.00	
04-21	KOF01 (KOFF & ASSOCIATES)	6824	03/08/21	04/07/21	A	1550.00	KOF01, 6824, PO #7530 COMP STUDY #1 FY21
		13255	05/02/21	06/01/21	A	2790.00	KOF01, 13255, PO #7530 COMP STUDY #3-FY21
		013165	04/03/21	05/03/21	A	8060.00	KOF01, 013165, PO #7530 COMP STUDY #2 FY21
		Vendor's Total ----->				12400.00	
04-21	L&D01 (L&D PRINTING INC)	51071	04/09/21	05/09/21	A	282.96	L&D01, 51071, MP752 FRAUD/TAMPER PROOF STICK
04-21	LIV10 (LIVERMORE SANITATION INC)	1384461	03/31/21	04/30/21	A	2515.66	LIV10, 1384461, MAR-21 GARBAGE SERVICE
04-21	LYF01 (LYFT, INC)	1007761	03/31/21	04/30/21	A	2706.29	LYF01, 1001007761, MAR-21 CODE: GO TRIVALLEY
		1007762	03/31/21	04/30/21	A	15.00	LYF01, 1001007762, MAR-21 CODE: GO SANRAMON
		Vendor's Total ----->				2721.29	
04-21	MCC01 (TONY McCAULAY)	0226-0412H	04/15/21	05/15/21	A	344.82	MCC01, 2/26/21-4/12/21 EXPENSE REIMBURSE
04-21	MER01 (MERCHANT SERVICES)	TC033121H	04/01/21	05/01/21	A	70.13	MER01, MAR-21 TRANSIT CENTER CC STATEMENT
		MOA033121H	04/01/21	05/01/21	A	50.94	MER01, MAR-21 MOA CC STATEMENT
		Vendor's Total ----->				121.07	
04-21	MET01 (METROPOLITAN TRANSPORT-)	AR023801	06/30/20	07/30/20	A	7416.94	MET01, AR023801, ADDITIONAL CLIPPER FEES 6/3
		AR025337	03/17/21	04/16/21	A	45.90	MET01, AR025337, BANK FEES CLIPPER 7/20-12/2
		AR025448	03/29/21	04/28/21	A	7250.95	MET01, AR025448, JAN-21 CLIPPER FEES
		AR025463	03/29/21	04/28/21	A	8824.06	MET01, AR025463, FEB-21 CLIPPER FEES
		Vendor's Total ----->				23537.85	

REPORT.: May 13 21 Thursday  
 RUN....: May 13 21 Time: 10:56  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 04-21

PAGE: 004  
 ID #: PY-AC  
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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-21	MTM01 (MEDICAL TRANSPORTATION MANA)	FEB-2021H	03/02/21	04/01/21	A	70945.01	MTM01, FEB-21 MONTHLY SERVICE
		MTM112141H	04/06/21	05/06/21	A	12048.75	MTM01, MTM-112141, 3/2020-2/2021 COUNTYWIDE
		MTM112142H	04/07/21	05/07/21	A	11692.50	MTM01, MTM-112142, 2/2021-3/2021 FINAL TICKET
		Vendor's Total ----->				94686.26	
04-21	MUT01 (MUTUAL OF OMAHA)	APR-2021H	03/16/21	04/15/21	A	1188.34	MUT01, APR-21 LTD & LIFE INSURANCE
		MAY-2021H	04/16/21	05/16/21	A	1188.34	MUT01, MAY-21 LTD & LIFE INSURANCE
		Vendor's Total ----->				2376.68	
04-21	MVT01 (MV TRANSPORTATION, INC.)	113079H	04/03/21	05/03/21	A	300000.00	MVT01, 113079, APR-21 MV 1ST INSTALL PAYMENT
		113080H	04/03/21	05/03/21	A	300000.00	MVT01, 113080, APR-21 MV 2ND INSTALL PAYMENT
		FEB-2021H	03/03/21	04/02/21	A	11473.54	MVT01, FEB-21 FIXED ROUTE MONTHLY SERVICE
		Vendor's Total ----->				611473.54	
04-21	NAR01 (KATHERINE NARUM)	APR-2021H	04/30/21	05/30/21	A	200.00	NAR01, APR-21 BOD STIPEND
		FEB-2021H	03/01/21	03/31/21	A	200.00	NAR01, FEB-21 BOD STIPEND
		JAN-2021H	02/01/21	03/03/21	A	100.00	NAR01, JAN-21 BOD STIPEND
		MAR-2021H	04/01/21	05/01/21	A	200.00	NAR01, MAR-21 BOD STIPEND
		Vendor's Total ----->				700.00	
04-21	NOR02 (NOR-CAL FIRE EQUIPMENT)	32046	01/18/21	02/17/21	A	827.20	NOR02, 32046, MP765 ANNUAL FIRE EXTINGUISHER
04-21	OFF01 (OFFICE DEPOT)	423486001	04/11/21	05/11/21	A	62.15	OFF01, 162423486001, 4/11/21 OFFICE SUPPLIES
		766863001	04/20/21	05/20/21	A	50.93	OFF01, 169766863001, 4/20/21 OFFICE SUPPLIES
		Vendor's Total ----->				113.08	
04-21	PAC01 (AT&T )	ATT 03/21H	03/13/21	04/12/21	A	187.12	PAC01, ACCT #925-245-0576, 3/13/21-4/12/21
		ATT030721H	03/07/21	04/06/21	A	33.34	PAC01,ACCT #232-351-6260,CONTRACTOR FIRE 3/7
		ATT031121H	03/11/21	04/10/21	A	354.67	PAC01,ACCT #436-951-0106,ATLANTIS T1 3/11-4/
		ATT031321H	03/13/21	04/12/21	A	345.35	PAC01,ACCT #925-243-9029,ATLANTIS ALARM 3/13
		Vendor's Total ----->				920.48	
04-21	PAC02 (PACIFIC GAS AND ELECTRIC)	580040721H	04/07/21	05/07/21	A	5003.43	PAC02, 5809326332-3, MOA ELECTRIC 3/3/21-3/3
		606040521H	04/05/21	05/05/21	A	1401.39	PAC02, 6062256368-6, ATLANTIS 3/1/21-3/29/21
		726032921H	03/29/21	04/28/21	A	1206.88	PAC02, 7264840356-5, BUS STOPS 2/22/21-3/22/
		764031921H	03/19/21	04/18/21	A	83.63	PAC02, 7649646868-7, DOOLAN TWR 2/11/21-3/14
		900031621H	03/16/21	04/15/21	A	3666.47	PAC02, 9007202117-4, MOA GAS 2/12/21-3/15/21
		Vendor's Total ----->				11361.80	
04-21	PAC11 (PACIFIC ENVIROMENTAL SERV)	2065	03/31/21	04/30/21	A	120.00	PAC11, 2065, MAR-21 RUTAN MONTHLY SERVICE
		2066	03/31/21	04/30/21	A	120.00	PAC11, 2066, MAR-21 ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
04-21	PAC16 (PACIFIC COAST TRANE)	C24522	03/15/21	04/14/21	A	825.00	PAC16, C24522, MP443 SEMI-ANNUAL INSPECT-HEA
04-21	PEN01 (JERRY PENTIN)	DEC-2020H	01/01/21	01/31/21	A	100.00	PEN01, DEC-20 BOD STIPEND
04-21	PER01 (PERS )	20210402CH	04/09/21	05/09/21	A	3900.38	PER01, PERS CLASSIC CONTRIBUTION 3/20/21-4/2
		20210402NH	04/09/21	05/09/21	A	5787.70	PER01, PERS NEW CONTRIBUTION 3/20/21-4/2/21
		20210416CH	04/22/21	05/22/21	A	3900.38	PER01, PERS CLASSIC CONTRIBUTION 4/3/21-4/16
		20210416NH	04/22/21	05/22/21	A	5787.70	PER01, PERS NEW CONTRIBUTION 4/3/21-4/16/21
		Vendor's Total ----->				19376.16	
04-21	PER03 (CAL PUB EMP RETIRE SYSTM)	MAY-2021H	04/14/21	05/14/21	A	36903.56	PER03, MAY-2021 HEALTH INSURANCE
04-21	PER04 (CALPERS RETIREMENT SYSTEM)	20210402H	04/09/21	05/09/21	A	2130.07	PER04, PERS 457 CONTRIBUTION 3/20/21-4/2/21
		20210416H	04/22/21	05/22/21	A	2132.61	PER04, PERS 457 CONTRIBUTION 4/3/21-4/16/21
		Vendor's Total ----->				4262.68	
04-21	PEX01 (PEX CARD)	4/1DEPOSTH	04/01/21	05/01/21	A	2000.00	PEX01, 4/1/21 DEPOSIT PEX CARDS ACCOUNT
04-21	PLA02 (PLANETERIA MEDIA LLC)	18347	04/15/21	05/15/21	A	325.00	PLA02, 18347, WEB HOSTING APR-21
04-21	PRE03 (PREMIER SECURITY SOLNS CO)	2104-295	04/07/21	05/07/21	A	475.00	PRE03, 2104-295, MP787 ALARM SYSTEM RESET 4/

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
04-21	RIC03 (RICHARD MILLER)	922H	04/01/21	05/01/21	A	5500.00	RIC03, 922, MP610 ATLANTIS-CISCO SWITCH INST
		923H	04/01/21	05/01/21	A	8050.00	RIC03, 923, MP609 RUTAN-FIBER CHANNEL INSTAL
		Vendor's Total ----->				13550.00	
04-21	RIN01 (RINKOR TECHNOLOGY SOLUTIONS)	4272SM	12/28/20	01/27/21	A	15809.12	RIN01, 4272SM, PO #7521 TC DVR & CAMERA REPL
		4272SM-COH	04/01/21	05/01/21	A	15809.12	RIN01, 4272SM, PO #7521 TC DVR & CAMERA-CORR
		4272SM-RVH	04/01/21	05/01/21	A	15809.12	RIN01, 4272SM, PO #7521 TC DVR & CAMERA-REVE
		Vendor's Total ----->				15809.12	
04-21	SCF01 (SC FUELS)	458694	03/23/21	04/22/21	A	19305.71	SCF01, 458694, 3/23/21 FUEL DELIVERY
		4595682	04/03/21	05/03/21	A	18816.64	SCF01, 4595682, 4/3/21 FUEL DELIVERY
		Vendor's Total ----->				38122.35	
04-21	SEO01 (SEON SYSTEM SALES INC.)	155837	04/07/21	05/07/21	A	720.00	SEO01, 155837, MP746 REMOVAL OF DVR SYSTEM-P
04-21	SHA02 (SHAMROCK OFFICE SOLUTIONS)	520035	03/25/21	04/24/21	A	28.14	SHA02, 520035, FRONT DESK PRINTER 2/28-3/29/
04-21	SOL01 (SOLUTIONS FOR TRANSIT)	21-0405LA	04/05/21	05/05/21	A	2083.33	SOL01, 21-0405LAVTA, MAR-21 CLIPPER ANALYSIS
04-21	STA01 (STATE COMPENSATION FUND)	APR-2021H	03/23/21	04/22/21	A	1496.92	STA01, APR-21 WORKER'S COMP PREMIUM
		MAY-2021H	04/21/21	05/21/21	A	1496.92	STA01, MAY-21 WORKER'S COMP PREMIUM
		Vendor's Total ----->				2993.84	
04-21	STA04 (STATE BOARD OF )	QTR1-2021H	04/22/21	05/22/21	A	908.00	STA04, 1ST QTR 2021 UNDERGROUND STORAGE TANK
04-21	STA05 (STATE BOARD OF EQUAL)	QTR1-2021H	04/22/21	05/22/21	A	617.00	STA05, 1ST QTR 2021 EXEMPT DIESEL FUEL TAX
04-21	STA13 (STAPLES CREDIT PLAN)	APR-2021H	04/08/21	05/08/21	A	26.11	STA13, APR-21 CC STATEMENT
04-21	STA15 (STATE WATER RESOURCES CONTR)	SW0212305	04/06/21	05/06/21	A	1474.00	STA15, SW-0212305, 2021 PERMIT #446491 RUTAN
		SW0212353	04/06/21	05/06/21	A	1474.00	STA15, SW-0212353, 2021 PERMIT #446539 ATLAN
		Vendor's Total ----->				2948.00	
04-21	TAC01 (TAC ENERGY)	1608280	03/25/21	04/24/21	A	18812.62	TAC01, 1608280, 3/25/21 FUEL DELIVERY
		1616547	03/08/21	04/07/21	A	18853.20	TAC01, 1616547, 3/8/21 FUEL DELIVERY
		1656025	04/20/21	05/20/21	A	19591.08	TAC01, 1656025, 4/20/21 FUEL DELIVERY
		Vendor's Total ----->				57256.90	
04-21	TEL01 (TPx COMMUNICATIONS)	141819756	03/31/21	04/30/21	A	2735.77	TEL01, 141819756-0, 4/1/21-4/30/21 SERVICE
04-21	TIC01 (JYOTSNA MEHTA)	4-12-21DA	04/12/21	05/12/21	A	37.50	TIC01, 4/12/21 DIAL-A-RIDE REFUND-10 @ \$3.75
04-21	TIC06 (MARTIN SPENK)	4-14-21GF	04/01/21	05/01/21	A	14.00	TIC06, 4/1/21 GFI CHANGE DUE MARTIN SPENK
04-21	TRA05 (TRANSDEV NORTH AMERICA INC.)	655010521	01/05/21	02/04/21	A	8516.56	TRA05, 655010521, RFP 2019-5 DEC-20 ACTIVITY
		655030521	03/05/21	04/04/21	A	21003.15	TRA05, 655030521, RFP 2019-5 FEB-21 ACTIVITY
		655040521	04/05/21	05/05/21	A	11406.60	TRA05, 655040521, RFP 2019-5 MAR-21 ACTIVITY
		Vendor's Total ----->				40926.31	
04-21	TX133 (SAROJA IYER)	0323-0401	04/30/21	05/30/21	A	83.78	TX133, PARATAXI REIMBURSE 3/23/21-4/1/21
04-21	TX205 (MUHAMMAD ALI)	0115-0226	04/05/21	05/05/21	A	152.60	TX205, PARATAXI REIMBURSE 1/15/21-2/26/21
04-21	TX206 (FARZANA ALI)	0114-0122	04/05/21	05/05/21	A	46.34	TX206, PARATAXI REIMBURSE 1/14/21-1/22/21
04-21	TX212 (LINDA WAHLE)	0309-0331	04/30/21	05/30/21	A	103.10	TX212, PARATAXI REIMBURSE 3/9/21-3/31/21
		1205-0219	04/14/21	05/14/21	A	117.44	TX212, PARATAXI REIMBURSE 12/5/20-2/19/21
		Vendor's Total ----->				220.54	
04-21	TX228 (DEBORAH BUTLER)	0308-0317H	04/06/21	05/06/21	A	80.61	TX228, PARATAXI REIMBURSE 3/8/21-3/17/21
		0321-0406H	04/16/21	05/16/21	A	113.47	TX228, PARATAXI REIMBURSE 3/21/21-4/6/21
		0408-0412H	04/30/21	05/30/21	A	38.97	TX228, PARATAXI REIMBURSE 4/8/21-4/12/21
		Vendor's Total ----->				233.05	

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## **AGENDA**

### **ITEM 5C**

## STAFF REPORT

SUBJECT: One Year Extension to Legal Services Agreement with Hanson Bridgett LLP

FROM: Michael Tree, Executive Director

DATE: June 7, 2021

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### Action Requested

Exercise the option to extend the contract with Hanson Bridgett through FY2022.

### Background

In June 2013 the Board of Directors awarded a contract to Hanson Bridgett to serve as general legal counsel for the Authority. The agreement was awarded for a fixed three year term with the right to extend the agreement for seven one-year periods. The initial three year agreement expired on June 30, 2016 and has been extended through June 30, 2021. The final option year expires June 30, 2023. The terms specify that the extension price will be based on the CPI for the immediate prior calendar year.

### Discussion

Michael Conneran and his colleagues at Hanson Bridgett have provided excellent legal service to this agency during the contract period. In addition to acting as legal counsel for all Board of Directors' activities, this past year, the firm has assisted staff with the preparation of numerous procurement and construction contracts, ensuring compliance with applicable funding requirements. Additionally, the firm has continued to provide guidance on general topics requiring legal compliance, such as ADA issues, employment matters and general federal procurement issues. Hanson Bridgett has monitored and will continue to monitor significant changes in federal transit policy, including revisions to charter service and school bus service regulations, and timely informed staff of proposed regulatory actions.

### Recommendation

The Finance and Administration Committee recommends that the Board exercise an option year and extend the legal services agreement from July 1, 2021 through June 30, 2022.

### Attachment

1. Letter to Hanson Bridget Exercising Agreement Option
2. CPI Index (All Urban Consumers, All Items for the San Francisco Area)

Submitted: \_\_\_\_\_

Livermore Amador Valley  
TRANSIT AUTHORITY



Attachment 1

June 7, 2021

Michael Conneran  
Hanson Bridgett LLP  
425 Market Street, 26th Floor  
San Francisco, CA 94105

Dear Michael:

On July 1, 2013 LAVTA entered into an Agreement with your firm for the provision of legal services. In accordance with this Agreement, specifically, Attachment 1, Section II, 1.3, the initial period of the contract ended June 30, 2016, and LAVTA has sole discretion to extend the contract for seven (7) one-year periods. This will confirm LAVTA's intention to exercise that option for the sixth "option year" and extend this contract for the period of July 1, 2021 through June 30, 2022.

In addition, in accordance with Section 4 of this Agreement, this letter also confirms the change in hourly rate for FY22.

In the past, we have used the CPI as of February, and LAVTA accepts your proposal to do that as well moving forward. We have confirmed the calculations of the CPI for each category and rounded the amount up or down to the closest \$5 (keeping the actual number for the next calculation so the rounding doesn't affect the next year's number). The CPI (for All Urban Consumers All Items for the San Francisco-Oakland-San Jose area) changed 1.6% from February 2020 to February 2021. Here are the rates for FY22 starting July 1, 2021:

Attorney Category	2021 Rate	2021 Raw Rate	2022 Rate plus CPI (raw)	Rounded Rate for FY 2022
Partner	\$415	\$413.16	\$419.77	\$420
Senior Counsel	\$365	\$363.8	\$369.62	\$370
Associate	\$330.34	\$339.19	\$344.62	\$345

It is a pleasure working with you.

Sincerely,

Michael Tree  
Executive Director



# Western Information Office

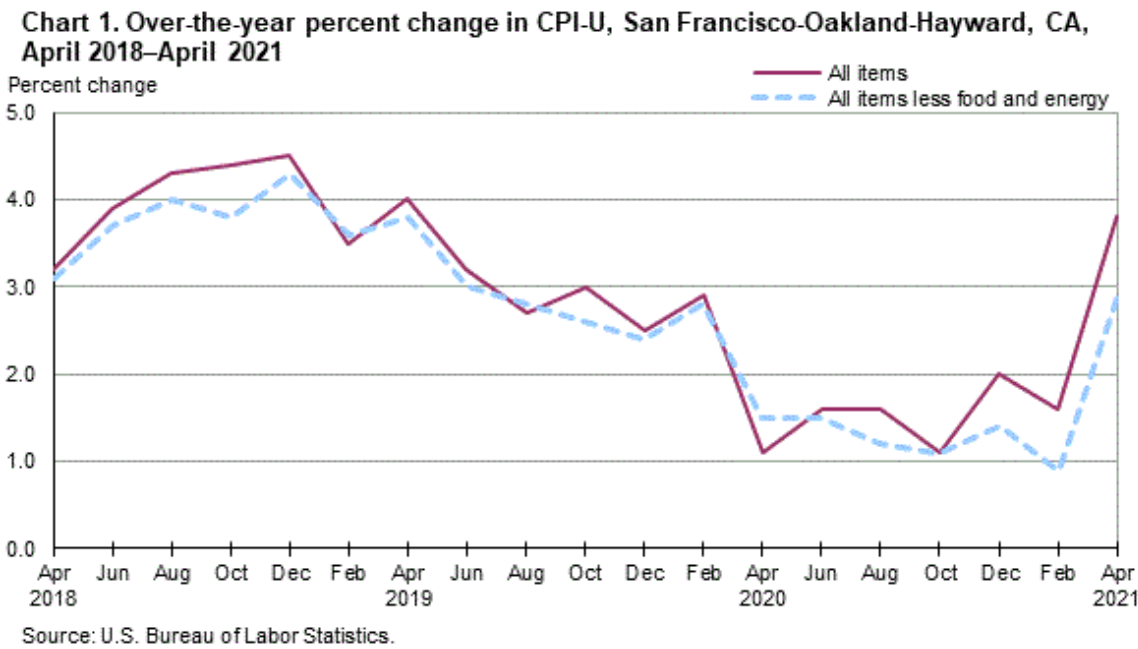
[Bureau of Labor Statistics](#) > [Geographic Information](#) > [Western](#) > News Release

## Consumer Price Index, San Francisco Area — April 2021

**Area prices were up 1.7 percent over the past two months, up 3.8 percent from a year ago**

Prices in the San Francisco area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), advanced 1.7 percent for the two months ending in April 2021, the U.S. Bureau of Labor Statistics reported today. (See [table A.](#)) Regional Commissioner Chris Rosenlund noted that the April increase was influenced by higher prices for shelter and gasoline. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

Over the last 12 months, the CPI-U increased 3.8 percent. (See [chart 1](#) and [table A.](#)) Food prices increased 3.4 percent. Energy prices jumped 23.4 percent, largely the result of an increase in the price of gasoline. The index for all items less food and energy rose 2.9 percent over the year. (See [table 1.](#))



### News Release Information

21-872-SAN  
Wednesday, May 12, 2021

### Contacts

**Technical information:**  
(415) 625-2270  
[BLSinfoSF@bls.gov](mailto:BLSinfoSF@bls.gov)  
[www.bls.gov/regions/west](http://www.bls.gov/regions/west)

**Media contact:**  
(415) 625-2270

### PDF

[PDF version](#)

### Related Links

[CPI historical databases](#)

### Food

Food prices inched up 0.1 percent for the two months ending in April. (See [table 1.](#)) Prices for food away from home edged up 0.1 percent, while prices for food at home were unchanged for the same period.

Over the year, food prices increased 3.4 percent. Prices for food away from home increased 5.8 percent. Prices for food at home rose 1.2 percent since a year ago, largely due to a price rise in fruits and vegetables (5.3 percent) and meat, poultry, fish, and eggs (4.8 percent).

### Energy

The energy index rose 9.9 percent for the two months ending in April. The increase was mainly due to higher prices for gasoline (14.0 percent). Prices for electricity advanced 6.0 percent, and prices for natural gas service rose 5.6 percent for the same period.

Energy prices jumped 23.4 percent over the year, largely due to higher prices for gasoline (38.0 percent). Prices paid for electricity jumped 12.8 percent, and prices for natural gas service rose 4.5 percent during the past year.

### All items less food and energy

The index for all items less food and energy increased 1.4 percent in the latest two-month period. Higher prices for used cars and trucks (11.8 percent), shelter (1.7 percent), and household furnishings and operations (1.4 percent) were partially offset by lower prices for recreation (-1.4 percent) and motor vehicle insurance (-1.3 percent).

Over the year, the index for all items less food and energy rose 2.9 percent. Components contributing to the increase included used cars and trucks (20.2 percent), household furnishings and operations (6.6 percent), and shelter (2.5 percent). Partly offsetting the increases was a price decrease in tuition, other school fees, and childcare (-1.2 percent).

**Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted**

Month	2017		2018		2019		2020		2021	
	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month
February	0.8	3.4	1.4	3.6	0.5	3.5	0.9	2.9	0.5	1.6
April	1.1	3.8	0.8	3.2	1.2	4.0	-0.5	1.1	1.7	3.8
June	0.3	3.5	0.9	3.9	0.2	3.2	0.7	1.6		
August	0.2	3.0	0.6	4.3	0.1	2.7	0.0	1.6		
October	0.6	2.7	0.7	4.4	1.0	3.0	0.5	1.1		
December	-0.1	2.9	0.1	4.5	-0.5	2.5	0.4	2.0		

The June 2021 Consumer Price Index for the San Francisco area is scheduled to be released on July 13, 2021.

### Coronavirus (COVID-19) Pandemic Impact on April 2021 Consumer Price Index Data



Data collection by personal visit for the Consumer Price Index (CPI) program has been suspended since March 16, 2020. When possible, data normally collected by personal visit were collected either online or by phone. Additionally, data collection in April was affected by the temporary closing or limited operations of certain types of establishments. These factors resulted in an increase in the number of prices considered temporarily unavailable and imputed.

While the CPI program attempted to collect as much data as possible, many indexes are based on smaller amounts of collected prices than usual, and a small number of indexes that are normally published were not published this month. Additional information is available at <https://www.bls.gov/covid19/effects-of-covid-19-pandemic-on-consumer-price-index.htm>.

## Technical Note

The Consumer Price Index (CPI) is a measures of the average change in prices over time in a fixed market basket of goods and services. The Bureau of Labor Statistics publishes CPIs for two population groups: (1) a CPI for All Urban Consumers (CPI-U) which covers approximately 93 percent of the total U.S. population and (2) a CPI for Urban Wage Earners and Clerical Workers (CPI-W) which covers approximately 29 percent of the total U.S. population. The CPI-U includes, in addition to wage earners and clerical workers, groups such as professional, managerial, and technical workers, the self-employed, short-term workers, the unemployed, and retirees and others not in the labor force.

The CPI is based on prices of food, clothing, shelter, and fuels, transportation fares, charges for doctors' and dentists' services, drugs, and the other goods and services that people buy for day-to-day living. Each month, prices are collected in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments—department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments. All taxes directly associated with the purchase and use of items are included in the index.

The index measures price changes from a designated reference date; for most of the CPI-U the reference base is 1982-84 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from \$100 to \$107. For further details see the CPI home page on the internet at [www.bls.gov/cpi](http://www.bls.gov/cpi) and the CPI section of the BLS Handbook of Methods available on the internet at [www.bls.gov/opub/hom/cpi/](http://www.bls.gov/opub/hom/cpi/).

In calculating the index, price changes for the various items in each location are averaged together with weights that represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. Because the sample size of a local area is smaller, the local area index is subject to substantially more sampling and other measurement error than the national index. In addition, local indexes are not adjusted for seasonal influences. As a result, local area indexes show greater volatility than the national index, although their long-term trends are quite similar. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

The San Francisco-Oakland-Hayward, CA. metropolitan area covered in this release is comprised of Alameda, Contra Costa, Marin, San Francisco, San Mateo Counties in the State of California.

Information in this release will be made available to individuals with sensory impairments upon request. Voice phone: (202) 691-5200; Federal Relay Service: (800) 877-8339.

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods**

**San Francisco-Oakland-Hayward, CA (1982-84=100 unless otherwise noted)**

Item and Group	Indexes			Percent change from-		
	Feb. 2021	Mar. 2021	Apr. 2021	Apr. 2020	Feb. 2021	Mar. 2021
<b>Expenditure category</b>						
<b>All items</b>	304.387	-	309.419	3.8	1.7	-
<b>All items (1967=100)</b>	935.771	-	951.239	-	-	-
<b>Food and beverages</b>	308.572	-	308.790	3.1	0.1	-
<b>Food</b>	308.589	-	308.788	3.4	0.1	-
<b>Food at home</b>	272.623	271.136	272.702	1.2	0.0	0.6
<b>Cereals and bakery products</b>	271.126	-	268.268	-1.2	-1.1	-
<b>Meats, poultry, fish, and eggs</b>	301.538	-	300.295	4.8	-0.4	-
<b>Dairy and related products</b>	278.438	-	286.643	0.0	2.9	-
<b>Fruits and vegetables</b>	371.388	-	368.829	5.3	-0.7	-
<b>Nonalcoholic beverages and beverage materials<sup>(1)</sup></b>	203.766	-	202.257	-6.0	-0.7	-
<b>Other food at home</b>	220.791	-	222.654	-0.7	0.8	-
<b>Food away from home</b>	349.922	-	350.276	5.8	0.1	-
<b>Alcoholic beverages</b>	311.778	-	312.228	-0.7	0.1	-
<b>Housing</b>	361.955	-	368.394	3.3	1.8	-
<b>Shelter</b>	409.850	411.202	416.798	2.5	1.7	1.4
<b>Rent of primary residence<sup>(2)</sup></b>	468.807	468.231	467.758	0.3	-0.2	-0.1
<b>Owners' equiv. rent of residences<sup>(2)(3)</sup></b>	439.058	438.879	438.336	1.2	-0.2	-0.1
<b>Owners' equiv. rent of primary residence<sup>(1)(2)</sup></b>	439.058	438.879	438.336	1.2	-0.2	-0.1
<b>Fuels and utilities</b>	455.265	-	469.885	8.4	3.2	-
<b>Household energy</b>	395.975	409.316	419.376	11.3	5.9	2.5
<b>Energy services<sup>(2)</sup></b>	397.337	410.870	420.836	11.1	5.9	2.4
<b>Electricity<sup>(2)</sup></b>	428.380	444.009	454.073	12.8	6.0	2.3

### Footnotes

(1) Indexes on a December 1977=100 base.

(2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator.

(3) Indexes on a December 1982=100 base.

(4) Special index based on a substantially smaller sample.

(5) Indexes on a December 1993=100 base.

(6) Indexes on a December 1997=100 base.

- Data not available

NOTE: Index applies to a month as a whole, not to any specific date.

Item and Group	Indexes			Percent change from-		
	Feb. 2021	Mar. 2021	Apr. 2021	Apr. 2020	Feb. 2021	Mar. 2021
Utility (piped) gas service <sup>(2)</sup>	319.675	327.293	337.454	4.5	5.6	3.1
Household furnishings and operations	154.126	-	156.336	6.6	1.4	-
Apparel	105.422	-	107.007	3.7	1.5	-
Transportation	204.673	-	216.498	11.4	5.8	-
Private transportation	203.631	-	213.824	13.7	5.0	-
New and used motor vehicles <sup>(4)</sup>	97.889	-	-	-	-	-
New vehicles <sup>(1)</sup>	161.204	-	-	-	-	-
Used cars and trucks <sup>(1)</sup>	269.617	-	301.321	20.2	11.8	-
Motor fuel	253.600	277.844	289.079	37.7	14.0	4.0
Gasoline (all types)	252.663	276.891	288.146	38.0	14.0	4.1
Gasoline, unleaded regular <sup>(4)</sup>	251.951	276.602	287.968	38.8	14.3	4.1
Gasoline, unleaded midgrade <sup>(4)(5)</sup>	237.199	257.507	268.466	32.2	13.2	4.3
Gasoline, unleaded premium <sup>(4)</sup>	242.198	263.736	273.887	35.3	13.1	3.8
Motor vehicle insurance <sup>(1)</sup>	528.598	-	521.662	5.0	-1.3	-
Medical care	555.065	-	555.675	1.4	0.1	-
Recreation <sup>(6)</sup>	126.052	-	124.335	3.7	-1.4	-
Education and communication <sup>(6)</sup>	150.882	-	152.099	0.3	0.8	-
Tuition, other school fees, and child care <sup>(1)</sup>	1,815.339	-	1,819.305	-1.2	0.2	-
Other goods and services	524.717	-	535.942	4.8	2.1	-
Commodity and service group						
All items	304.387	-	309.419	3.8	1.7	-
Commodities	199.185	-	202.736	5.5	1.8	-
Commodities less food & beverages	141.375	-	146.358	7.9	3.5	-
Nondurables less food & beverages	184.904	-	194.869	11.9	5.4	-
Durables	98.949	-	-	-	-	-
Services	392.055	-	398.340	3.2	1.6	-
Special aggregate indexes						
All items less medical care	294.117	-	299.283	4.0	1.8	-
All items less shelter	260.943	-	265.166	4.9	1.6	-
Commodities less food	148.669	-	153.548	7.3	3.3	-
Nondurables	248.289	-	253.206	6.2	2.0	-
Nondurables less food	194.803	-	204.083	10.3	4.8	-
Services less rent of shelter <sup>(3)</sup>	387.224	-	392.789	4.2	1.4	-
Services less medical care services	380.732	-	387.364	3.2	1.7	-
Energy	311.817	331.861	342.694	23.4	9.9	3.3
All items less energy	307.721	-	311.595	3.0	1.3	-
All items less food and energy	308.432	-	312.894	2.9	1.4	-
<b>Footnotes</b> (1) Indexes on a December 1977=100 base. (2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator. (3) Indexes on a December 1982=100 base. (4) Special index based on a substantially smaller sample. (5) Indexes on a December 1993=100 base. (6) Indexes on a December 1997=100 base.						
- Data not available NOTE: Index applies to a month as a whole, not to any specific date.						

**Last Modified Date:** Wednesday, May 12, 2021

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## **AGENDA**

### **ITEM 5D**

## STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: June 7, 2021

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### **Action Requested**

Receive an informational update on recent legislative activities in Sacramento and Washington, D.C., and approve one legislative position in support of SB 548 (Eggman).

### **Background**

In February 2021, the Board of Directors approved LAVTA's 2021 Legislative Program, covering four core principles in support of LAVTA's mission:

1. Protect existing and enhance future transportation funding sources.
2. Enhance operating conditions to support safety and performance goals.
3. Enhance public transit's role in addressing climate change and air quality issues.
4. Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership.

### **Discussion**

#### *Federal Update*

In March, Congress passed the American Rescue Plan Act (ARPA), the third and likely final round of federal coronavirus-related stimulus relief, which included \$30.5 billion in supplemental FY2021 appropriations for federal transit programs, including \$26 billion in Section 5307 urbanized-area formula funds, which can be used for emergency operating funding. In the Bay Area, 5307 funds are programmed by the Metropolitan Transportation Commission (MTC), which is set to approve a set of programming principles this month for distributing an estimated \$1.68 billion in funds apportioned to the Bay Area's twelve Urbanized Areas, with the first round of new funding scheduled to be programmed as soon as July, following a June workshop with transit operators who will present their unique operational challenges faced due to the pandemic and their outlook for FY22 in terms of revenue stabilization and service restoration. Since the pandemic began, LAVTA has already received or had programmed over \$8.5 million in supplemental federal emergency funds from the CARES Act and its successor known as CRRSAA for eligible operating expenses.

Following the passage of ARPA, the Biden Administration turned to its major infrastructure agenda known as the American Jobs Plan, in which the Administration aims to include substantial funding for surface-transportation priorities, including modernizing and improving the state of good repair of the nation's public transit systems. The House of

Representatives is working on transit programs through the Transportation & Infrastructure Committee's subcommittee on Highways and Transit, based largely on a policy framework set forth in last year's Moving Forward Act (H.R. 2), which LAVTA supported on its way to passage in the House, but which was not taken up in the Senate. In addition to the existing H.R. 2 policy framework, the new Congress is developing a list of Member Designated Projects, formerly known as earmarks, to broaden support for the bill and prepare it for passage in the House. Rep. Eric Swalwell submitted a \$10 million request on LAVTA's behalf to the Subcommittee for construction of the Atlantis Operations & Maintenance Facility. The full Committee may mark up the bill as soon as this month, with Speaker Pelosi aiming to hold a floor vote by early July, however this timeline is far from certain. The Senate has yet to indicate whether they will consider earmarks in any Senate infrastructure-related bills this year. The existing surface-transportation authorization known as the FAST Act is currently in a 12-month short-term extension and will expire September 30, 2021.

#### *State Update*

On May 14, Governor Newsom released the May Revise of his proposed FY21-22 budget. The budget offers improved revenue forecasts over January's proposal and includes \$267.8 billion in spending packaged as the "California Comeback Plan," targeting pandemic response, healthcare, education, homelessness and affordable housing, wildfire response and climate change, and transportation. The May Revise increases funding for public transit with higher revenue forecasts for programs such as State Transit Assistance that are funded by taxes on fuel, and also significant investments from the state's general fund to support zero-emission vehicle deployment, including \$290 million for zero-emission transit buses and infrastructure. Notably, the May Revise forecasts the State Transit Assistance program upward 18% from January's initial FY22 budget, with revenue forecasts back to 98% of pre-pandemic revenue forecasts from FY21. The Legislature must adopt a budget no later than June 15 in time for the start of the new fiscal year.

#### *Legislation of Interest*

A summary of state and federal bills LAVTA staff is currently following is included as [Attachment 1](#). February 19 was the deadline for introducing new bills in the State Legislature. Staff has reviewed newly introduced bills for relevance to LAVTA's adopted Legislative Program and at this time is recommending one position on bills currently moving through the Legislature.

- ***SB 548 (Eggman) – Tri-Valley-San Joaquin Valley Regional Rail Authority: Transit Connectivity —SUPPORT***

The Tri-Valley-San Joaquin Regional Rail Authority's enabling legislation (AB 758, statutes of 2017) empowered the authority to determine the most effective project to pursue in order to achieve the transit connectivity objectives outlined in the legislation. Now that the project has been clearly defined and planning is well underway, follow-up legislation is needed to ensure that the project can proceed in a timely and cost-effective manner, consistent with how other such projects have been carried out through the state and in a manner that ensures the project aligns with the connectivity objectives of the communities that will be served by Valley Link. Specifically, SB 548:

- Clarifies that Valley Link will connect with ACE at the most effective location, not necessarily in the Tri-Valley.
- Clarifies that the Rail Authority has the authority to operate Valley Link.
- Establishes the Rail Authority as a Rail Transit District thereby exempting the Authority from county and city regulations regarding building, zoning and related matters.

This bill supports LAVTA's legislative priority to leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership. As of April 14, the bill had been approved unanimously by the Senate Transportation Committee and the Senate as a whole, and was supported by a variety of stakeholders and local jurisdictions in the Tri-Valley, including the Cities of Dublin, Livermore, and Pleasanton. For these reasons, staff recommends a **SUPPORT** position on this bill as it is taken up in the Assembly.

### **Next Steps**

Staff will continue to monitor other bills of interest to LAVTA and provide updates to the Finance & Administration Committee as may be appropriate.

### **Fiscal Impact**

None

### **Recommendation**

The Finance & Administration Committee recommends the Board of Directors accept this report and approve one legislative position:

- SB 548 (Eggman) – Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity – **SUPPORT**

### **Attachments:**

1. 2021-22 Legislative History

*Approved:* \_\_\_\_\_

**Legislative History  
2021–22 Session  
June 2, 2021**

STATE					
Bill	Current Text	Status	Description	Related LAVTA Legislative Agenda Goal or Principle	LAVTA Position
<a href="#">AB 339</a> (Lee)	Amended 5/4/2021	Assembly Third Reading	<b>State and local government: open meetings.</b> This bill would until December 31, 2023, require all open and public meetings of a city council or county board of supervisors of a jurisdiction of at least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option.		
<a href="#">AB 476</a> (Mullin)	Amended 3/16/2021	Assembly Transportation (Two-Year)	<b>Department of Transportation: state highways: transit bus pilot program.</b> Would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project.	Enhance operating conditions to support safety and performance goals	

<a href="#">AB 629</a> (Chiu)	Amended 3/22/2021	Assembly Two Year	<b>San Francisco Bay area: public transportation.</b> Current law requires the Metropolitan Transportation Commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes. This bill would require the commission to consult with transit agencies, local jurisdictions, county transportation agencies, and the general public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that will most benefit from interventions to support fast and reliable transit service.	Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership	
<a href="#">AB 680</a> (Burke)	Amended 5/24/2021	Assembly Second Reading	<b>Greenhouse Gas Reduction Fund: California Just Transition Act.</b> Would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities and to applicants that demonstrate the creation of high-quality jobs by the proposed project.	Enhance public transit's role in addressing climate change and air quality issues	
<a href="#">SB 18</a> (Skinner)	Amended 4/19/2021	Senate Appropriations	<b>Green hydrogen.</b> Would clarify that the California Public Utilities Commission, Air Resources Board, and Energy Commission should consider green electrolytic hydrogen in any plans developed to help California reach 100% zero carbon electricity by 2045, including alternative fuels such as hydrogen and related technology.	Enhance public transit's role in addressing climate change and air quality issues	



<a href="#">SB 500</a> (Min)	Amended 5/25/2021	Senate Third Reading	<b>Autonomous vehicles: zero emissions.</b> This bill would, commencing January 1, 2030, and to the extent authorized by federal law, would also require the application to the DMV, for specified highly autonomous vehicles, as defined, to include a certification by the State Air Resources Board that the autonomous vehicle produces no tailpipe emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, including idling.	Enhance public transit's role in addressing climate change and air quality issues	
<a href="#">SB 548</a> (Eggman)	Amended 3/16/2021	Assembly Transportation	<b>Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.</b> Current law gives the Tri-Valley- San Joaquin Valley Regional Rail Authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity. This bill would exempt the authority from provisions that preclude the inclusion of long-term maintenance and operations obligations in a design-build contract.	Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership	Support
<a href="#">SB 674</a> (Durazo)	Amended 5/20/2021	Assembly Desk	<b>Public Contracts: workforce development: transportation related contracts.</b> Would require the Labor and Workforce Development Agency to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.		

FEDERAL					
Bill	Current Text	Status	Description	Related LAVTA Legislative Agenda Goal or Principle	LAVTA Position
<a href="#">H.R. 227</a> (Hastings)	1/6/2021	House Transportation & Infrastructure	<b>Build America Act of 2021.</b> To provide dedicated funding for the national infrastructure investment program and the capital investment grant program, and for other purposes.	Protect existing and enhance future transportation funding sources	
<a href="#">H.R. 512</a> (Brownley)	2/4/2021	House Transportation & Infrastructure	<b>Green Bus Act of 2021.</b> To require any bus purchased for use in public transportation with funds provided by the Federal Transit Administration to be a zero-emission bus, and for other purposes.	Enhance public transit's role in addressing climate change and air quality issues	
<a href="#">H.R. 583</a> (Panetta)	1/28/2021	House Ways & Means	<b>Green Bus Tax Credit Act of 2021.</b> To amend the Internal Revenue Code of 1986 to provide for a credit for zero-emission buses.	Enhance public transit's role in addressing climate change and air quality issues	
<a href="#">H.R. 1089</a> (Balderson)	2/18/2021	House Transportation & Infrastructure	<b>SMART Transportation Act of 2021.</b> To establish a program to provide grants to eligible entities to deploy, install, and operate advanced transportation technologies, and for other purposes.	Enhance operating conditions to support safety and performance goals	
<a href="#">H.R. 1152</a> (Lynch)	3/10/2021	House Transportation & Infrastructure	To amend title 49, United States Code, with respect to grants for buses and bus facilities, and for other purposes.	Protect existing and enhance future transportation funding sources	
<a href="#">H.R. 1697</a> (Langevin)	3/10/2021	House Transportation & Infrastructure	<b>Disability Access to Transportation Act.</b> To establish a one-stop paratransit pilot program to provide for 1 stop of at least 15 minutes outside of the vehicle during a paratransit trip to prevent long wait times between multiple trips that unduly limit an individual's ability to complete essential tasks.	Enhance operating conditions to support safety and performance goals	

<a href="#">H.R. 1736</a> (DeSaulnier)	3/10/2021	House Transportation & Infrastructure	To direct the Secretary of Transportation to establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation's communities.	Enhance operating conditions to support safety and performance goals	
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## **AGENDA**

### **ITEM 5E**

## STAFF REPORT

SUBJECT: Tri-Valley Accessible Advisory Committee Recruitment for Terms Starting FY 2021/2022

FROM: Kadri Klm, Paratransit Planner

DATE: June 7, 2021

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### Action Requested

Ratify the appointments for the Tri-Valley Accessible Advisory Committee for two-year terms starting on July 1, 2021.

### Background

On June 30<sup>th</sup> 2021, terms will expire for three TAAC members:

- Shawn Costello – Dublin Representative
- Carmen Rivera-Hendrickson – Pleasanton Representative
- Sue Tuite – Pleasanton Representative

### Discussion

LAVTA received two applications for FY 2021/2022 open positions:

Dublin (1 member needed)

- Shawn Costello – current Dublin member

Pleasanton (2 members needed)

- Carmen Rivera-Hendrickson – current Pleasanton member

TAAC members reviewed the applications at their May 5<sup>th</sup> meeting and are in favor of reappointments of the abovementioned applicants.

### Recommendation

The Projects and Service Committee recommends that the Board ratify the TAAC appointments.

Attachments:

1. TAAC Term Expirations
2. TAAC Applications

Approved: \_\_\_\_\_

Tri-Valley Accessible Advisory Committee (TAAC)  
 Membership Directory for FY 2021 (July 2020 to June 2021)  
*As of May 5, 2021*

Dublin Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Shawn Costello	2 years	July 2019	June 2021
Connie Mack	2 years	July 2020	June 2022
Donna Singer (Alternate)	2 years	July 2020	June 2022

Livermore Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Judith LaMarre	2 years	July 2020	June 2022
David Weir	2 years	July 2020	June 2022
Michael Balero (Alternate)	2 years	July 2020	June 2022

Pleasanton Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Carmen Rivera-Hendrickson	2 years	July 2019	June 2021
Sue Tuite	2 years	July 2019	June 2021
Jeffrey Jacobsen (Alternate)	2 years	July 2020	June 2022

Alameda County Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Herb Hastings	2 years	July 2020	June 2022
Kulwant Singh (Alternate)	2 years	July 2020	June 2022

Social Services Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Diana Houghtaling	2 years	July 2020	June 2022
Rachel Prater	2 years	July 2020	June 2022
Amy Mauldin	2 years	July 2020	June 2022
Shay Roberson (Alternate)	2 years	July 2020	June 2022

PAPCO Representative

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Esther Waltz	N/A	2014	Same as PAPCO Term

Livermore Amador Valley  
**TRANSIT AUTHORITY**



**Livermore Amador Valley Transit Authority  
Tri-Valley Accessible Advisory Committee (TAAC)**

**APPLICATION INSTRUCTIONS**

**ELIGIBILITY REQUIREMENTS**

Residents of Pleasanton, Dublin or Livermore who are elderly, disabled or care for someone who is disabled may apply to be the representative for their city or county. Persons employed in the social services field in the Tri-Valley area may apply for the Social services position only.

**RESPONSIBILITIES**

Members are expected to represent the viewpoint of the elderly and disabled community of the Tri Valley and provide input on the Wheels services. Members also act as liaisons for Wheels by informing the general public about Wheels services and policies. Meetings are held every other month and are scheduled for ninety (90) minutes. For disabled members, transportation is provided on the Wheels Dial-A-Ride service for free both to and from the meeting. All members receive a pass which provides them with complimentary service on all Wheels fixed route buses while serving on the TAAC. Appointments to the TAAC are made by the elected officials who make up the Wheels Board of Directors.

**Please send the filled out application to:**

**Attn: Kadri Kulm  
LAVTA/Wheels  
1362 Rutan Court, Suite 100  
Livermore, CA 94551, or  
kkulm@lavta.org**

## APPLICATION FOR TAAC MEMBERSHIP

### GENERAL INFORMATION

Name \_\_\_\_\_ Shawn Costello \_\_\_\_\_

Agency (if applicable) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Dublin \_\_\_\_\_ Zip \_\_\_\_\_ 94568 \_\_\_\_\_

Home # \_\_\_\_\_ 925 \_\_\_\_\_ Work # \_\_\_\_\_ Mobile # \_\_\_\_\_

Email address: \_\_\_\_\_

**Which of the following open positions are you applying for?**  
(May check more than one, if applicable.)

City of Dublin \_\_\_\_\_ x \_\_\_\_\_

City of Pleasanton \_\_\_\_\_

City of Livermore \_\_\_\_\_

Alameda County \_\_\_\_\_

Social Services Agency \_\_\_\_\_

**You are eligible for your position because you are**

**A resident of the City or County and are**

Elderly \_\_\_\_\_

Disabled \_\_\_\_\_ x \_\_\_\_\_

A Caretaker for a Disabled person \_\_\_\_\_

**Or**

Employed in Social Services in the Tri Valley \_\_\_\_\_



1. Do you or your clients use Dial-A-Ride? If yes, how often?

I ride Dial-A-Ride once or twice a month if I can afford it.

2. Do you or your clients use Fixed Route service? If yes, how often?

Yes, 3-4 round trips a week.

3. In a single statement, why do you want to be on this committee?

I would love to continue doing the great work I have been doing for 30 years for Wheels and this committee. I love all my friends at the committee.

4. What skills and knowledge do you feel you bring to this committee?

I bring the knowledge of riding both Fixed Route and Dial-A-Ride for 30 years.

I know most of the drivers and have great comradery with them. I bring to the company the knowledge of how to treat people with disabilities on buses.

5. Will you be able to attend meetings during regular business hours? How flexible is your schedule?

Yes

6. Please include any additional information that may assist the decision making process.

I like the company so much that I'd like to work for Wheels.

Livermore Amador Valley  
**TRANSIT AUTHORITY**



**Livermore Amador Valley Transit Authority  
Tri-Valley Accessible Advisory Committee (TAAC)**

**APPLICATION INSTRUCTIONS**

**ELIGIBILITY REQUIREMENTS**

Residents of Pleasanton, Dublin or Livermore who are elderly, disabled or care for someone who is disabled may apply to be the representative for their city or county. Persons employed in the social services field in the Tri-Valley area may apply for the Social services position only.

**RESPONSIBILITIES**

Members are expected to represent the viewpoint of the elderly and disabled community of the Tri Valley and provide input on the Wheels services. Members also act as liaisons for Wheels by informing the general public about Wheels services and policies. Meetings are held every other month and are scheduled for ninety (90) minutes. For disabled members, transportation is provided on the Wheels Dial-A-Ride service for free both to and from the meeting. All members receive a pass which provides them with complimentary service on all Wheels fixed route buses while serving on the TAAC. Appointments to the TAAC are made by the elected officials who make up the Wheels Board of Directors.

**Please send the filled out application to:**

**Attn: Kadri Kulm  
LAVTA/Wheels  
1362 Rutan Court, Suite 100  
Livermore, CA 94551, or  
kkulm@lavta.org**

## APPLICATION FOR TAAC MEMBERSHIP

### GENERAL INFORMATION

Name \_\_\_\_\_ Carmen Rivera-Hendrickson \_\_\_\_\_

Agency (if applicable) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Pleasanton \_\_\_\_\_ Zip \_\_\_\_\_ 94588 \_\_\_\_\_

Home # \_\_\_\_\_ Work # \_\_\_\_\_ Mobile # \_\_\_\_\_ 925 \_\_\_\_\_

Email address: \_\_\_\_\_

**Which of the following open positions are you applying for?**  
(May check more than one, if applicable.)

City of Dublin \_\_\_\_\_

City of Pleasanton \_\_\_\_\_ x \_\_\_\_\_

City of Livermore \_\_\_\_\_

Alameda County \_\_\_\_\_

Social Services Agency \_\_\_\_\_

**You are eligible for your position because you are**

**A resident of the City or County and are**

Elderly \_\_\_\_\_

Disabled \_\_\_\_\_ x \_\_\_\_\_

A Caretaker for a Disabled person \_\_\_\_\_

**Or**

Employed in Social Services in the Tri Valley \_\_\_\_\_

1. Do you or your clients use Dial-A-Ride? If yes, how often?

As often as possible.

2. Do you or your clients use Fixed Route service? If yes, how often?

Yes, as much as possible.

3. In a single statement, why do you want to be on this committee?

I like to put in input for seniors and disabled in Pleasanton and the rest of the Alameda County.

4. What skills and knowledge do you feel you bring to this committee?

I bring the perspective of a large wheelchair user in the Wheels system. I also have worked in city, state and federal level on transportation issues.

5. Will you be able to attend meetings during regular business hours? How flexible is your schedule?

Yes

6. Please include any additional information that may assist the decision making process.

I have a lot of experience working with the county, legislation, and community groups.

## **AGENDA**

### **ITEM 5F**

## STAFF REPORT

SUBJECT: Exercise the First Option Year of the Contract with MV Transportation

FROM: Toan Tran, Director of Operations and Innovation

DATE: June 7, 2021

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### Action Requested

The Finance and Administration Committee recommends that the Board of Directors authorize the Executive Director to exercise the first option year with MV Transportation, Inc (MV) for the fixed route operations and maintenance services contract through FY2022.

### Background

In 2018, the Board of Directors awarded a contract to MV to provide fixed route operations and maintenance services for LAVTA. The agreement was awarded for a base term of July 1, 2018 to June 30, 2021 with the right to extend the agreement for four one-year periods. The contract is recommended for extension of the first option year through June 30, 2022.

### Discussion

MV has continued to provide quality fixed route operations and maintenance services since being awarded a new contract in 2018. During that time MV has partnered with LAVTA staff to improve service and ridership as well as driver retention, especially during the COVID-19 pandemic and service reductions. The Maintenance department has also undertaken extra efforts to ensure enhanced sanitization of the vehicles and transit center.

### Recommendation

The Finance and Administration Committee recommends that the Board of Directors authorize the Executive Director to exercise the first option year and extend the fixed route operations and maintenance services contract from July 1, 2021 through June 30, 2022.

### Attachment

1. Modification 1 to Agreement with MV Transportation, Inc.

Approved: \_\_\_\_\_

**MODIFICATION NO. 1  
TO AGREEMENT BETWEEN LIVERMORE AMADOR VALLEY TRANSIT  
AUTHORITY AND MV TRANSPORTATION, INC.**

**THIS MODIFICATION** to the Agreement is made and entered into on July 1, 2021 by and between the LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint exercise of powers agency established pursuant to California law, hereinafter referred to as "LAVTA," and MV Transportation, Inc., a California corporation, hereinafter referred to as "Contractor."

**WITNESSETH**

**WHEREAS**, on May 3, 2018, LAVTA and the Contractor entered into that certain Agreement for the management and operation of LAVTA's transit operations;

**NOW THEREFORE**, the parties hereto do agree as follows:

1. Commencing July 1, 2021 through June 30, 2022 (FY 2021-22) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement as follows:

**Tier 1.** Based on the projected service level tier of 70% of the base year and annual escalators through option year 1, the hourly rate will be billed at \$53.78 per hour. MV shall regularly invoice LAVTA for total hours (gate to gate) which is understood to include revenue hours and non-revenue (deadhead) hours.

**Tier 2.** Based on the projected service level tier of 70% of the base year and annual escalators through option year 1, payment of a fixed monthly rate shall be in the amount of \$289,569.73 per month.

The payments outlined above cover all of Contractor's costs expenses for providing service including at LAVTA's Atlantis Fuel and Wash facility located at 875 Atlantis Court, Livermore CA.

**WITNESS WHEREOF**, the parties hereto have caused this Modification to the Agreement to be executed by and through their respective officers on the day written below.

BY LAVTA this \_\_\_\_\_ day of June, 2021.

BY CONTRACTOR this \_\_\_\_\_ day of June, 2021.

MV TRANSPORTATION, INC.:

LAVTA:

By: \_\_\_\_\_  
Marie Gaul, EVP and Chief Financial Officer

By: \_\_\_\_\_  
Michael Tree, Executive Director

APPROVED AS TO FORM:

By: \_\_\_\_\_  
LAVTA Legal Counsel



## **AGENDA**

### **ITEM 5G**

## STAFF REPORT

SUBJECT: Resolution in Support of Application for FY 21-22 Funding through the State Transit Assistance State of Good Repair Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: June 7, 2021

---

### Action Requested

Approve Resolution 18-2021 in support of an allocation request for the State Transit Assistance State of Good Repair (SGR) Program.

### Background

Senate Bill 1, also known as the Road Repair and Accountability Act of 2017, augmented the existing State Transit Assistance program with a new State of Good Repair (SGR) program funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. Funds are distributed by formula on a population basis in the region to the Metropolitan Transportation Commission (MTC), and on a revenue basis to eligible transit operators for transit maintenance, rehabilitation, and capital projects. The State Controller's Office (SCO) has estimated that \$62,746 in revenue-based SGR funds will be available for allocation to LAVTA in FY 2021-22.

Caltrans' State of Good Repair (SGR) Program guidelines require regional agencies including MTC to approve transit operators' revenue-based SGR projects and submit a single region-wide list of projects to Caltrans by September 1 of each year. In order for MTC to approve the Regional SGR Program Project List by September 1, transit operators in the Bay Area must submit a governing board-approved project list for all anticipated SGR Program expenditures to MTC no later than July 1.

The program guidelines state that transit agencies receiving funds from the SGR Program must submit expenditure proposals listing projects that maintain the public transit system in a state of good repair, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

**Discussion**

Staff proposes to use the FY 21-22 SGR allocation to support the local match component of the federally funded Livermore Transit Center Rehabilitation and Improvement Project. This project will address a significant backlog of deferred maintenance and safety enhancement needs at LAVTA's most-used passenger facility on its property, including replacement and rehabilitation of assets past or at the end of their useful life, including pavement, area security lighting, passenger amenities, and information and wayfinding signage. Using SGR funds as local match for the project will offset utilization of LAVTA's TDA funds which are more flexible and can be used for either capital or operating expenditures, effectively enhancing the agency's operating capacity in FY 21-22.

Attachment 1 is a Board resolution as required by Caltrans and MTC which would authorize the Executive Director to request allocations for specific projects and execute the necessary Certifications and Assurances with Caltrans.

**Fiscal Impact**

The FY 21-22 SGR allocation will be included in the FY 21-22 agency budget. It is anticipated that SCO will announce final revised estimates for FY22 in August and the first of four quarterly payments will be made in November.

**Recommendation**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 18-2021 in support of an allocation request to MTC and Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

Attachments:

1. Resolution 18-2021

*Approved:* \_\_\_\_\_

**RESOLUTION NO. 18-2021**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE  
SUBMITTAL OF APPLICATIONS, SUPPORTING DOCUMENTS AND  
EXECUTION OF FUNDING AGREEMENTS FOR THE FISCAL YEAR 2021-  
2022 STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR PROGRAM  
FOR THE LIVERMORE TRANSIT CENTER REHABILITATION AND  
IMPROVEMENT PROJECT**

**WHEREAS**, the Livermore Amador Valley Transit Authority is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, the State Controller's Office has released the Fiscal Year 2021 SGR apportionments and LAVTA is estimated to receive \$62,746 in SGR funds; and

**WHEREAS**, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

**WHEREAS**, the Department has designated the Metropolitan Transportation Commission (MTC) as the regional entity responsible for coordinating the administration of all SGR projects and distribution of SGR funds to eligible project sponsors (local agencies) within the nine-county Bay Area; and

**WHEREAS**, the Livermore Amador Valley Transit Authority wishes to delegate the submittal of applications, necessary supporting documents, and any amendments thereto to the Executive Director;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects; and

**BE IT FURTHER RESOLVED** that the Executive Director be authorized to execute all required documents of the SGR program and any amendments thereto with the Metropolitan Transportation Commission and California Department of Transportation.

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 7th day of June 2021.

BY \_\_\_\_\_  
Bob Woerner, Chair

ATTEST \_\_\_\_\_  
Michael Tree, Executive Director

## **AGENDA**

### **ITEM 5H**

## STAFF REPORT

SUBJECT: LAVTA Annual Salary Band Review

FROM: Tamara Edwards, Director of Finance

DATE: June 7, 2021

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### **Action Requested**

Approve the proposed Resolution 17-2021 resulting from the annual review of the LAVTA organization and of salary bands as required by the LAVTA Human Resources Policy.

### **Background**

LAVTA's Human Resources Policy states that "As part of the annual budget approval process, salary ranges will be established in accordance with procedures in the Human Resources Manual, which includes adherence to the Executive Director Compensation Policy and an annual salary survey for all established positions within the Authority." LAVTA also reviews the organization for any changes that have occurred over the last fiscal year or that are recommended to the Board for the next fiscal year. Last year, LAVTA's Board approved an adjustment to the salary bands for FY2021 based on the update to the salary survey conducted by a third-party contractor.

### **Discussion**

The Board of Directors is expected to approve a budget for Fiscal Year 2022 on June 7, 2021. That budget includes a new position of Senior Capital Projects Specialist which has been added to the salary band #4.

### *Organization Chart*

The FY2022 budget forecast includes the positions as reflected in the attached organization chart.

### *Salary Bands*

A thorough compensation study conducted by the third part contractor was completed in 2014, with an update to the survey, including any adjustments subsequent to the study, was completed each year since. The first four updates were made based on 11 comparator transit agencies. Beginning in the 2019 study staff asked that one of the comparator agencies, Foothill Transit be eliminated from comparison based on Board Discussion.

Based on the update this year, there is no indication that salaries in the transit agency labor market have fluctuated enough to warrant more than a CPI-based increase in the salary bands (Table A. San Francisco-Oakland-Hayward, CA CPI-U bi-monthly and annual percent changes).

Therefore, staff recommends 3.8% CPI increase in the salary bands in order to ensure that the bands stay competitive in the labor market. The changes are summarized below.

**Please note: Changes to the Salary Bands do not affect individual salaries which are increased based solely on performance and in accordance with the adopted budget.**

*Table of Proposed Monthly Salary Range Changes*

<b>Band</b>	<b>Current FY2021 Monthly Salary Range</b>		<b>Proposed FY2022 Monthly Salary Range</b>	
1	\$3,740	\$5,237	\$3,882	\$5,436
2	\$4,625	\$6,546	\$4,801	\$6,795
3	\$5,613	\$7,857	\$5,826	\$8,156
4	\$6,734	\$9,428	\$6,990	\$9,786
5	\$8,080	\$11,313	\$8,387	\$11,743
6	\$9,698	\$13,574	\$10,067	\$14,090

### **Proposed Salary Band Ranges**

#### **Monthly Salary Ranges**

#### **Band 1** **\$3,882 - \$5,436**

Customer Service Representative

#### **Band 2** **\$4,801 - \$6,795**

Executive Assistant

Customer Service Supervisor

#### **Band 3** **\$5,826 - \$8,156**

Accounting Analyst

Marketing and Communications Specialist

Paratransit Specialist

#### **Band 4** **\$6,990 - \$9,786**

Senior Transit Planner

Senior Fleet & Technology Management Specialist

Senior Grants, and Management Specialist

Senior Operations Specialist

Senior Capital Projects Specialist

#### **Band 5** **\$8,387 - \$11,743**

Manager

#### **Band 6** **\$10,067 - \$14,090**

Director of Finance

Director of Planning and Marketing

Director of Operations and Innovation



**Budget Impact**

These Salary Band Ranges and the Organizational Chart are consistent with the proposed FY2022 operating budget.

**Recommendation**

The Finance and Administration Committee recommends approval of the attached Resolution 17-2021 adjusting the salary bands for LAVTA positions.

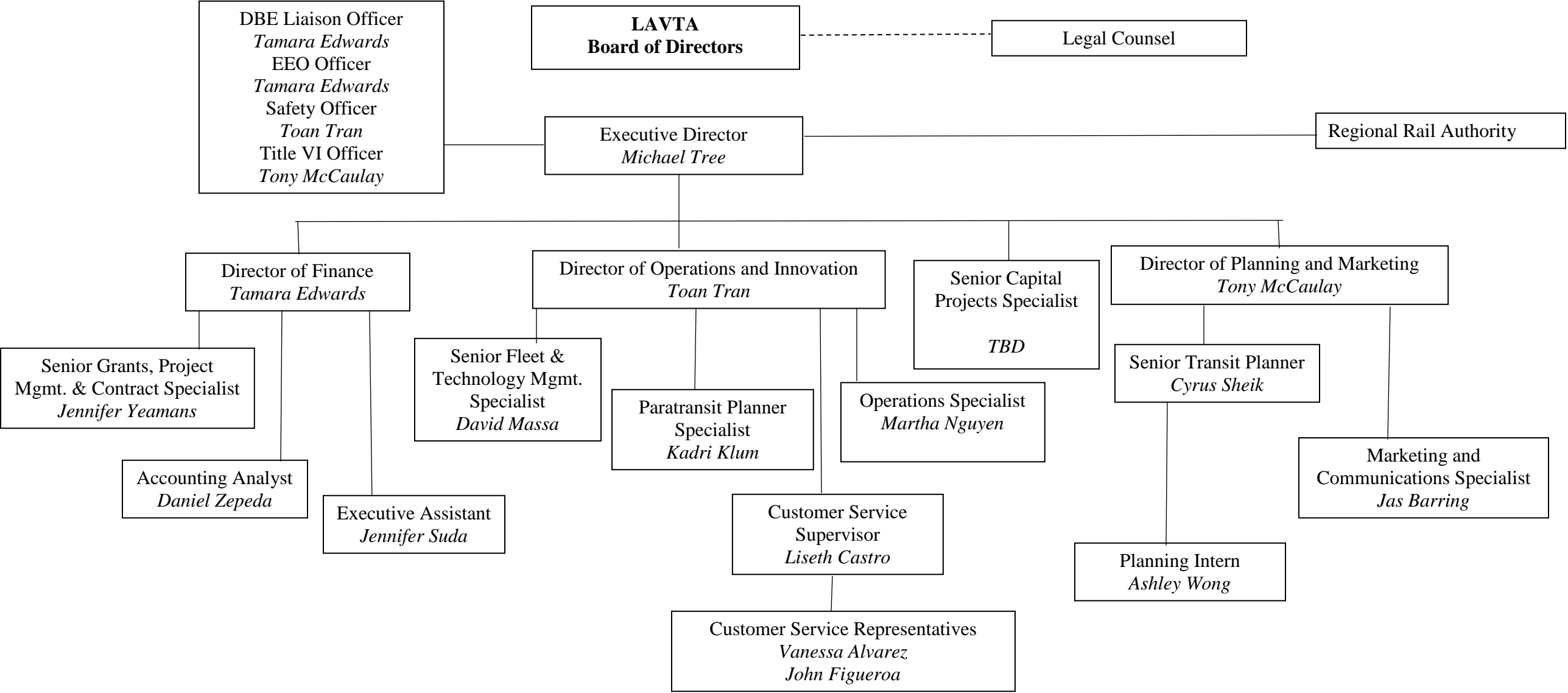
**Attachments:**

1. LAVTA Organization Chart
2. Resolution 17-2021 of the Board of Directors of the Livermore Amador Valley Transit Authority Establishing FY2022 Salary Bands
3. Annual Organizational Review Results Summary
4. Bureau of Labor Statistics
5. Job Description for the Senior Capital Projects Specialist

*Approved:* \_\_\_\_\_

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Organizational Chart



**RESOLUTION NO. 17-2021****RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
ESTABLISHING FY2022 SALARY BANDS**

**WHEREAS**, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 03-2020 which established the current Human Resources Policy; and

**WHEREAS**, Section 4.2, Rates of Pay, of the Human Resources Policy requires an annual review of the Salary Ranges as part of the annual budget process; and

**WHEREAS**, it is desirable and necessary to revise the Salary Bands.

**NOW, THEREFORE, BE IT RESOLVED** that the Salary Bands for FY2022 are revised as follows:

**Salary Bands**

The following salary bands represent the categories of employment within the agency. Bands will be adjusted annually as part of the budget process. Periodically the Board of Directors may make additional one time adjustments to the bands based on market conditions, or other relevant factors indicating that the bands have become non-competitive. The Executive Director will have the authority to set salaries for positions within each band based on adopted budget constraints.

Monthly salary ranges as of July 1, 2022.

**Monthly Salary Ranges**

<u>Band 1</u>	<u>\$3,882 - \$5,436</u>
---------------	--------------------------

Customer Service Representative

<u>Band 2</u>	<u>\$4,801 - \$6,795</u>
---------------	--------------------------

Executive Assistant

Customer Service Supervisor

<u>Band 3</u>	<u>\$5,826 - \$8,156</u>
---------------	--------------------------

Accounting Analyst

Marketing and Communications Specialist

Paratransit Specialist

<u>Band 4</u>	<u>\$6,990 - \$9,786</u>
---------------	--------------------------

Senior Transit Planner

Senior Fleet & Technology Management Specialist

Senior Grants, and Management Specialist  
Senior Operations Specialist  
Senior Capital Projects Specialist

<u>Band 5</u>	<u>\$8,387 - \$11,743</u>
Manager	

<u>Band 6</u>	<u>\$10,067 - \$14,090</u>
Director of Finance	
Director of Planning and Marketing	
Director of Operations and Innovation	

**PASSED AND ADOPTED** this 7th day of June 2021.

\_\_\_\_\_  
Bob Woerner, Chair

**ATTEST:**

\_\_\_\_\_  
Michael Tree, Executive Director

**Approved as to form:**

\_\_\_\_\_  
Michael Conneran, Legal Counsel

**Livermore Amador Valley Transit Authority  
Market Compensation Study - Results Summary  
April 2021**

Classification	# of Matches	Top Monthly Salary Data					Total Monthly Compensation Data				
		LAVTA	Average of Comparators	% above or below	Median of Comparators	% above or below	LAVTA	Average of Comparators	% above or below	Median of Comparators	% above or below
Accounting Analyst	8	\$ 7,857	\$ 7,416	5.6%	\$ 7,465	5.0%	\$ 12,926	\$ 11,708	9.4%	\$ 11,741	9.2%
Executive Assistant	9	\$ 6,546	\$ 5,987	8.5%	\$ 6,073	7.2%	\$ 11,374	\$ 9,833	13.5%	\$ 10,004	12.0%
Customer Service Representative	4	\$ 5,237	\$ 5,328	-1.7%	\$ 5,057	3.4%	\$ 9,824	\$ 9,063	7.7%	\$ 8,890	9.5%
Customer Service Supervisor	4	\$ 6,546	\$ 7,180	-9.7%	\$ 7,269	-11.0%	\$ 11,374	\$ 11,231	1.3%	\$ 11,079	2.6%
Director of Finance	9	\$ 13,574	\$ 13,782	-1.5%	\$ 13,691	-0.9%	\$ 20,061	\$ 19,861	1.0%	\$ 19,692	1.8%
Director of Operations and Innovation	7	\$ 13,574	\$ 13,086	3.6%	\$ 13,164	3.0%	\$ 20,061	\$ 18,879	5.9%	\$ 18,482	7.9%
Director of Planning and Marketing	9	\$ 13,574	\$ 13,105	3.5%	\$ 12,538	7.6%	\$ 20,061	\$ 18,775	6.4%	\$ 18,426	8.1%
Marketing and Communications Specialist	5	\$ 7,857	\$ 7,263	7.6%	\$ 6,758	14.0%	\$ 12,926	\$ 11,393	11.9%	\$ 11,050	14.5%
Operations Specialist	4	\$ 9,428	\$ 8,509	9.7%	\$ 8,415	10.7%	\$ 14,786	\$ 12,918	12.6%	\$ 12,949	12.4%
Paratransit Planner	6	\$ 7,857	\$ 7,645	2.7%	\$ 7,586	3.4%	\$ 12,926	\$ 11,905	7.9%	\$ 12,254	5.2%
Senior Fleet and Technology Management Specialist	6	\$ 9,428	\$ 8,604	8.7%	\$ 8,751	7.2%	\$ 14,786	\$ 12,654	14.4%	\$ 12,922	12.6%
Senior Grants, Project Management and Contract Specialist	4	\$ 9,428	\$ 9,183	2.6%	\$ 9,353	0.8%	\$ 14,786	\$ 14,182	4.1%	\$ 14,187	4.0%
Senior Transit Planner	6	\$ 9,428	\$ 9,214	2.3%	\$ 8,773	6.9%	\$ 14,786	\$ 13,583	8.1%	\$ 13,769	6.9%
		AVERAGE:		3.2%	AVERAGE:		4.4%	AVERAGE:		8.0%	AVERAGE: 8.2%



# Western Information Office

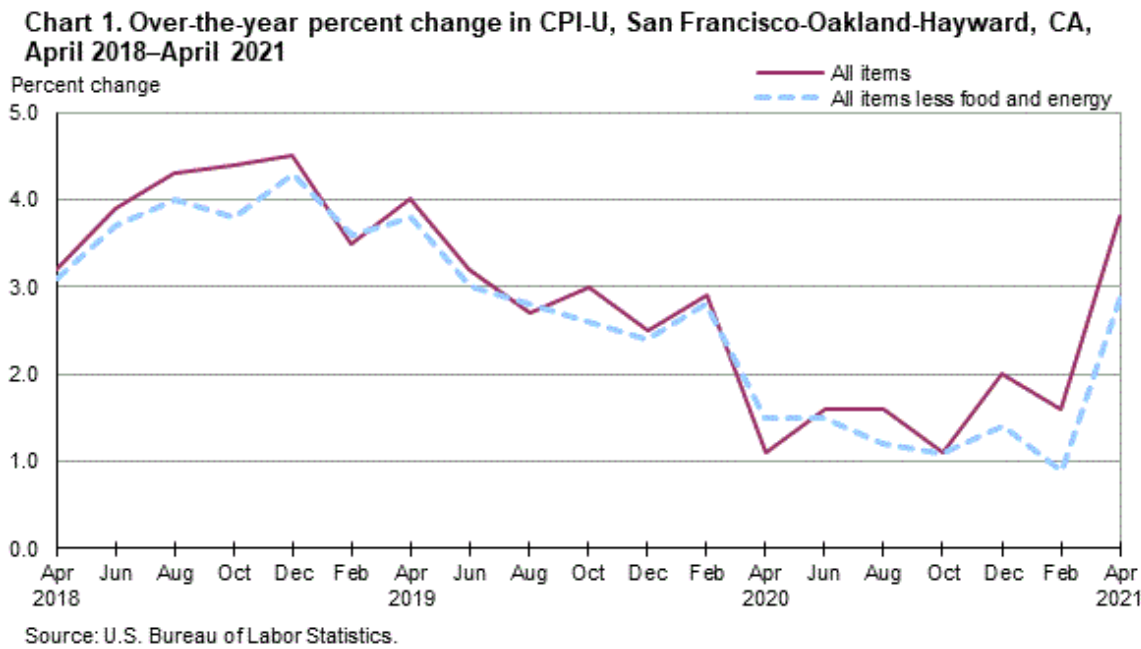
[Bureau of Labor Statistics](#) > [Geographic Information](#) > [Western](#) > News Release

## Consumer Price Index, San Francisco Area — April 2021

**Area prices were up 1.7 percent over the past two months, up 3.8 percent from a year ago**

Prices in the San Francisco area, as measured by the Consumer Price Index for All Urban Consumers (CPI-U), advanced 1.7 percent for the two months ending in April 2021, the U.S. Bureau of Labor Statistics reported today. (See [table A.](#)) Regional Commissioner Chris Rosenlund noted that the April increase was influenced by higher prices for shelter and gasoline. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

Over the last 12 months, the CPI-U increased 3.8 percent. (See [chart 1](#) and [table A.](#)) Food prices increased 3.4 percent. Energy prices jumped 23.4 percent, largely the result of an increase in the price of gasoline. The index for all items less food and energy rose 2.9 percent over the year. (See [table 1.](#))



### News Release Information

21-872-SAN  
Wednesday, May 12, 2021

### Contacts

**Technical information:**  
(415) 625-2270  
[BLSinfoSF@bls.gov](mailto:BLSinfoSF@bls.gov)  
[www.bls.gov/regions/west](http://www.bls.gov/regions/west)

**Media contact:**  
(415) 625-2270

### PDF

[PDF version](#)

### Related Links

[CPI historical databases](#)

### Food

Food prices inched up 0.1 percent for the two months ending in April. (See [table 1.](#)) Prices for food away from home edged up 0.1 percent, while prices for food at home were unchanged for the same period.

Over the year, food prices increased 3.4 percent. Prices for food away from home increased 5.8 percent. Prices for food at home rose 1.2 percent since a year ago, largely due to a price rise in fruits and vegetables (5.3 percent) and meat, poultry, fish, and eggs (4.8 percent).

### Energy

The energy index rose 9.9 percent for the two months ending in April. The increase was mainly due to higher prices for gasoline (14.0 percent). Prices for electricity advanced 6.0 percent, and prices for natural gas service rose 5.6 percent for the same period.

Energy prices jumped 23.4 percent over the year, largely due to higher prices for gasoline (38.0 percent). Prices paid for electricity jumped 12.8 percent, and prices for natural gas service rose 4.5 percent during the past year.

### All items less food and energy

The index for all items less food and energy increased 1.4 percent in the latest two-month period. Higher prices for used cars and trucks (11.8 percent), shelter (1.7 percent), and household furnishings and operations (1.4 percent) were partially offset by lower prices for recreation (-1.4 percent) and motor vehicle insurance (-1.3 percent).

Over the year, the index for all items less food and energy rose 2.9 percent. Components contributing to the increase included used cars and trucks (20.2 percent), household furnishings and operations (6.6 percent), and shelter (2.5 percent). Partly offsetting the increases was a price decrease in tuition, other school fees, and childcare (-1.2 percent).

**Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted**

Month	2017		2018		2019		2020		2021	
	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month
February	0.8	3.4	1.4	3.6	0.5	3.5	0.9	2.9	0.5	1.6
April	1.1	3.8	0.8	3.2	1.2	4.0	-0.5	1.1	1.7	3.8
June	0.3	3.5	0.9	3.9	0.2	3.2	0.7	1.6		
August	0.2	3.0	0.6	4.3	0.1	2.7	0.0	1.6		
October	0.6	2.7	0.7	4.4	1.0	3.0	0.5	1.1		
December	-0.1	2.9	0.1	4.5	-0.5	2.5	0.4	2.0		

The June 2021 Consumer Price Index for the San Francisco area is scheduled to be released on July 13, 2021.

### Coronavirus (COVID-19) Pandemic Impact on April 2021 Consumer Price Index Data

Data collection by personal visit for the Consumer Price Index (CPI) program has been suspended since March 16, 2020. When possible, data normally collected by personal visit were collected either online or by phone. Additionally, data collection in April was affected by the temporary closing or limited operations of certain types of establishments. These factors resulted in an increase in the number of prices considered temporarily unavailable and imputed.

While the CPI program attempted to collect as much data as possible, many indexes are based on smaller amounts of collected prices than usual, and a small number of indexes that are normally published were not published this month. Additional information is available at <https://www.bls.gov/covid19/effects-of-covid-19-pandemic-on-consumer-price-index.htm>.

## Technical Note

The Consumer Price Index (CPI) is a measures of the average change in prices over time in a fixed market basket of goods and services. The Bureau of Labor Statistics publishes CPIs for two population groups: (1) a CPI for All Urban Consumers (CPI-U) which covers approximately 93 percent of the total U.S. population and (2) a CPI for Urban Wage Earners and Clerical Workers (CPI-W) which covers approximately 29 percent of the total U.S. population. The CPI-U includes, in addition to wage earners and clerical workers, groups such as professional, managerial, and technical workers, the self-employed, short-term workers, the unemployed, and retirees and others not in the labor force.

The CPI is based on prices of food, clothing, shelter, and fuels, transportation fares, charges for doctors' and dentists' services, drugs, and the other goods and services that people buy for day-to-day living. Each month, prices are collected in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments—department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments. All taxes directly associated with the purchase and use of items are included in the index.

The index measures price changes from a designated reference date; for most of the CPI-U the reference base is 1982-84 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from \$100 to \$107. For further details see the CPI home page on the internet at [www.bls.gov/cpi](http://www.bls.gov/cpi) and the CPI section of the BLS Handbook of Methods available on the internet at [www.bls.gov/opub/hom/cpi/](http://www.bls.gov/opub/hom/cpi/).

In calculating the index, price changes for the various items in each location are averaged together with weights that represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. Because the sample size of a local area is smaller, the local area index is subject to substantially more sampling and other measurement error than the national index. In addition, local indexes are not adjusted for seasonal influences. As a result, local area indexes show greater volatility than the national index, although their long-term trends are quite similar. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

The San Francisco-Oakland-Hayward, CA. metropolitan area covered in this release is comprised of Alameda, Contra Costa, Marin, San Francisco, San Mateo Counties in the State of California.

Information in this release will be made available to individuals with sensory impairments upon request. Voice phone: (202) 691-5200; Federal Relay Service: (800) 877-8339.

**Table 1. Consumer Price Index for All Urban Consumers (CPI-U): Indexes and percent changes for selected periods**

**San Francisco-Oakland-Hayward, CA (1982-84=100 unless otherwise noted)**

Item and Group	Indexes			Percent change from-		
	Feb. 2021	Mar. 2021	Apr. 2021	Apr. 2020	Feb. 2021	Mar. 2021
<b>Expenditure category</b>						
<b>All items</b>	304.387	-	309.419	3.8	1.7	-
<b>All items (1967=100)</b>	935.771	-	951.239	-	-	-
<b>Food and beverages</b>	308.572	-	308.790	3.1	0.1	-
<b>Food</b>	308.589	-	308.788	3.4	0.1	-
<b>Food at home</b>	272.623	271.136	272.702	1.2	0.0	0.6
<b>Cereals and bakery products</b>	271.126	-	268.268	-1.2	-1.1	-
<b>Meats, poultry, fish, and eggs</b>	301.538	-	300.295	4.8	-0.4	-
<b>Dairy and related products</b>	278.438	-	286.643	0.0	2.9	-
<b>Fruits and vegetables</b>	371.388	-	368.829	5.3	-0.7	-
<b>Nonalcoholic beverages and beverage materials<sup>(1)</sup></b>	203.766	-	202.257	-6.0	-0.7	-
<b>Other food at home</b>	220.791	-	222.654	-0.7	0.8	-
<b>Food away from home</b>	349.922	-	350.276	5.8	0.1	-
<b>Alcoholic beverages</b>	311.778	-	312.228	-0.7	0.1	-
<b>Housing</b>	361.955	-	368.394	3.3	1.8	-
<b>Shelter</b>	409.850	411.202	416.798	2.5	1.7	1.4
<b>Rent of primary residence<sup>(2)</sup></b>	468.807	468.231	467.758	0.3	-0.2	-0.1
<b>Owners' equiv. rent of residences<sup>(2)(3)</sup></b>	439.058	438.879	438.336	1.2	-0.2	-0.1
<b>Owners' equiv. rent of primary residence<sup>(1)(2)</sup></b>	439.058	438.879	438.336	1.2	-0.2	-0.1
<b>Fuels and utilities</b>	455.265	-	469.885	8.4	3.2	-
<b>Household energy</b>	395.975	409.316	419.376	11.3	5.9	2.5
<b>Energy services<sup>(2)</sup></b>	397.337	410.870	420.836	11.1	5.9	2.4
<b>Electricity<sup>(2)</sup></b>	428.380	444.009	454.073	12.8	6.0	2.3

### Footnotes

(1) Indexes on a December 1977=100 base.

(2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator.

(3) Indexes on a December 1982=100 base.

(4) Special index based on a substantially smaller sample.

(5) Indexes on a December 1993=100 base.

(6) Indexes on a December 1997=100 base.

- Data not available

NOTE: Index applies to a month as a whole, not to any specific date.

Item and Group	Indexes			Percent change from-		
	Feb. 2021	Mar. 2021	Apr. 2021	Apr. 2020	Feb. 2021	Mar. 2021
Utility (piped) gas service <sup>(2)</sup>	319.675	327.293	337.454	4.5	5.6	3.1
Household furnishings and operations	154.126	-	156.336	6.6	1.4	-
Apparel	105.422	-	107.007	3.7	1.5	-
Transportation	204.673	-	216.498	11.4	5.8	-
Private transportation	203.631	-	213.824	13.7	5.0	-
New and used motor vehicles <sup>(4)</sup>	97.889	-	-	-	-	-
New vehicles <sup>(1)</sup>	161.204	-	-	-	-	-
Used cars and trucks <sup>(1)</sup>	269.617	-	301.321	20.2	11.8	-
Motor fuel	253.600	277.844	289.079	37.7	14.0	4.0
Gasoline (all types)	252.663	276.891	288.146	38.0	14.0	4.1
Gasoline, unleaded regular <sup>(4)</sup>	251.951	276.602	287.968	38.8	14.3	4.1
Gasoline, unleaded midgrade <sup>(4)(5)</sup>	237.199	257.507	268.466	32.2	13.2	4.3
Gasoline, unleaded premium <sup>(4)</sup>	242.198	263.736	273.887	35.3	13.1	3.8
Motor vehicle insurance <sup>(1)</sup>	528.598	-	521.662	5.0	-1.3	-
Medical care	555.065	-	555.675	1.4	0.1	-
Recreation <sup>(6)</sup>	126.052	-	124.335	3.7	-1.4	-
Education and communication <sup>(6)</sup>	150.882	-	152.099	0.3	0.8	-
Tuition, other school fees, and child care <sup>(1)</sup>	1,815.339	-	1,819.305	-1.2	0.2	-
Other goods and services	524.717	-	535.942	4.8	2.1	-
Commodity and service group						
All items	304.387	-	309.419	3.8	1.7	-
Commodities	199.185	-	202.736	5.5	1.8	-
Commodities less food & beverages	141.375	-	146.358	7.9	3.5	-
Nondurables less food & beverages	184.904	-	194.869	11.9	5.4	-
Durables	98.949	-	-	-	-	-
Services	392.055	-	398.340	3.2	1.6	-
Special aggregate indexes						
All items less medical care	294.117	-	299.283	4.0	1.8	-
All items less shelter	260.943	-	265.166	4.9	1.6	-
Commodities less food	148.669	-	153.548	7.3	3.3	-
Nondurables	248.289	-	253.206	6.2	2.0	-
Nondurables less food	194.803	-	204.083	10.3	4.8	-
Services less rent of shelter <sup>(3)</sup>	387.224	-	392.789	4.2	1.4	-
Services less medical care services	380.732	-	387.364	3.2	1.7	-
Energy	311.817	331.861	342.694	23.4	9.9	3.3
All items less energy	307.721	-	311.595	3.0	1.3	-
All items less food and energy	308.432	-	312.894	2.9	1.4	-
<b>Footnotes</b> (1) Indexes on a December 1977=100 base. (2) This index series was calculated using a Laspeyres estimator. All other item stratum index series were calculated using a geometric means estimator. (3) Indexes on a December 1982=100 base. (4) Special index based on a substantially smaller sample. (5) Indexes on a December 1993=100 base. (6) Indexes on a December 1997=100 base.						
- Data not available NOTE: Index applies to a month as a whole, not to any specific date.						

**Last Modified Date:** Wednesday, May 12, 2021

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**LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY****POSITION DESCRIPTION**

**POSITION** Senior Capital Projects Specialist

**CLASSIFICATION** Non-Exempt

**POSITION DESCRIPTION**

Under the direction of the Executive Director, this at will, non-exempt position assists in the procurement and management of capital projects such as vehicles, capital infrastructure, capital maintenance projects, new construction and assists in the coordination of many other aspects of transit operations.

The ideal candidate for this position will have experience with capital project delivery, excellent computer and communication skills, proven project management skills, and knowledge of, or ability to learn, state and federal procurement regulations. Placement salary will be determined by relevant work experience, education, skills and credentials.

**SPECIFIC DUTIES AND RESPONSIBILITIES**

- Directs, manages, and coordinates all phases of capital projects by leading the planning and implementation of projects, analyzing, implementing, and monitoring goals and objectives to achieve assigned priorities, performing project evaluations and assessments, and reporting out results.
- Facilitates and oversees the preparation of project specifications; works with subject matter experts and stakeholders to gather requirements and develop project tasks, deliverables, timelines, cost estimates, scope of work, resource allocation, and acquisition.
- Negotiates, prepares, and makes recommendations regarding change orders; implements project changes to achieve project goals and outputs.
- Evaluates all project management activities for compliance with Federal, State, and local requirements and LAVTA's policies and procedures; creates and tracks project management Key Performance Indicators.
- Creates, maintains, and executes a comprehensive Project Management Plan for each special project, relative to size and scope, including, but not limited to overall project objectives, schedule, roles and responsibilities, budget control, document control, and closeout procedures.
- Develops contract documents to secure design and engineering services for construction projects and obtain Right of Way acquisition and relocation services.
- Manages major or complex capital projects from program planning through construction and project turnover.
- Develops and reviews project schedules and ensures projects meet scope, cost and schedule benchmarks.

- Leads project delivery process by overseeing all project phases from project initiation through warranty closeout, managing project budgets and schedules, experience with programming, selection and management of appropriate design professionals, value engineering, bidding, project award, permitting, overseeing construction, and project closeout.
- Tracks and monitors all project activities; reviews work under construction to ensure that all new construction and alteration work complies with plans, specifications, codes, budgets and schedules; and coordinates the work of multi-disciplinary staff across organizational boundaries
- Represents the department in meetings and conferences related to construction, materials, or work standards.
- Ensuring proper maintenance of facilities through contract services
- Giving presentations before boards, commissions, community groups, and stakeholder agencies involved with transportation or transit planning and operations.
- Develops DBE goals, and ensures that DBE requirements are met, provides DBE reports to the FTA.
- Performs other duties as assigned.

### ***Behavior***

The employee shall work well under pressure meeting multiple and sometimes competing deadlines. The employee shall at all times demonstrate cooperative behavior with colleagues, supervisors, contract service provider, and the public.

## **KNOWLEDGE/SKILLS REQUIRED BY POSITION**

### **Skills & Abilities:**

Ability to think strategically and proactively;

Ability to lead and coordinate projects;

Ability to make effective public presentations;

Ability to communicate effectively, both orally and in writing;

Ability to recognize problems, develop alternatives, and implement viable solutions;

Ability to assist in preparing and monitor the capital budget.

Ability to quickly evaluate competing priorities and make adjustments in workflow to meet deadlines.

Ability to manage vendors and contractors.

### **Knowledge of:**

Construction management that includes documentation and contract administration and negotiation.

Project Management principles and demonstrated experience in project delivery, meeting scope, schedule, budget, and quality requirements

Cost and budget analysis relating to funding of transit system infrastructure; applicable federal, state, and local laws, codes, rules, regulations, specifically pertaining to transit grants and funding

Methods of research and data analysis

Capital improvement project management and process

State and federal procurement regulations

## **ORGANIZATIONAL RELATIONSHIPS**

### **Position reports directly to:**

Executive Director

### **Position coordinates with:**

All Authority staff, particularly other department directors

Maintenance and Operations Contractor staff

Representatives of federal, state, regional, county and city agencies

Vendors

The public

## **QUALIFICATIONS**

Bachelor's Degree in engineering, construction management, accounting or related field. 4 years' experience in project management, construction, project control, or public works administration. A relevant master's degree or graduate level course work may be substituted for 1 year of required work experience. Six (6) years experience can substitute the education requirement.

# **AGENDA**

## **ITEM 6**

## STAFF REPORT

SUBJECT: Approval of Tri-Valley Hub Network Integration Study

FROM: Tony McCaulay, Director of Planning and Marketing

DATE: June 7, 2021

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### **Action Requested**

The Project & Services Committee recommends that the LAVTA Board approve the Tri-Valley Hub Network Integration Study and authorize the Executive Director to forward the study to the California State Transportation Agency (CalSTA).

### **Background**

The Tri-Valley Hub Network Integration Study (Study) was 100 percent funded through a \$500,000 grant award from the California State Transportation Agency (CalSTA) as part of the 2018 Transit and Intercity Rail Capital Program ('TIRCP'). The grant award also included \$20,000,000 in state funds to increase the parking capacity at the Dublin/Pleasanton BART Station via construction of a new parking garage.

In May 2019, the LAVTA Board awarded a contract to AECOM Technical Services, Inc. to complete the study. AECOM's Justin Fox led the study team. Keith Whalen with the Ascendal Group served as Project Manager on behalf of LAVTA.

### **Discussion**

The goal of the Study was to provide the strategic and technical requirements to move forward toward initiating future regional transportation services via a hubbed model at the Dublin/ Pleasanton BART Station and for the near-term evolution of that station into the Tri-Valley Hub as envisioned in the 2018 California State Rail Plan.

The Study began in October 2019 with the formation of a Technical Advisory Committee (TAC) comprised of staff from more than 15 agencies, organizations and cities located in the project area. The TAC met four times beginning in November 2019 to provide guidance and feedback on matters such as identification of the preferred hub location, operational alternatives and potential capital improvements. The first two meetings were held in person, while the final two meetings were conducted remotely due to the pandemic. The TAC reviewed and provided feedback on four technical memoranda as well as the draft and final reports.

Among the Study's conclusions:

- Move forward with implementing I-680 Express Bus service between Martinez and the Tri-Valley Hub, i.e. Dublin/Pleasanton BART
- Establish a governance structure
- Secure an operator and a funding source
- Work with operators at Dublin/Pleasanton BART to build consensus on improvements enhancing the facility's ability to serve as a successful Tri-Valley Hub

**Fiscal Impact**

None at this time.

**Recommendation**

The Project & Services Committee recommends that the LAVTA Board approve the Tri-Valley Hub Network Integration Study and authorize the Executive Director to forward the study to the California State Transportation Agency (CalSTA).

Attachments:

1. Draft Resolution 16-2021 Approving the Tri-Valley Hub Network Integration Study
2. I-680 Express Bus and Tri-Valley Hub Network Integration Study

*Approved:* \_\_\_\_\_

**RESOLUTION 16-2021**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
APPROVING THE TRI-VALLEY HUB NETWORK INTEGRATION STUDY**

**WHEREAS**, the California State Transportation Agency (‘CalSTA’) awarded \$500,000 to LAVTA to complete a study of incorporating megaregional bus services into the needs of the capacity expansion at the Dublin/Pleasanton BART Station and achieving key state strategic goals for a future ‘Tri-Valley Hub’ as outlined in the 2018 California State Rail Plan; and

**WHEREAS**, LAVTA engaged the services of a qualified consulting firm AECOM Technical Services, Inc. to develop the Tri-Valley Hub Network Integration Study; and

**WHEREAS**, a Technical Advisory Committee comprised of representatives of more than 15 governmental agencies and organizations in the project study area participated in the development and review of the study’s recommendations; and

**WHEREAS**, the Tri-Valley Hub Network Integration Study Final Report has been completed and presented to the LAVTA Board of Directors.

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board approves the Tri-Valley Hub Network Integration Study Final Report and authorizes the Executive Director to forward the report to the California State Transportation Agency.

**PASSED AND ADOPTED** this 7th day of June 2021.

\_\_\_\_\_  
Bob Woerner, Chair

Attest: \_\_\_\_\_  
Michael Tree, Executive Director



© Courtesy of MTC 2015

# Tri-Valley Hub Network Integration Study Final Report

Livermore Amador Valley Transit Authority (LAVTA)

May 27, 2021



# Tri-Valley Hub Network Integration Study Final Report

Prepared by Livermore Amador Valley Transit Authority (LAVTA)

May 27, 2021

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# Executive Summary

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The 2018 *California State Rail Plan* envisions a network of high-speed, intercity corridor, and commuter trains integrated with local transit, providing nearly seamless connections for riders seeking to reach all parts of the state. In corridors where no trains operate, the Rail Plan calls for express buses using the existing highway systems to provide access to the state's rail system. The Rail Plan identified the I-680 corridor between the Tri-Valley area (i.e. Dublin, Pleasanton, and Livermore) and Suisun City as one such corridor, where express buses could link a Tri-Valley Transit Hub with the Suisun-Fairfield Amtrak Station, a stop for the *Capitol Corridor* trains.

This Tri-Valley Hub Network Integration Study is an effort to define what such express bus service would be: its route, stops, connections with corridor and commuter trains, as well as its likely ridership, revenue, and costs for implementation. The study investigates the BART Dublin/Pleasanton BART station as a candidate for the Tri-Valley Transit Hub, along with potential improvements that could make the facility easier, safer, and more comfortable for riders to use. The study also explores options to better connect northern San Joaquin County communities with the Tri-Valley Hub.

The distance between the Suisun Amtrak Station and the Dublin/Pleasanton BART Station is 53 miles, inclusive of a stop at the Martinez Amtrak Station. An express bus route would consist of I-680 between Dublin/Pleasanton and Cordelia Junction, and then I-80 and SR 12 between Cordelia Junction and Suisun City. Intermediate stops could include Bollinger Canyon Park-and-Ride (access for the Bishop Ranch office complex), Walnut Creek BART, and the Martinez Amtrak Station. The weekday-only service would extend to the Altamont Corridor Express (ACE) commuter rail station in Pleasanton during the commute period. The service could use I-680 Express Lanes and thus circumvent some of the chronic congestion on the corridor.

## Existing and Future Conditions

The corridor includes some of the fastest growing residential areas and job centers in Alameda and Contra Costa counties. While transit service serves the corridor's mainline rail stations in Pleasanton, Martinez, and Suisun, there is no single service linking the endpoints of the corridor, i.e. the Tri-Valley area and Suisun City. Nor is there a single service linking the Tri-Valley with the Martinez Amtrak Station, a stop for both the *Capitol Corridor* and *San Joaquins* trains.

Tri-Valley and I-680 corridor population and employment are expected to continue their growth trends well into the future, thus spurring demand for transit options inclusive of an I-680 Express Bus service. Also, Valley Link, a new regional rail service between North Lathrop, Tracy, and Dublin/Pleasanton BART, will begin operations within the next 10 years. As a result, the Dublin/Pleasanton BART Station will likely see increased usage as the future unfolds.

## Proposed Bus Service and Improvements

The narrative that follows outlines a concept of operations for an I-680 Express Bus service. The service's start date would be in 2022. Buses would operate on roughly hourly headways. First-year ridership may reach almost 1,000 riders on weekdays. At startup, Martinez Amtrak could serve as the northern terminus, providing access the state-sponsored corridor trains. In later years, with the buildout of the Sonoma-Marina Area Rail Transit (SMART) commuter rail system to Suisun, the service could be extended to Suisun Amtrak to connect with SMART. While the Express Buses could use low mileage, used conventional diesel buses at startup to minimize costs, the service could transition in later years to zero-emissions, hydrogen-powered fuel cell buses. Later years would see more service frequency as well. The Express Bus service would have its own identity (logo and bus paint scheme), separate from existing transit operators on the corridor, and its own governance structure. The Express Buses would need berthing space at the Dublin/Pleasanton BART Station. Existing users at this future Tri-Valley Hub will likely need to ramp up service to keep pace with the demand triggered in part by area growth. Also, while the vast majority of Valley Link riders will make transfers to BART, there will be some who will seek to access work centers in Dublin and Pleasanton. Accordingly, local transit will need to provide last-mile connectivity.

There are opportunities at the present facility to build more bus bays, as the need arises. Electronic wayfinding signs can be installed to provide riders alighting buses with the latest departure information of BART and Valley Link trains. Autonomous vehicle (AV) shuttles can be deployed for improved circulation within the Tri-Valley Hub as well as link the facility with nearby

stores, shopping centers, and office complexes. Bicycle and scooter storage can be expanded easily at the entrances to BART and Valley Link. Lastly, more sidewalk covers can be constructed, protecting pedestrians from sun and rain.

### **Next Steps**

Next steps for the Express Bus service include securing a funding source for implementation and covering ongoing subsidies, as revenues will be less than operating costs. Also, the service needs a governance structure, which could include the three service providers on the corridor today: Livermore Amador Valley Transit Authority (Wheels), Central Contra Costa Transit Agency (County Connection), and the Solano Transportation Authority (SolanoExpress).

As for Tri-Valley Hub improvements, BART can work with the other operators at the facility, as well as with the local jurisdictions (cities of Dublin and Pleasanton), to determine the most relevant enhancements as usage grows over time.

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# List of Acronyms and Abbreviations

<b>Acronym</b>	<b>Full Name</b>
AADT	Annual Average Daily Traffic
ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ACE	Altamont Corridor Express
ACS	American Community Survey
ADA	Americans with Disabilities ACT of 1990
Alameda CTC	Alameda County Transportation Commission
Alameda GSA	Alameda General Services Administration
AV	Autonomous Vehicles
BART	Bay Area Rapid Transit District
CalSTA	California State Transportation Authority
Caltrans	California Department of Transportation
CCTA	Contra Costa Transportation Authority
CCCTA	Central Contra Costa Transit Agency aka County Connection
CCD	Census County Division
CCJPA	Capitol Corridor Joint Powers Authority
CIP	Capital Improvement Plan
COVID-19	Coronavirus Disease 2019
CSRP	California State Rail Plan
DMU	Diesel Multiple Unit
DTC	Downtown Transit Center (Stockton)
EB	Eastbound
EMU	Electric Multiple Unit
EV	Electric Vehicle
FAST	Fairfield and Suisun Transit
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LAVTA	Livermore Amador Valley Transit Authority (Wheels)
MAX	Modesto Area Express
MPH	Miles per Hour
MTC	Metropolitan Transportation Commission
NB	Northbound
O&M	Operations and Maintenance
PCC	Portland Concrete Cement
PCTPA	Placer County Transportation Planning Agency

PDA	Priority Development Area
PM	Post Mile
PMT	Passenger Miles Traveled
PNR	Park-and-Ride
RTD	San Joaquin Regional Transit District
RTP	Regional Transportation Plan
SacRT	Sacramento Regional Transit District
SAV	Shared Autonomous Vehicles
SB	Southbound
SB1	Senate Bill 1
SCS	Sustainable Communities Strategy
SGR	State of Good Repair Program
SJCOG	San Joaquin Council of Governments
SJPA	San Joaquin Joint Powers Authority
SMART	Sonoma Marin Area Rail Transit District
SolTrans	Solano County Transit
Soscol TC	Soscol Gateway Transit Center
S RTP	Short Range Transit Plan
STA	Solano Transportation Authority
STA	State Transit Assistance Program
StaRT	Stanislaus Regional Transit
TAC	Technical Advisory Committee
TIRCP	Transit and Intercity Rail Capital Program
TNC	Transportation Network Company
TOD	Transit Oriented Development
TTC	Tracy Transit Center
VINE	Valley Intercity Neighborhood Express
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WB	Westbound
WestCAT	Western Contra Costa Transit Authority
YCTD	Yolo County Transportation District
YOE	Year of Expenditure

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# Introduction

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The Tri-Valley Hub Network Integration Study has two purposes. First is to define a concept for an Express Bus service linking a proposed Solano County Transit Hub with a proposed Tri-Valley Transit Hub running along the I-680 corridor. The concept for a hub-to-hub Express Bus service was articulated in the 2018 *California State Rail Plan* as a means to provide residents in the Tri-Valley (the general Pleasanton, Dublin, San Ramon and Livermore area) better access to the state's rail system, i.e. the *Capitol Corridor* and the *San Joaquins* corridor rail services. The analysis assumes that the location of the Solano County hub would be the Suisun-Fairfield Amtrak<sup>1</sup> Station. It also identifies the Bay Area Rapid Transit District's (BART) Dublin/Pleasanton Station as the site of the Tri-Valley Hub.

The other purpose of the analysis was to envision improvements at the Dublin/Pleasanton BART Station which would enable the facility to better fulfill its future role as the Tri-Valley Transit Hub:

The analysis pursues these purposes through the following chapters.

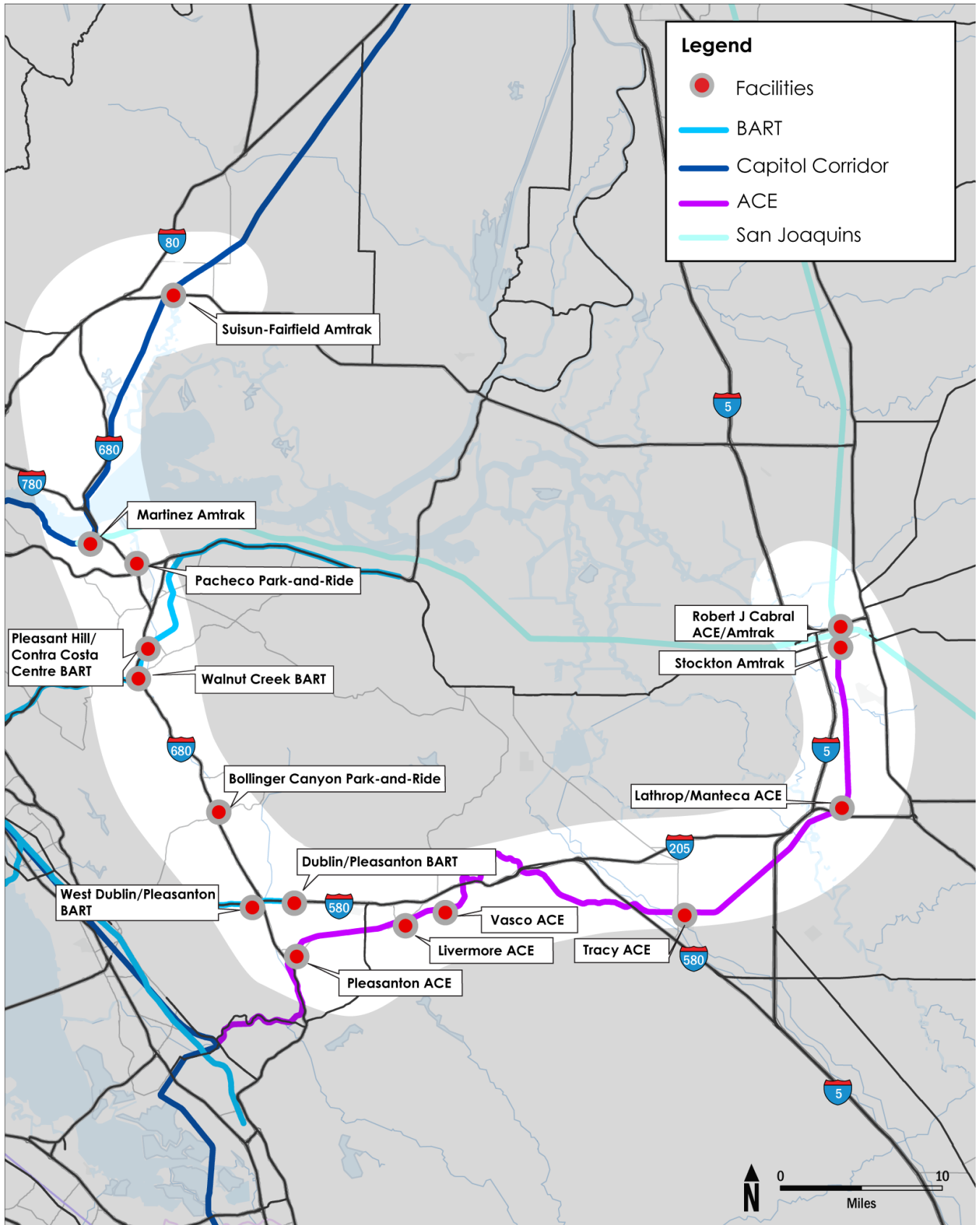
- Chapter 1 defines existing conditions in the I-680 corridor relevant to an Express Bus service and a Tri-Valley Hub.
- Chapter 2 assess future conditions, including the express lane network and population and employment forecasts, pertaining to the I-680 corridor.
- Chapter 3 identifies the needs of facilities along the corridor which could serve as stops for the I-680 Express Bus service,
- Chapter 4 evaluates candidates for the Tri-Valley Hub and names a preferred hub location, i.e. the Dublin/Pleasanton BART Station.
- Chapter 5 forecasts ridership for an I-680 Express Bus service.
- Chapter 6 articulates a conceptual service plan for the Express Buses, inclusive of schedules, revenues, costs, required subsidies, funding sources, and options for governance.
- Chapter 7 envisions various improvements that could be implemented to enable the Dublin/Pleasanton BART Station to become an effective transit hub.

The study area is shown in **Figure 1**.

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<sup>1</sup> Amtrak's formal name is the National Rail Passenger Corporation. Amtrak operates its own long-distances services as well as providing crews for the Capitol Corridor and San Joaquins trains.

Figure 1. Study Area



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# Chapter 1 - Existing Conditions

---

This chapter has several parts that altogether point to the feasibility of an I-680 Express Bus service on the I-680 corridor. First, existing I-680 corridor conditions, relevant to the establishment of an Express Bus service between Suisun and the Tri-Valley area, are described. These include traffic volumes, congestion, socio-economic data, transit services, and key transit facilities, among other things. Recent year studies pertaining to the corridor, along with ongoing transit programs and projects, are discussed.

Second, future conditions are noted, including the planned buildout of the corridor's express lane network, which the Express Bus service would use. Also, corridor travel demand forecasted by various sources are noted, as are forecasts of jobs and population in communities along the corridor.

Third, given the existing and future conditions, the service need that an Express Bus service in the corridor would fulfill is outlined.

Fourth, the needs of key corridor transit facilities, the potential termini and intermediate stops for an Express Bus service, are identified. These needs include street and highway access, parking, and bike storage – all of which are crucial in making the facilities attractive to patrons of the bus service.

Lastly, a high-level concept of an Express Bus service is outlined. The goals of such a service were noted in the 2018 *California State Rail Plan* over three-time horizons: the near-term (circa 2022), the mid-term (circa 2027), and the long-term (circa 2040). The concept identifies incremental improvements for the Express Bus service in terms of frequency and reach over the time period.

## 1.1 Existing Conditions

The study area includes the I-80/680/580 corridor from Suisun to the Tri-Valley area and on to Stockton. This section looks at the existing conditions in the study area from roadway performance, socioeconomic, transit services, and facilities along the corridor. It also includes previous related studies, along with existing programs and projects.

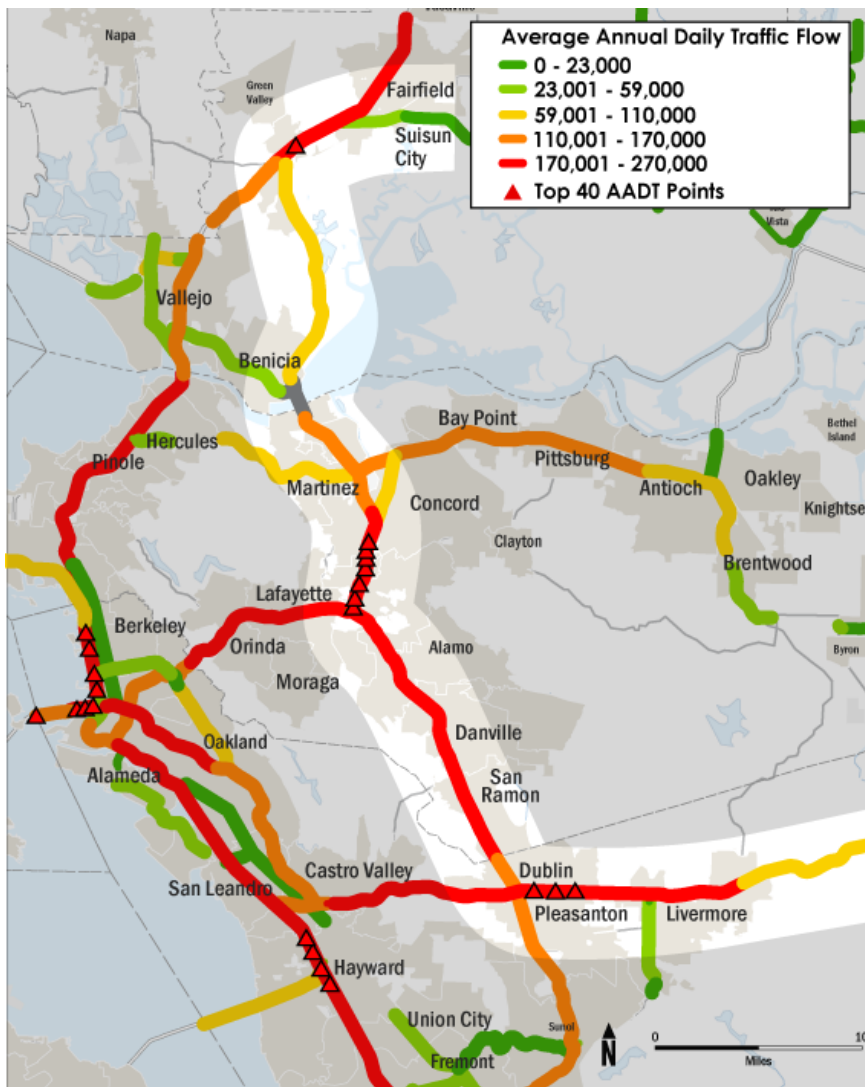
### 1.1.1 Roadway Performance

Roadway conditions in the study corridor have been analyzed in two ways: Annual Average Daily Traffic (AADT) counts and congestion levels. Each method is described in greater detail below.

#### Annual Average Daily Traffic Data

AADT counts are one of the primary ways Caltrans summarizes highway traffic volumes. These are daily traffic counts averaged over a one-year period. Sensors along the roadways count vehicles throughout the year, with each total divided by 365 days. **Figure 2** below shows a visual representation of the AADT data for the Northern California Megaregion. The data used to generate the map from Caltrans 2019; data is pre-COVID-19.

**Figure 2. AADT Data in the Study Area**



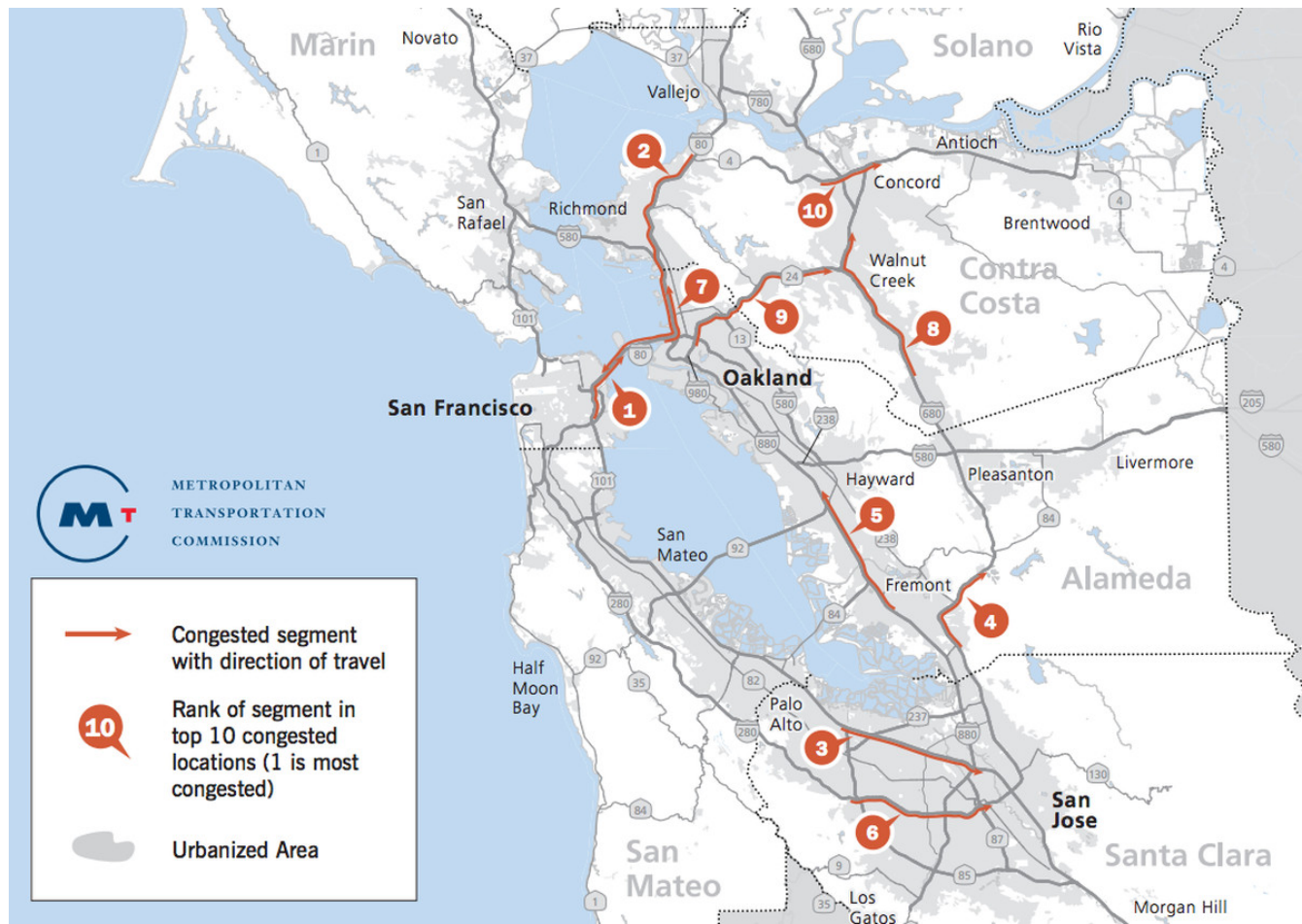
Source: AECOM, [Caltrans 2019](#)

The locations within the study area with the highest AADT counts are the stretch of I-680 between SR 24 and SR 242 near Walnut Creek, and on I-580 between Dougherty Road and Camino Tassajara in the Dublin/Pleasanton area. On I-80, Cordelia Junction, where I-80, SR 12 and I-680 split, is another notable point with high AADT counts.

### Congestion Levels

Congestion levels in the Bay Area have been on an upward trend over the past decade, with Alameda County experiencing an 8.1 percent share of highway miles traveled in congestion and Contra Costa experiencing 6.7 percent. Alameda and Contra Costa counties have been experiencing above average miles of congestion in comparison to the nine-county Bay Area (5.8 percent). Congestion in this case is defined by the U.S. Department of Transportation, Caltrans, and Metropolitan Transportation Commission (MTC) as vehicle miles traveled (VMT) on a freeway in 35 miles per hour (mph) conditions or slower. **Figure 3** below shows a map of the MTC region's 10 most congested segments. The segment of I-680 between Pleasant Hill and San Ramon is ranked eighth in the region and is at the center of the study corridor.

**Figure 3. Top Ten Congested Segments in the MTC Region**



Source: MTC Vital Signs

### 1.1.2 Socioeconomic Data

Socioeconomic data are statistics that cover economic and social activity and the relationship between them. This section covers demographic information, county-to-county commute flows, historical job and population growth, and housing stock in the corridor area.

#### Demographics

The demographics data gathered on the corridor covers age, income, race, ethnicity, and gender. The majority of people in the corridor area are between the ages of 30 and 54, have a monthly income above \$3,333, are predominantly white and Asian, and are slightly majority male. The full demographics dataset can be seen in detail in **Appendix A**. Data is from the American Communities Survey (ACS) <sup>2</sup> from 2017.

#### County-to-County Flows

The county pairs in the study area with the heaviest commuter county-to-county flows are between Contra Costa and Alameda, between Alameda and Santa Clara, and between Solano and Contra Costa. **Table 1** shows daily county-to-county commute flows with the county of origin listed across the top and the destination county listed on the left. The values in each cell are colored with green representing the highest and yellow representing the lowest. The data is from the California Employment Development Department, with the latest data set available from 2010. While the data is 10 years old, the overall commute patterns are not likely to have radically changed over the last decade, as housing and job centers have not

<sup>2</sup> The American Community Survey is an ongoing survey conducted by the US Census Bureau. While the Census is conducted in full every 10 years, the ACS is conducted yearly, making trends easier to follow



shifted much. The strongest origin-destination pair is commuters originating in Contra Costa County and commuting to Alameda County.

**Table 1. Daily County-to-County Flows**

		Origin				
Destination	County	Solano	Contra Costa	Alameda	San Joaquin	Santa Clara
	Solano		7,442	1,774	1,041	376
	Contra Costa	19,903		39,883	5,377	3,360
	Alameda	11,723	92,797		26,121	38,339
	San Joaquin	497	1,903	1,856		497
	Santa Clara	1,493	11,526	64,696	7,954	

Source: [California Employment Development Department](#)

### Historical Jobs and Population Growth

The total number of jobs in the study area has increased greatly over the last decade, with most of that growth concentrating in regional work centers. The cities analyzed in the corridor are listed below in **Table 2**, with the data summarized in the following sub-sections. The colors range from yellow to green, with green indicating higher growth and yellow indicating lower growth. The full data set can be found in **Appendix A**.

**Table 2. Historical Job and Population Growth 2007 to 2017**

City	Total New Jobs	Percent Change	Population Change	Percent Change
Dublin	5,329	37%	17,366	40%
Pleasanton	8,664	15%	16,959	26%
Livermore	5,668	12%	11,315	14%
Suisun	-88	-3%	2,797	10%
Fairfield	2,378	6%	12,723	12%
Benicia	1,033	8%	2,165	8%
Martinez	-1,109	-5%	3,292	9%
Concord	1,719	3%	9,168	8%
Pleasant Hill	2,236	13%	2,809	9%
Walnut Creek	2,147	4%	6,779	11%
Danville	-65	-1%	-1,326	-6%
San Ramon	7,739	22%	27,251	56%
Stockton	8,240	8%	24,812	9%
Tracy	11,936	66%	11,816	15%
Manteca	2,891	21%	15,485	24%

Source: American Community Survey 2007-2017

### Jobs

In the Tri-Valley area alone, an average of nearly 20,000 jobs were added from 2007 to 2017. The city with the largest percent increase in jobs is Dublin, which saw 37 percent growth. Pleasanton saw the largest increase in total new jobs, with an increase of 8,664 during the analysis time frame. According to ACS, the average rate of growth for the Tri-Valley from 2007 to 2017 was 1,966 jobs per year, or 1.6 percent annually. If these trends continue, the Tri-Valley will be home to 163,986 jobs by 2027 and 202,682 jobs by 2040.

The Solano County communities have seen a slower rate of growth than the other cities in the study area, with a total increase of 1,108 jobs. Fairfield added the most jobs overall, while Benicia saw the largest percent increase.



The Contra Costa County cities along the I-680 corridor added a total of 12,667 jobs. San Ramon experienced the greatest growth, adding over half of all new jobs in the region and seeing a total percent increase of 22 percent. This increase was due in large part to the presence of the Bishop Ranch office park (employs approximately 30,000 people). Conversely, Martinez saw a net loss of 1,109 jobs, more than any other city in the corridor.

The San Joaquin County cities in the study area saw enormous growth and had the most job growth in the entire study area. In total, 23,067 jobs were added along the I-580/I-205/I-5 corridor, with the most growth occurring in Tracy. Jobs in Tracy grew at a rate of 66 percent and totaled to nearly half of the new jobs in the corridor.

### Job Concentrations and Work Centers

Based on the growth trends established in Table 2, it can be assumed that this increase in jobs will mean an increase in commuters and traffic on I-680 and I-580/I-205/I-5 corridors, as most job growth in the corridor is occurring in communities along these highways. On the following two pages, **Figure 4** and **Figure 5** are concentration maps of jobs per square mile along the corridor. The largest concentrations of jobs in the western portion of the corridor (I-680) are clustered primarily in Pleasanton, San Ramon, Walnut Creek, and Concord. In the eastern portion of the corridor (I-205 and I-5) jobs are clustered primarily in Stockton and Tracy.

### Population

In the Tri-Valley, Dublin is the fastest growing city in terms of new residents and overall percent change in population. Pleasanton added almost as many residents as Dublin over the same time span.

Solano County cities saw the least amount of population growth overall. The majority of all growth along the I-80 corridor was concentrated in Fairfield.

San Ramon experienced the most growth in Contra Costa County along the I-680 corridor.

The city with the greatest percent increase in population in San Joaquin County along the I-580/I-205/I-5 corridor was Manteca, while Stockton saw the largest absolute increase in overall population.

Figure 4. Job Concentrations Along the Corridor – West

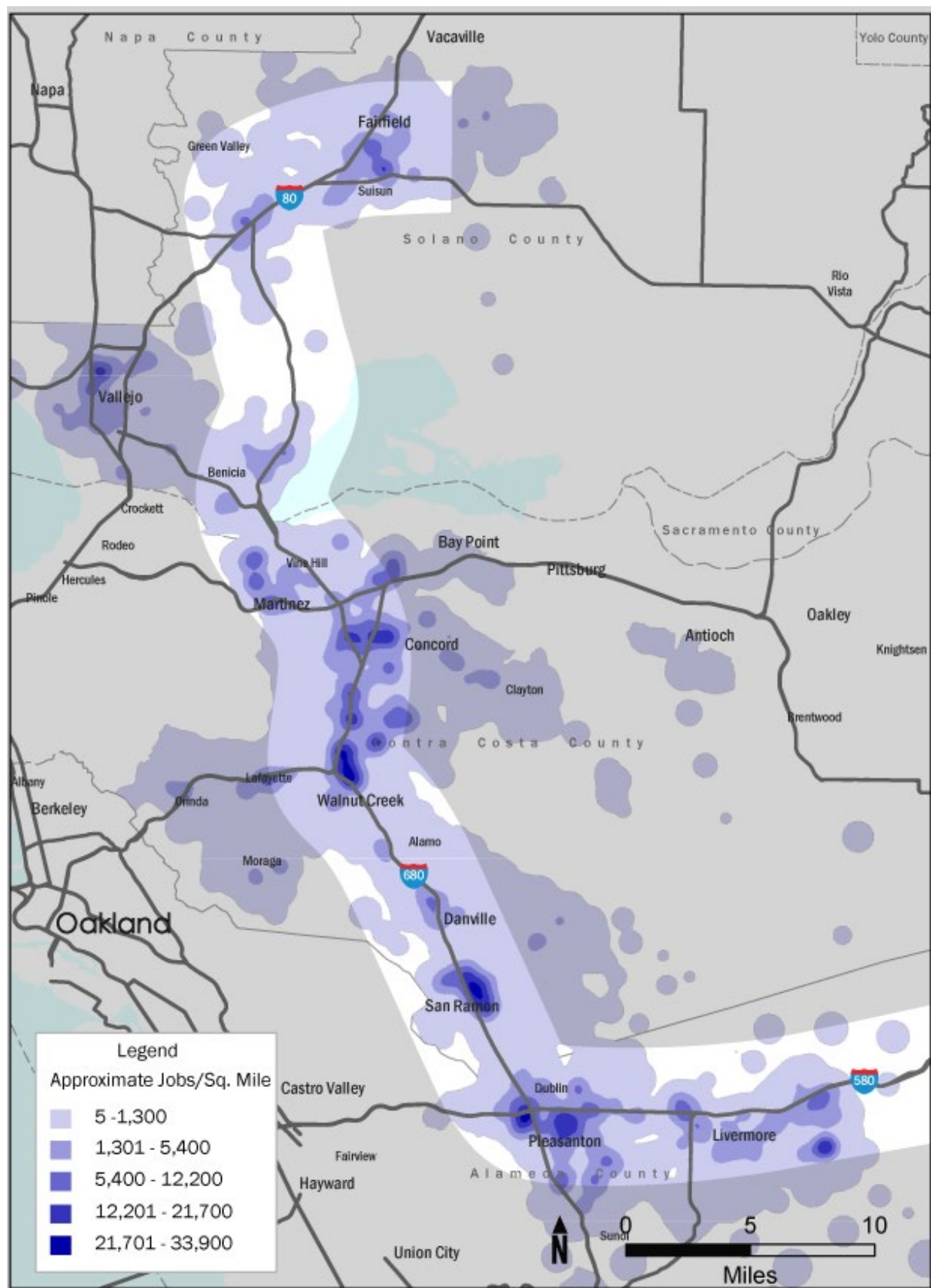
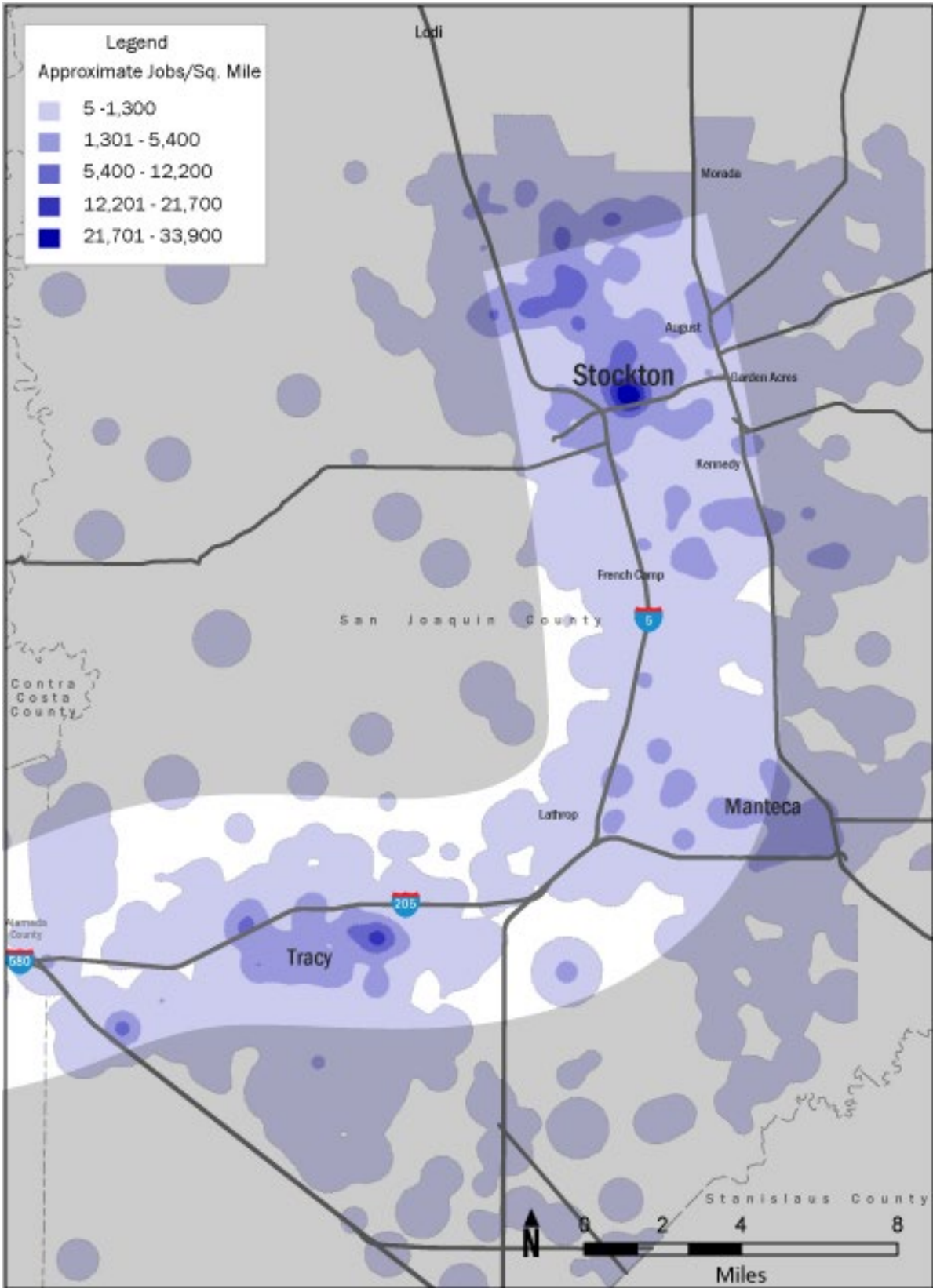


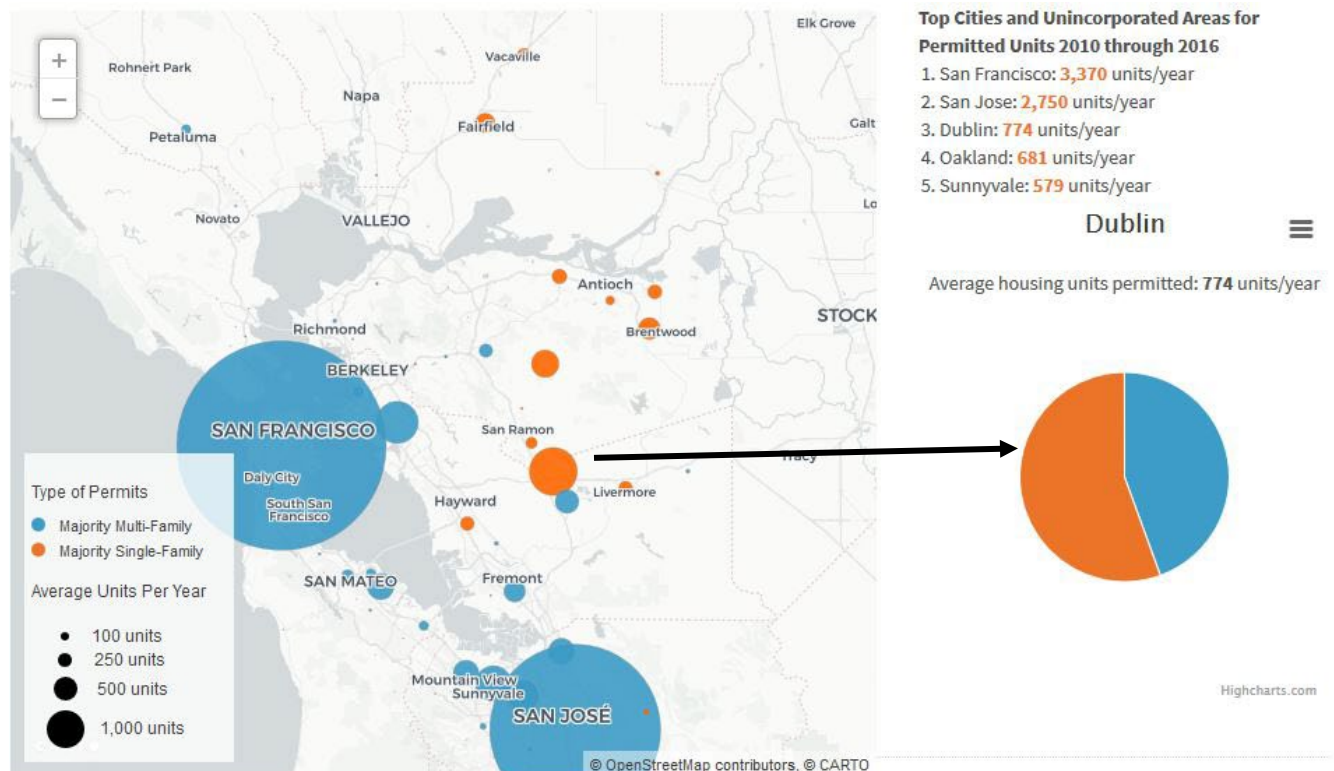
Figure 5. Job Concentrations Along the Corridor – East



## Housing Stock

The Tri-Valley area is growing faster than any other region in the study area, as seen in **Figure 6**. Dublin has the third fastest growing housing stock in the nine-county Bay Area behind San Francisco and San Jose. Dublin is growing at a faster rate than Oakland, indicating a significant amount of growth in Alameda County is occurring in the Livermore-Pleasanton Census County Division (CCD), i.e. eastern Alameda County. According to the Association of Bay Area Governments (ABAG) data, 56 percent of issued housing permits are for single-family homes, and 44 percent are for multi-family homes (apartments, duplexes, etc.). While the Tri-Valley is growing, the rest of the I-680 corridor is not matching pace.

**Figure 6. Bay Area Housing Stock Growth 2010 – 2016**



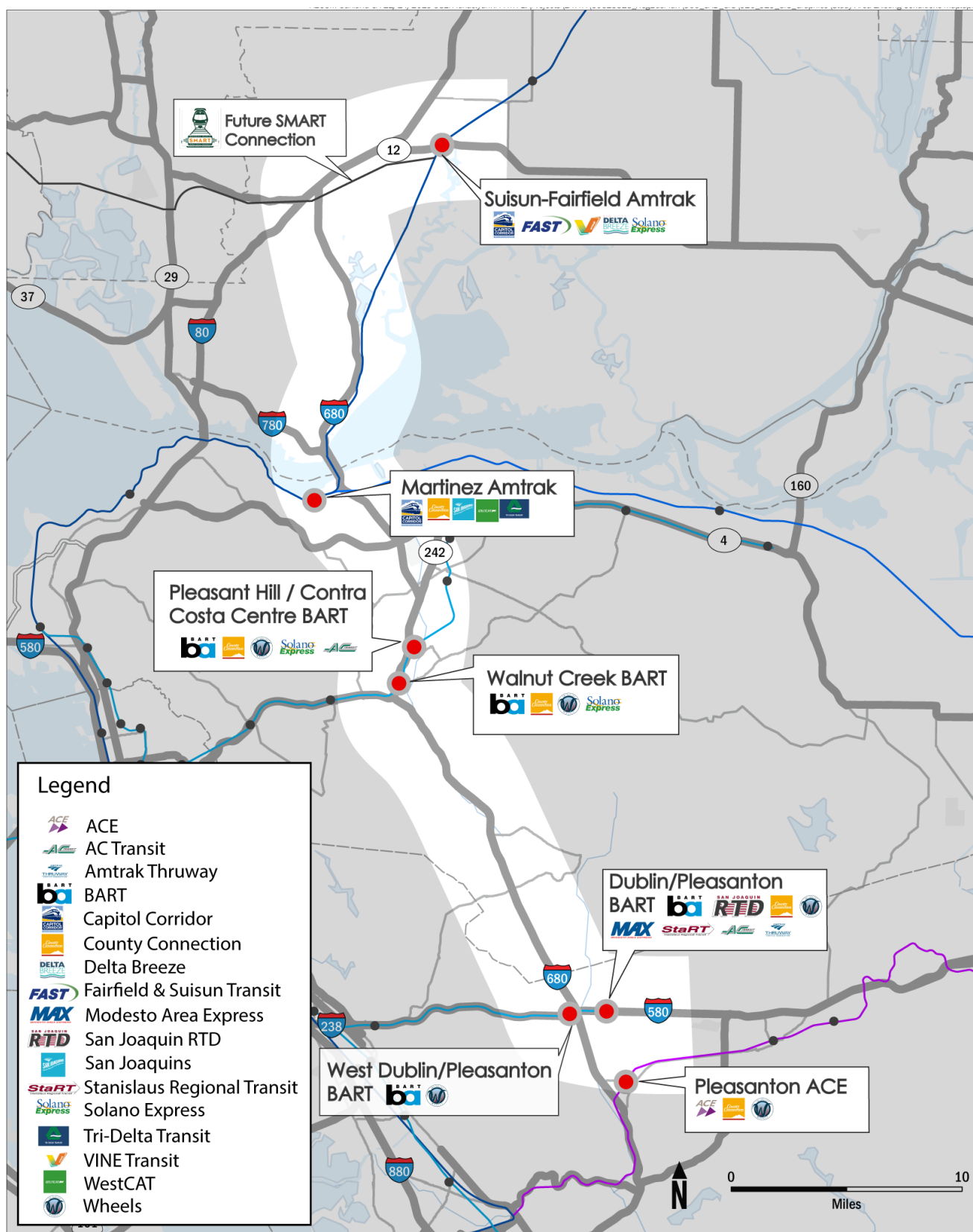
Source: MTC Vital Signs, ABAG Housing Permit Database (2014-2016)

### 1.1.3 Transit Connections

This section summarizes the transit and rail service operations as well as private employer shuttles in the study area and describes the routes that interact with the study corridors. **Figure 7** and **Figure 8** below show the corridors as well as the primary transit hubs and the service providers that stop at each location. The services listed and shown in the following figures are from pre-COVID-19 frequencies, routes, and service levels, and due to emergency and disaster response measures may not reflect the most current conditions.

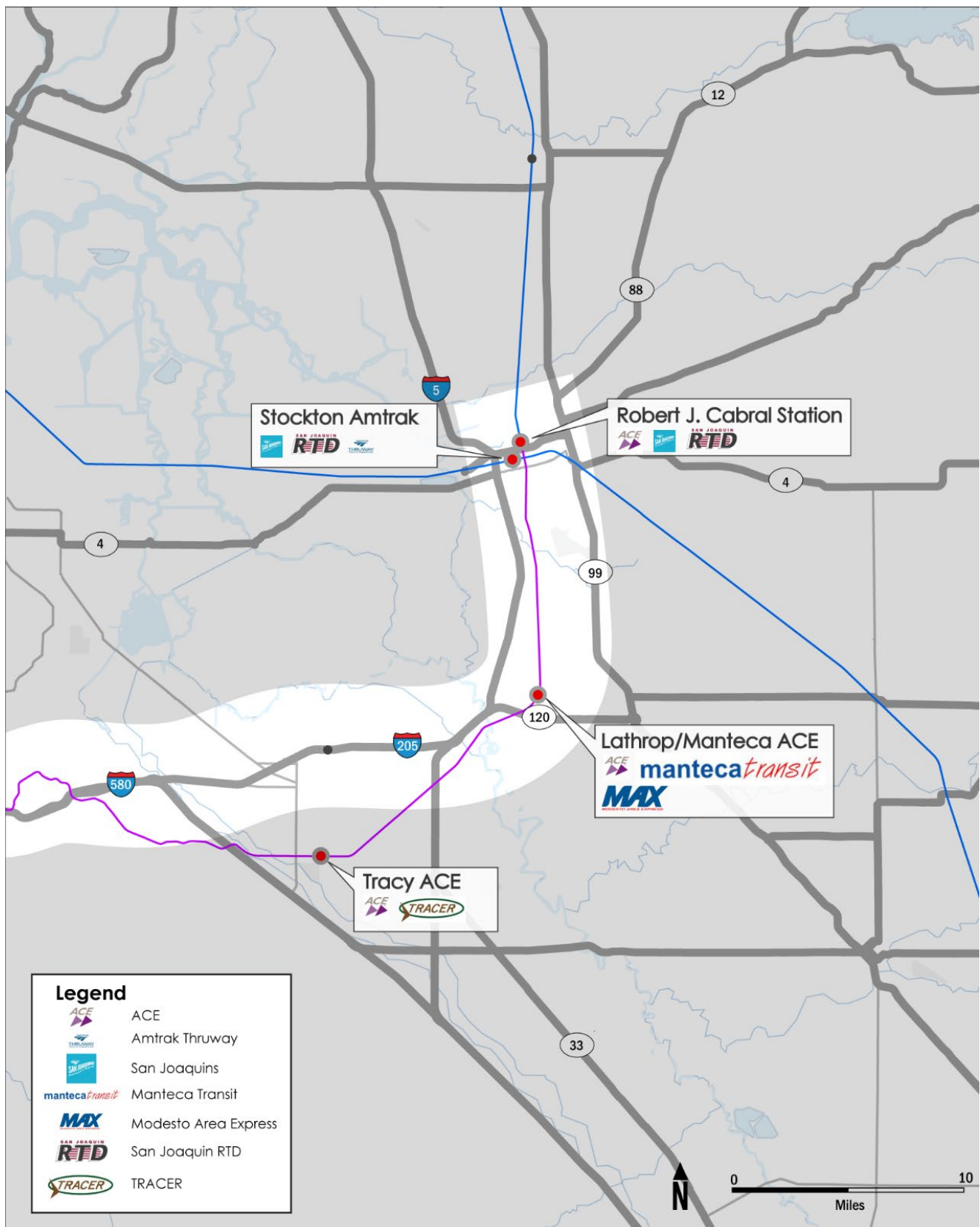


Figure 7. Corridor Transit Map – West



Source: AECOM

Figure 8. Corridor Transit Map – East



Source: AECOM

## SolanoExpress

The SolanoExpress is an intercity bus service managed by the Solano Transportation Authority (STA) with individual routes operated by Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). SolanoExpress has three main routes that connect with the study area; these routes are listed below by operator. The full system map appears in **Appendix B**.

### Solano Transit

- Red Line between Suisun Amtrak and El Cerrito del Norte BART with a connection to the Vallejo Ferry Terminal/Transit Center (Vallejo TC):
  - On weekdays the route runs from 4:30 AM to 11:45 PM primarily between El Cerrito del Norte BART and the Vallejo TC with a 15-minute frequency during the peak period and 20-minute frequency off-peak. The route only continues to Suisun Amtrak to meet hourly *Capitol Corridor* trains.
  - Saturday service runs from 6:30 AM to 11:30 PM with 30-minute frequency all day. Four trips northbound (NB) and four trips southbound (SB) connect with Suisun Amtrak, though only two connect with *Capitol Corridor* in each direction.
  - Sunday Service runs from 8:30 AM to 9:30 PM with an hourly frequency all day. The route runs between Vallejo TC and El Cerrito del Norte BART and makes no connection to Suisun.
- Yellow Line between Vallejo Ferry Terminal/Transit Center and Pleasant Hill/Contra Costa Centre Bay Area Rapid Transit (BART) and Walnut Creek BART:
  - On weekdays the service runs from 5:30 AM to 10:15 PM every 30 minutes in the peak period and hourly during the off-peak.
  - Saturday service runs from 6:20 AM to 10:00 PM with four trips in the morning and five trips in the evening.
  - Sunday service runs from 8:00 AM to 10:00 PM with three trips in the morning and five trips in the evening.

### Fairfield and Suisun Transit

- Blue Line between Pleasant Hill/Contra Costa Centre BART and Sacramento Valley Station:
  - Weekday service runs from 5:30 AM to 8:30 PM with 30-minute frequency during the peak period and hourly frequency during the off-peak.
  - Saturday service runs from 8:00 AM to 7:40 PM with hourly frequency.
  - Note: STA has stated that in the near future the Blue Line will run from Walnut Creek BART to Sacramento Valley Station.
- Green Line between El Cerrito del Norte BART and Suisun Amtrak runs weekday service only from 4:10 AM to 9:20 AM and 2:00 PM to 8:20 PM with a 20-minute frequency.

## County Connection

Central County Costa Transit Authority (CCCTA), also known as County Connection, is a major transit bus operator in Central Contra Costa County and heavily utilizes the I-680 corridor. Buses make stops at the Pleasanton Altamont Corridor Express (ACE) station, West Dublin / Pleasanton BART, Dublin/Pleasanton BART, Walnut Creek BART, Pleasant Hill/Contra Costa Centre BART, and Martinez Amtrak. The primary routes along the corridor are listed below. The County Connection service map is shown in **Appendix B**.

- 92X Pleasanton Livermore Altamont Corridor Express (ACE) to Bishop Ranch/San Ramon and Walnut Creek BART weekdays only from 5:30 AM to 6:15 PM with three buses in the morning and three in the evening; service approximately meets ACE trains.
- 95X Bishop Ranch/San Ramon to Walnut Creek BART, weekdays only from 6:00 AM to 9:00 AM and from 3:30 PM to 7:30 PM with a 20-minute peak-period frequency.
- 96X Bishop Ranch/San Ramon to Walnut Creek BART, weekdays only from 5:30 AM to 7:15 PM with 20-minute frequency.
- 97X Bishop Ranch/San Ramon to Dublin/Pleasanton BART, weekdays only with three buses from 6:30 AM to 9:00 AM and three buses 4:00 PM to 6:15 PM with hourly peak-period frequency.

- 98X Martinez Amtrak to Walnut Creek BART, weekdays only from 5:30 AM to 7:15 PM with 30-minute frequency during peak hours and hour frequency during off-peak.

## **Wheels**

Operated by Livermore Amador Valley Transit Authority (LAVTA), Wheels is a bus transit service in the Tri-Valley. Routes that utilize the I-680 and I-580 corridors as well as the routes that serve regional rail stations are listed below. To provide regional context, the Wheels service map can be found in **Appendix B**.

- 10R Livermore ACE to Pleasanton ACE and West Dublin/Pleasanton BART, weekdays from 5:15 AM to 1:45 AM with 15-minute frequency; weekends from 6:00 AM to 1:45 AM with 30-minute frequency.
- 30R Livermore ACE to Dublin/Pleasanton BART and West Dublin/Pleasanton BART, weekdays from 5:00 AM to 12:45 AM with 15-minute frequency; weekends from 5:00 AM to 12:45 AM with hourly frequency.
- 20X Livermore ACE to Vasco Road ACE and West Dublin/Pleasanton BART, weekdays only with two morning trips at 7:30 AM and 8:30 AM and two evening trips at 4:45 PM and 5:45 PM.
- 70X Dublin/Pleasanton BART to Walnut Creek BART and Pleasant Hill/Contra Costa Centre BART, weekdays only from 5:45 AM to 9:00 AM and 4:00 PM to 7:15 PM with 30-minute frequency.
- 580X Livermore ACE to West Dublin/Pleasanton BART, weekdays only, from 6:00 AM to 8:30 AM and 4:30 PM to 7:30 PM with 30-minute frequency.
- 53 Pleasanton ACE to West Dublin/Pleasanton BART, weekdays from 5:30 AM to 8:30 AM and 4:00 PM to 7:15 PM with roughly hourly frequency; weekends with two trips in the morning and two trips in the evening.
- 54 Pleasanton ACE to West Dublin/Pleasanton BART, weekdays only with two trips in the morning and three trips in the evening; service meets ACE trains.

## **San Joaquin Regional Transit District**

San Joaquin Regional Transit District (RTD) is the primary transit provider for the Stockton Area and one of the main transit providers in San Joaquin County. The main route in the study area is Route 150: a BART commuter-oriented route from the Stockton Downtown Transit Center to the Dublin/Pleasanton BART Station, making stops in Lathrop and Tracy along the way. Route 150 operates morning and afternoon trips on weekdays. On weekends there are two buses in the morning, one bus mid-day, and two buses in the evening.

Currently, Route 150 departure trip times are at 4:00 AM, 5:00 AM, 7:00 AM, and 3:00 PM from the Downtown Transit Center (DTC) in Stockton. Return departure times are 6:15 AM, 7:15 AM, 9:15 AM, 4:30 PM, 5:30 PM, and 6:30 PM from the Dublin/Pleasanton BART Station. There is running time built in the route trip to account for possible traffic delays and ensure on-time arrivals and connections to BART trains.

## **Western Contra Costa Transit Authority**

Western Contra Costa Transit Authority (WestCAT) serves the northwestern region of Contra Costa County and operates one route that connects with the study area: Route 30Z from the Hercules Transit Center to Martinez Amtrak Station by way of SR 4. Route 30Z runs weekdays only from 6:30 AM to 7:30 PM every 30 minutes during the peak period and every hour during the off-peak.

## **Tri-Delta Transit**

Tri-Delta Transit is the primary transit provider in northeastern Contra Costa County; it has two routes that connect to the study area:

- Route 200 between Pittsburg/Bay Point BART and Martinez Amtrak operates weekdays only from 6:45 AM to 6:00 PM.
- Route 201 between Pittsburg/Bay Point BART and Concord BART operates weekdays only from 5:00 AM to 8:00 PM with service every 30 minutes during the peak periods and hourly during the off-peak.

## **Valley Intercity Neighborhood Express**

The Valley Intercity Neighborhood Express (VINE) operates primarily in Napa County. The main transit hub for VINE is the Soscol Gateway Transit Center (Soscol TC), centrally located in downtown Napa. The majority of the VINE regional and



local routes make stops at the Soscol TC. Route 21 connects the Soscol TC with Suisun Amtrak. Soscol TC also has an Amtrak Thruway bus connection with Martinez Amtrak Station<sup>3</sup>. The service operates with hourly frequency weekdays only from 6:15 AM to 7:00 PM.

### **Delta Breeze**

Rio Vista Delta Breeze is a small transit agency that serves Rio Vista operated by the company Transportation Concepts. The services offered are deviated fixed route service that comes to the rider's door and connects with the Suisun City and will stop at Suisun Amtrak Station upon request.

### **Stanislaus Regional Transit**

The Stanislaus Regional Transit (StaRT) route "Commuter" connects Turlock and Patterson to the Dublin/Pleasanton BART Station. It leaves Turlock in the morning at 4:15 AM and arrives at BART at 6:10 AM, and in the evening it leaves BART at 4:45 PM and arrives in Turlock at 6:45 PM. The service is weekdays only.

### **Alameda-Contra Costa Transit District**

Alameda-Contra Costa Transit District (AC Transit) operates primarily in the western part of Alameda county and has two routes that interact with the study corridor (note: routes operate in the mornings only):

- Route 702 between Pleasant Hill/Contra Costa Centre BART and the Salesforce Transit Center weekdays only, departing Pleasant Hill/Contra Costa Centre BART every 15 minutes from 4:00 AM to 4:30 AM.
- Route 703 between Dublin/Pleasanton BART and the Salesforce Transit Center weekdays only, departing from Dublin/Pleasanton BART every 15 minutes from 4:00 AM to 4:30 AM.

### **Modesto Area Express**

The Modesto Area Express (MAX) is the primary transit service provider for the Modesto urban area. MAX operates one route that utilizes the study area corridor:

- MAX to BART runs between the Modesto Downtown Transportation Center and Dublin/Pleasanton BART. It operates weekdays approximately hourly from 4:30 AM to 12:55 PM and 3:45 PM to 8:10 PM.

### **Greyhound Inc.**

Greyhound is a private intercity bus service that operates on the I-80 corridor. Greyhound makes stops at the Vallejo Transit Center and the Suisun Amtrak Station.

### **Amtrak Thruway**

Amtrak Thruway buses make a connecting stop at Martinez and Suisun Amtrak stations. They continue on to Stockton Amtrak Station and Arcata. Thruway services associated with *Capitol Corridor* connect to Napa and Petaluma.

### **FlixBus**

FlixBus is a private intercity bus service. Buses operate on I-80 between San Francisco and Sacramento with a stop at the Vallejo Transit Center. Buses also link San Francisco, Oakland, and Stockton.

### **Employer Shuttles**

Employer shuttles make stops along the corridor as well, though the exact company names, stop locations, and schedules are not publicly available. Shuttles commonly utilize transit hubs and park-and-rides to pick up and drop off employees.

### **Rail Services**

#### **Capitol Corridor**

Operated by the Capitol Corridor Joint Powers Authority (CCJPA), *Capitol Corridor* trains runs through the study area with stops at Martinez Amtrak and Suisun Amtrak. The entire service route runs between San Jose and Auburn, though most trains do not originate or terminate beyond Sacramento. On weekdays 15 daily round trips operate in the study area, with 11

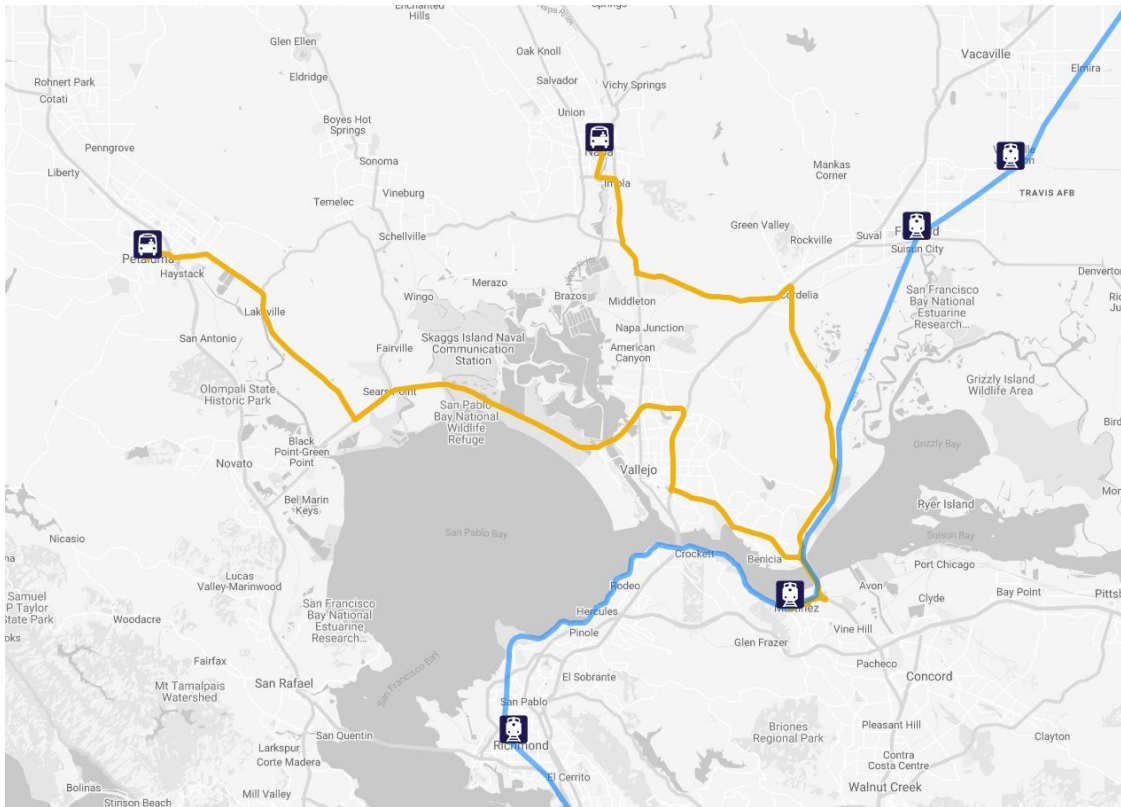
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<sup>3</sup> Amtrak Thruway buses connect with Amtrak intercity and corridor trains, including Capitol Corridor and San Joaquins trains, to provide Amtrak patrons with connections to off-line origins and destinations.

daily round trips on weekends. The service map for operations in the study area is show below in **Figure 9**. The blue line shows the *Capitol Corridor* rail service, and the yellow lines show connecting Amtrak Thruway bus services.

Amtrak Thruway buses meet *Capitol Corridor* trains at Martinez and connect riders with Petaluma and Napa. Delta Breeze operates the Amtrak Thruway Bus connection to Rio Vista. Transit services that stop at Martinez Amtrak include County Connection, Tri-Delta Transit, and WestCAT.

**Figure 9. Capitol Corridor Service Map and Supporting Thruway Bus Service to Napa and Petaluma**



*Source: Capitol Corridor*

## San Joaquins

Operated by the San Joaquin Joint Powers Authority (SJJPA), the *San Joaquins* trains run between Oakland and Bakersfield and between Sacramento and Bakersfield, with the confluence of its two routes in Stockton. At Stockton, five round trips connect to Oakland and two connect to Sacramento. In the study area *San Joaquins* trains stop in Martinez and Stockton.

## Bay Area Rapid Transit

BART is a heavy rail urban mass transit system, operating with frequent headways. BART has two lines that interact with the study area corridor: The Blue Line to Dublin/Pleasanton and the Yellow Line to Antioch.

## Altamont Corridor Express

ACE is a commuter rail service that runs from Stockton to San Jose over Altamont Pass and through the Tri-Valley. In the study area, ACE makes stops in Stockton, Lathrop/Manteca, Tracy, Pleasanton, and Livermore (including Vasco Road). On weekdays, ACE runs four daily round trips in the peak direction only (four trips from Stockton to San Jose in the morning and the reverse in the evening). In September of 2019 ACE service expanded to include Saturdays with two westbound (WB) trips in the morning and two eastbound (EB) trips in the evening.

## Amtrak Long-Distance Services

Amtrak long-distance intercity services touch on the I-680 corridor at the Martinez Amtrak Station. These services are the Emeryville-to-Chicago *California Zephyr* and the Los Angeles-to-Seattle *Coast Starlight*. Each train operates one round trip daily.

### 1.1.4 I-680 Corridor Transit Facilities

Noted below are descriptions of key transit facilities in the study area which may become stops and termini for an I-680 Express Bus service.

#### **Suisun-Fairfield Amtrak Station**

A bus island and turnaround area for this station are located directly adjacent to the Suisun Amtrak Station ticket office and platform. Parking for the station is located across the street at the Suisun-Amtrak Park-and-Ride, which contains 256 parking spaces. Buses access the east side of the bus island at the Suisun Amtrak Station by entering west onto Railroad Avenue from Main Street. The bus island is approximately 200 feet long, providing space for approximately three buses on either side of the island at once; it contains two bus shelters. A bus stop with a shelter is also present to the east of the station across Main Street, at the northeast corner of Main Street and Lotz Way.

The station is currently served by bus service from SolTrans (Route R), SolanoExpress (Red Line), FAST (Route 5), VINE Transit (Route 21), Delta Breeze Transit (Route 50), and Amtrak Thruway buses.

#### **Martinez Amtrak Station**

The parking lot adjacent to Amtrak station contains 136 parking spaces, and the overflow lot to the north (off Ferry Street) contains 175 spaces.

Buses access the station by entering the parking lot from Marina Vista Avenue. Bus stops are available on the perimeter of the parking lot on the north and south sides. There are four bus shelters and space for approximately five to six buses at one time. The station is served by Tri-Delta Transit, County Connection, and WestCAT routes.

#### **Pleasant Hill/Contra Costa Centre BART Station**

The station has a seven-story parking structure located to the north of the station that contains 2,937 parking spaces. There is a private surface parking adjacent to the station, as well as a private garage across Oak Road.

Buses access the station from Jones Road on the bus-only Coggins Drive, southeast of the BART station. There are 10 bus spaces on a bus island and 10 bus shelters.

The station is served by SolanoExpress, County Connection, and Wheels bus routes. Accommodating additional bus service will require coordination with BART.

#### **Walnut Creek BART Station**

Walnut Creek has 2,093 parking spots, eight bus bays, 72 protected bike lockers, and bike racks. The station is served by County Connection, Wheels, and SolanoExpress. The station can be accessed via North California Boulevard and via Ygnacio Valley Road adjacent to I-680. There is a public garage not affiliated with BART on the opposite side of North California Boulevard.

The station is located on the fringe of downtown Walnut Creek, with good transit connections and nearby walkable work centers and housing. Currently Walnut Creek BART Station is undergoing redevelopment, with the surrounding surface parking lots being converted into Transit-Oriented Development (TOD), with 596 multi-family housing units and 27,000 square feet of retail space <sup>4</sup>. A new private parking garage adjacent to the station concourse was completed in 2019, as well as a new intermodal bus facility. This intermodal facility is where all future bus service accessing the station would be routed through.

#### **Bollinger Canyon Park-and-Ride**

Bollinger Canyon Park-and-Ride (PNR) has 100 parking spaces and is located in the southwest corner of the I-680 and Bollinger Canyon Road interchange. The PNR can be accessed via off ramps from I-680 onto Bollinger Canyon Road and is just across I-680 from Bishop Ranch, a major regional employment center in San Ramon. Currently the PNR is not served directly by transit, but County Connection Route 35 circulates in the area between the San Ramon Transit Center and Bollinger Canyon Road.

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<sup>4</sup> <https://www.bart.gov/about/business/tod/upcoming>

### **West Dublin/Pleasanton BART Station**

This station has 1,190 parking spaces: a 722-space garage on the Dublin side (north) and a 468-space garage on the Pleasanton side (south). There are five bus bays on the north side and one on the south side. The station also has 40 bike lockers. The station can be accessed from the north via Golden Gate Drive and from the south via Stoneridge Mall Road. The station is served by County Connection and Wheels.

The station is in the median of I-580 and near many major employers, most notably Workday and Safeway headquarters.

### **Dublin/Pleasanton BART Station**

This station has 2,886 parking spaces in both surface lots and garages, 68 bike lockers, 12 bus bays on the Dublin side (north), and five bus bays on the Pleasanton side (south). The station is served by County Connection, Wheels, MAX, AC Transit, Amtrak Thruway, and San Joaquin RTD; and on the weekends by Stanislaus Regional Transit. The station has a transit village next to it on the north side. The station is accessed via De Marcus Boulevard and Iron Horse Parkway on the north, and via Owens Drive on the south. The station platforms are located in the median of I-580.

### **Pleasanton ACE**

The parking lot for Pleasanton ACE has approximately 350 spots in its lot and an adjoining Alameda County Fairground lot; ACE riders can park in both lots. The station is across Pleasanton Avenue from the Alameda County Fairgrounds. The bus curb on Pleasanton Avenue has one covered shelter; it has room for approximately three to four buses. There is plenty of space for buses to layover so drivers to take breaks. There are no bike lockers at this station, only bike racks. Pleasanton ACE is accessible via Bernal Avenue from I-680. The station is served by County Connection and Wheels. The surrounding area is low density residential and open space.

## **1.1.5 Previous Studies**

There have been a number of transportation studies in the past six years that involved the I-680 and I-580 corridors. This section summarizes each study.

### ***Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance, 2014, Tri-Valley Transportation Council***<sup>5</sup>

The study recommended additional park-and-rides along I-580, County Connection service changes to reflect the increase in development in San Ramon, expanded LAVTA bus service connecting to other modes of transportation, and additional local bus service.

### ***I-680 Transit Investment/Congestion Relief Options Study, 2015, Contra Costa Transportation Authority***<sup>6</sup>

This study recommended that new express and local buses be implemented between Walnut Creek and Dublin, and that highway express lanes and shoulders should be used to bypass congestion. The study also looked into implementing four new park-and-rides with connecting shuttles to BART stations.

### ***Plan Bay Area 2040, 2017, Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments***<sup>7</sup>

Plan Bay Area is a long-range plan for the nine-county region of the Bay Area focused on transportation and land use as it relates to the economy, environment, and housing stock. It is part of a joint effort between the Metropolitan Transportation Commission and the Association of Bay Area Governments. *Plan Bay Area 2040* has identified the I-680 Express Lanes as a priority project as well as improvements to I-580 and I-80.

### ***Tri-Valley Integrated Transit and Park-and-Ride Study, 2017, Alameda County Transportation Commission***<sup>8</sup>

This study focused on park-and-rides in the Tri-Valley area, their relationship to transit services, and the possible improvements that could be made to the park-and-rides to improve usage and capacity. It looked into shuttles connecting to

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<sup>5</sup> [Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance](#)

<sup>6</sup> [I-680 Transit Investment/Congestion Relief Option Study](#)

<sup>7</sup> [Plan Bay Area 2040](#)

<sup>8</sup> [Tri-Valley Integrated Transit and Park-and-Ride Study](#)

Dublin/Pleasanton BART and West Dublin/Pleasanton BART, expanding parking capacity at park-and-rides and BART stations, pricing strategies to manage spaces and intelligent transportation system (ITS) improvements at park-and-rides.

### **2018 California State Rail Plan, 2018, Caltrans <sup>9</sup>**

This plan outlines short-term (2022), medium-term (2027), and long-term (2040) goals for the I-680 corridor and the Stockton area. This plan identified the need for an Express Bus service on the I-680 corridor and a Tri-Valley Hub. It also articulated specific service goals and improvements relating to the I-680 corridor, as noted in Chapter 4.

### **Valley Link Feasibility Report, 2019, Tri-Valley-San Joaquin Valley Regional Rail Authority <sup>10</sup>**

This report was conducted to study the feasibility of implementing a new commuter rail service between the San Joaquin Valley and the Tri-Valley. The service would close a rail gap between ACE and BART. The service proposes seven stations between a future North Lathrop ACE Station and the Dublin/Pleasanton BART Station.

### **I-680 Corridor Transit Concept Study, 2019, Alameda County Transportation Commission**

This study outlined a service concept for a potential Express Bus service on I-680 utilizing express lanes. It proposed nine stops, including Martinez Amtrak Station, Walnut Creek, San Ramon, Dublin, and the San Jose Diridon Station.

### **City of Pleasanton Bicycle & Pedestrian Master Plan, 2018, City of Pleasanton <sup>11</sup>**

This plan is an update to the 2010 plan. It contains goals, policies, and recommendations for implementing a citywide bicycle and pedestrian network. Key changes to the 2010 plan include greater focus on safe routes to school and safety in general.

### **Passenger Rail Service Novato to Suisun City, 2019, Sonoma-Marín Area Rail Transit District <sup>12</sup>**

Sonoma-Marín Area Rail Transit District (SMART) is considering extending rail service to Solano County along SR 37 and SR 12 through Napa to Fairfield/Suisun City. Released in May 2019, the *Passenger Rail Service Novato to Suisun City* report examines the technical feasibility of connecting passenger rail service between Solano, Marín, and Napa County, as well as documenting the physical condition of the existing rail infrastructure along the corridor.

### **Mobility Forward Tri-Valley Paratransit Study, 2019, LAVTA <sup>13</sup>**

In 2019 LAVTA conducted the Mobility Forward Tri-Valley Paratransit Study to help identify near-term changes to service to improve paratransit options for people in the Tri-Valley, develop strategies that focus on responding to local needs, ensure compliance with Federal Transit Administration (FTA) requirements and requirements of the Americans with Disabilities Act (ADA) of 1990, and explore expanding service options to meet the needs of an aging population.

## **Other Studies**

### **City of Dublin Bicycle and Pedestrian Master Plan, 2014, City of Dublin <sup>14</sup>**

This plan combines an updated 2007 *Dublin Bikeways Master Plan* with the first pedestrian plan for the city of Dublin into a single document that outlines policies, network plans, projects organized by priority, and establishes best practices and design guidelines for pedestrian and bicycle facilities.

### **LAVTA Short Range Transit Plan FY2016-2025, 2016, LAVTA <sup>15</sup>**

The purpose of LAVTA's Short Range Transit Plan (S RTP) is to provide an understanding of the Tri-Valley Region's existing conditions, evaluate performance, provide recommendations, and plan for operational sustainability over the timeframe covered by the plan (through FY 2025). The plan included demographic analysis, an overview of the current system and its performance, the service standards for operation, an evaluation of service using three-year retrospective metrics, an operations plan and budget, and a Capital Improvement Plan (CIP).

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<sup>9</sup> [2018 California State Rail Plan](#)

<sup>10</sup> [Valley Link Feasibility Report](#)

<sup>11</sup> [City of Pleasanton Bicycle & Pedestrian Master Plan 2018](#)

<sup>12</sup> [SMART Passenger Rail Service Novato to Suisun City Report 2019](#)

<sup>13</sup> [Mobility Forward Tri-Valley Paratransit Study 2019](#)

<sup>14</sup> [City of Dublin Bicycle and Pedestrian Master Plan 2014](#)

<sup>15</sup> [LAVTA Short Range Transit Plan FY 2016 - 2025](#)



#### **[County Connection Short Range Transit Plan 2016-2025, 2016, Central Contra Costa Transit Authority](#)**<sup>16</sup>

The SRTP outlines the existing conditions in County Connection's service area, notes the basic needs for operations, describes the level of service goals, and cites the operating and capital plans needed to address conservative ridership growth forecasts. Like the LAVTA SRTP, the plan includes a demographic analysis, an operations and planning budget, and a CIP. The plan establishes goals, objectives, and performance standards, and outlines a vision for enhanced services.

#### **[Contra Costa Transportation Authority Express Bus Study 2016 Update, 2017, CCTA](#)**<sup>17</sup>

The CCTA *Express Bus Study 2016 Update* builds off the original *Express Bus Study* from 2001 to account for changes in existing conditions. The study area included SR 4, I-80, I-680, and Eastern Contra Costa County (i.e. Brentwood, Antioch). The study catalogues the existing park-and-ride facilities, explores the possibility of highway ramp/in-line stops, discusses emerging trends in bus transit such as electric vehicles and real-time information, examines the travel markets in the region, and provides service recommendations and cost estimates.

#### **[I-580 Express Lanes After Study: Report to the California Legislature, 2018, Alameda CTC](#)**<sup>18</sup>

This report was required by Assembly Bill 2032 as a follow-up to the construction and opening of the I-580 Express Lanes in eastern Alameda County in the Dublin-Pleasanton-Livermore area in order to assess the effectiveness of the lanes. It was reported that the lanes did improve mobility and travel time reliability across all lanes within the corridor, even during a period of increasing travel demand. Specifically, daily traffic volumes have increased two to four percent per year along the corridor, but the project has reduced peak period travel times by 20 to 30 percent compared to the baseline conditions established in spring of 2015.

#### **[San Joaquin Council of Governments 2018 Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\), 2018, SJCOG](#)**<sup>19</sup>

Adopted June of 2018, the San Joaquin Council of Governments (SJCOG) 2018 RTP focuses on the intersection of environmental sustainability and transportation policy. The plan covers building of civic engagement, policies and supportive strategies, financing mechanisms and requirements, performance of policies so far, discusses the economic conditions of the region, looks into the role of technological innovations, and provides a framework for implementing the plan.

#### **[Travel Demand Analysis Memo, 2018, Capitol Corridor Joint Powers Authority](#)**

CCJPA initiated this study to determine travel demand and underserved markets along the *Capitol Corridor* route. Cell phone data was used to identify underserved markets along the route. These include commuter trips from northern San Joaquin County, the Tri-Valley area and I-680 corridor communities to the Mid-San Francisco Peninsula, and from I-680 corridor communities to Sacramento.

#### **[Alameda Countywide Transit Plan, 2018, Alameda CTC](#)**<sup>20</sup>

This plan's vision was developed to reflect the need to achieve financial sustainability by allocating resources strategically to enhance transit operations with the best return on investment. The seven goals of the plan are: increase travel mode share; increase effectiveness; increase cost efficiency; improve access to work, education, services, and recreation; reduce emissions; and achieve state of good repair. The plan recommends identifying transit corridors that have the potential to capture large transit ridership.

#### **[Livermore Bicycle, Pedestrian, & Trails Active Transportation Plan, 2018, City of Livermore](#)**<sup>21</sup>

This plan replaces the city of Livermore's 2001 Bikeways and Trails Master Plan, putting greater emphasis on pedestrian access and usage. The plan implements the city's Complete Street Policies outlined in the Livermore General Plan as well as provides guidance for the City's Climate Action Plan.

## **Ongoing Transit Programs and Projects**

### **Go Tri-Valley**

Go Tri-Valley is a partnership between LAVTA and ridesharing companies Uber and Lyft whereby LAVTA will pay as much as 50 percent of the fare (up to \$5) per ride if a patron's trip begins and ends within Dublin, Livermore, and Pleasanton. The West Dublin/Pleasanton BART, Dublin/Pleasanton BART Station, as well as the Pleasanton ACE Station, Livermore ACE

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<sup>16</sup> [County Connection Short Range Transit Plan 2016 - 2025](#)

<sup>17</sup> [CCCTA Express Bus Study 2016 Update](#)

<sup>18</sup> [I-580 Express Lanes After Study](#)

<sup>19</sup> [SJCOG 2018 RTP](#)

<sup>20</sup> [Alameda Countywide Transit Plan 2018](#)

<sup>21</sup> [Bicycle, Pedestrian, & Trails Active Transportation Plan 2018](#)

Station, and Vasco Road ACE Station are within the service area. The program was started in 2017 in Dublin only as GoDublin and was expanded to LAVTA's entire service area in May 2020.

#### **LAVTA Shared Autonomous Vehicles Demonstration Project**

In partnership with Transdev and EasyMile (a self-driving shuttle company), LAVTA has been testing the usage of shared autonomous vehicles (SAVs) on public roads in Dublin. In summer of 2018 Assembly Bill 1444 allowed LAVTA to proceed with this testing and partnership. The goal of the program is to provide first/last mile connections with BART stations in the Tri-Valley area.

A similar program was created in Bishop Ranch with County Connection and EasyMile under Assembly Bill 1592. The County Connection program focuses on shuttling employees around Bishop Ranch.

#### **RTD Van Go!**

RTD Van Go! is an on-demand rideshare service provided in vehicles that are safe and accessible. Customers may book a trip up to two days in advance using the Van Go! App and ride anywhere in San Joaquin County. There is a \$4.00 one-way base fare per passenger for the first five miles and \$0.50 per mile after the fifth mile. This service operates seven days a week including holidays from 8:00 AM to 5:00 PM.

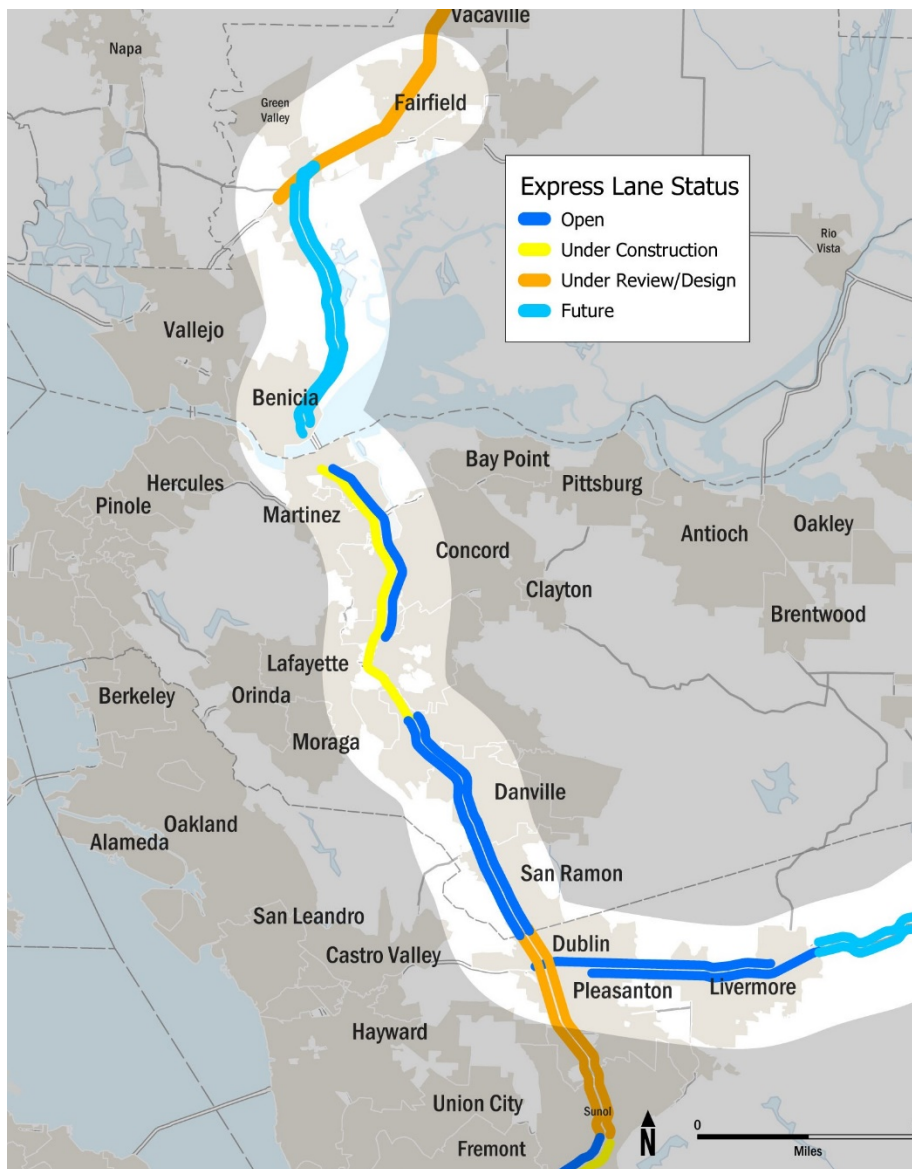
## Chapter 2 - Future Conditions

This section looks at the future express lanes network in the I-680 and I-580 corridors, travel markets identified in the 2018 *California State Rail Plan*, and future jobs and population growth trends.

### 2.1 Express Lanes Network

The corridor currently has express lanes along I-680 between Dublin and Walnut Creek, and on I-580 between Dublin/Pleasanton and the Altamont Pass. The region has extensive plans for an expanded network of express lanes, seen in greater detail in **Figure 10**. The regional express lane network within the study area would consist of continuous express lanes along all of I-80, I-680, and I-580.

**Figure 10. Bay Area Express Lanes Network**



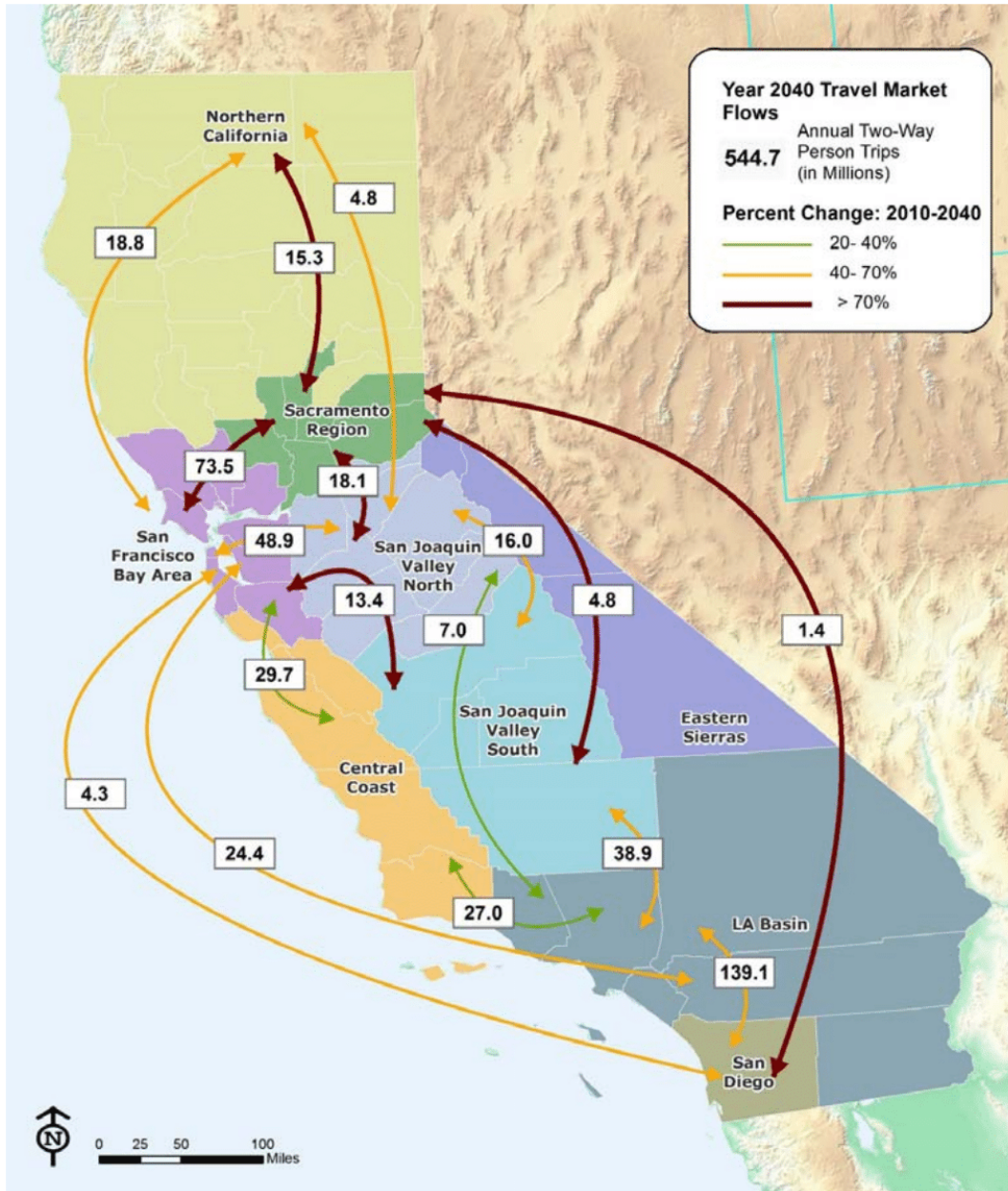
Source: AECOM, Caltrans, MTC



## 2.2 2018 California State Rail Plan Travel Market Analysis

According to the 2018 *California State Rail Plan* (CSRP), the corridors between Sacramento and the San Francisco Bay Area and between the Bay Area and the Northern San Joaquin Valley were the second and third largest interregional travel markets, with 42.3 million and 31.2 million annual trips, respectively, in 2010. By 2040, the number of interregional trips is projected to grow to 73.5 million annual trips for Sacramento to/from San Francisco Bay Area and 48.9 million annual trips for San Francisco Bay Area to/from the northern San Joaquin Valley<sup>22</sup>. The study area encompasses portions of both of these corridors. **Figure 11** shows all projected 2040 travel market flows statewide.

**Figure 11. 2018 CSRP 2040 Travel Market Flows**



Source: 2018 California State Rail Plan

<sup>22</sup> 2018 California State Rail Plan

## 2.3 Jobs and Population Forecasts

As part of Plan Bay Area 2040, ABAG in conjunction with MTC have created forecasts for population, households, and employment for the nine county Bay Area <sup>23</sup>. Below is data presented from Plan Bay Area 2040 showing projections for major cities along the study corridor in Contra Costa (**Table 3**), Alameda (**Table 4**), Solano (**Table 5**), and San Joaquin (**Table 6**) counties. Green represents the highest increase while yellow represents the lowest increase.

The cities projected to experience the greatest job growth are Concord, Stockton, San Ramon, Dublin, Pleasanton, Fairfield, and Stockton. The cities projected to have higher grow in population are Concord, Dublin, Livermore, Fairfield, and Stockton.

As seen previously in Table 2Table 2. Historical Job and Population Growth 2007 to 2017 San Ramon saw the most growth over the past decade in Contra Costa County in terms of both jobs and population. However, according to the ABAG forecast results in Table 3, Concord is projected to see the greatest growth in the coming decades.

**Table 3. Contra Costa County Jobs and Population Forecast**

Contra Costa County						
City	Jobs			Population		
	2020	2040	Increase	2020	2040	Increase
Concord	64,550	95,455	30,905	134,605	185,850	51,245
Martinez	24,845	26,085	1,240	36,660	40,035	3,375
Pleasant Hill	19,180	19,800	620	33,590	35,925	2,335
San Ramon	53,850	71,775	17,925	76,485	84,165	7,680
Danville	13,065	13,120	55	44,625	47,350	2,725
Walnut Creek	57,520	58,090	570	69,010	81,265	12,255
<b>Total</b>			51,260			76,890

Source: ABAG, MTC

Pleasanton's population growth is projected to slow, while Livermore's population growth is expected to increase. Dublin is projected to continue to add both jobs and population rapidly.

**Table 4. Alameda County Jobs and Population Forecast**

Alameda County						
City	Jobs			Population		
	2020	2040	Increase	2020	2040	Increase
Dublin	21,330	31,115	9,785	51,070	83,595	32,525
Livermore	43,025	45,870	2,845	84,935	113,730	28,795
Pleasanton	65,185	75,440	10,255	75,030	87,875	12,845
<b>Total</b>			22,885			74,165

Source: ABAG, MTC

Past jobs and population growth trends in Solano County can be expected to continue into the future, with Fairfield leading the way in growth in both categories.

**Table 5. Solano County Jobs and Population Forecast**

Solano County						
City	Jobs			Population		
	2020	2040	Increase	2020	2040	Increase
Benicia	14,550	17,080	2,530	27,570	30,735	3,165
Fairfield	43,660	50,035	6,375	106,815	126,900	20,085
Suisun City	2,595	2,860	265	28,130	31,670	3,540
<b>Total</b>			9,170			26,790

Source: ABAG, MTC

<sup>23</sup> [Projections 2040 by Jurisdiction - Plan Bay Area 2040](#)

The population increases in San Joaquin County surpass the population growth of any other region in the study area. While job growth in Stockton has been slower in the past, growth is projected to pick up significantly over the coming decades.

**Table 6. San Joaquin County Jobs and Population Forecast**

San Joaquin County						
City	Jobs			Population		
	2020	2040	Increase	2020	2040	Increase
Stockton	121,350	151,979	30,629	329,729	432,627	102,898
Tracy	24,651	29,616	4,965	95,040	127,933	32,893
Manteca	17,592	22,146	4,554	77,018	103,958	26,940
<b>Total</b>			40,148			162,731

Source: San Joaquin Council of Governments (SJCOC), Eberhardt School of Business UOP

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## Chapter 3 - I-680 Corridor Transit Service and Facility Needs

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An I-680 Express Bus service and a Tri-Valley Hub are solutions to a very specific problem identified in the 2018 *California State Rail Plan*. That is, the corridor and the Tri-Valley in particular are not well connected to the state rail system. The Express Bus corridor service and the Tri-Valley hub would remedy that deficiency.

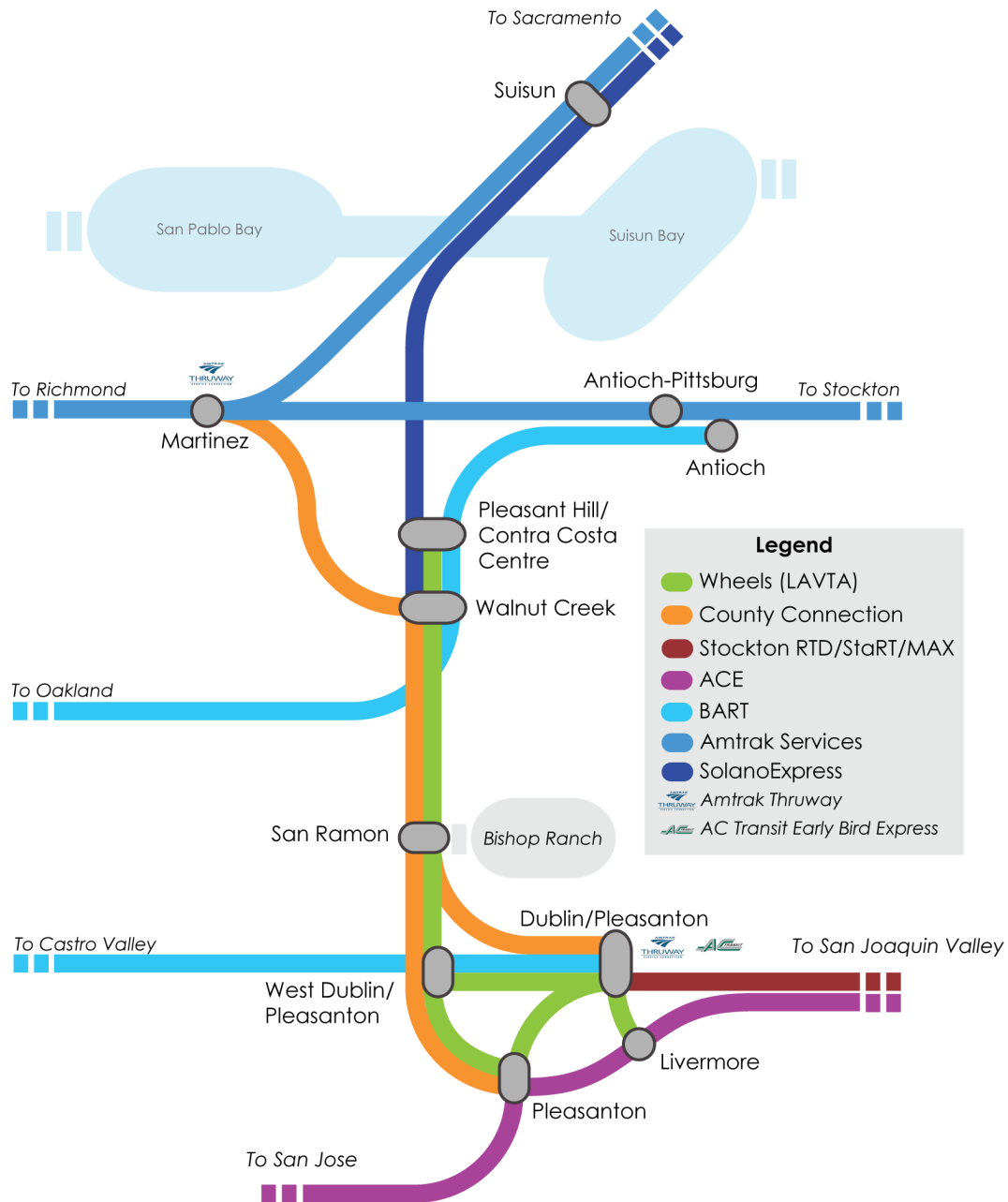
As noted previously, existing transit services in the I-680 corridor include two east-west BART lines and local transit, along with employer shuttles. Rail services, including Amtrak long-distance services, the *Capitol Corridor*, the *San Joaquins*, and ACE commuter rail touch the corridor on the north and south. But options linking major corridor communities with these rail services are few. These are:

- Fairfield and Suisun Transit's Blue Line (operated with SolTrans as part of the SolanoExpress) linking Sacramento Valley Station with the Pleasant Hill/Contra Costa Centre BART Station. In the near future this route will terminate at Walnut Creek BART instead of Pleasant Hill/Contra Costa Centre BART.
- County Connection Route 98X linking the Martinez Amtrak station with the Walnut Creek BART Station. County Connection 92X connects Pleasanton ACE and Walnut Creek, and 97X connects San Ramon Transit Center with Dublin/Pleasanton BART.
- Wheels Routes 53 and 54 linking the Pleasanton ACE Station with West Dublin/Pleasanton BART and Dublin/Pleasanton BART.
- *Capitol Corridor* trains stopping at Martinez and Suisun. The *San Joaquins* stops at Martinez.
- Wheels 70X connects Pleasant Hill/Contra Costa Centre BART, Walnut Creek BART, and Dublin/Pleasanton BART.
- BART's Yellow Line linking Walnut Creek, Pleasant Hill, Concord, and North Concord.

These services are graphically represented in **Figure 12**.

Figure 12. Transit Operators and Corridor Connections

## Corridor Transit Map



While patrons can theoretically make connections between all services shown above, there are no one-seat rides offered between the Tri-Valley and either Martinez and Suisun Amtrak stations for furtherance to Sacramento and Stockton; or between northern Contra Costa communities of Walnut Creek, Pleasant Hill, and Concord and the Pleasanton ACE Station for furtherance to Silicon Valley work centers.

An I-680 Express Bus service, running between Suisun in the north and the Tri-Valley in the south, would fill the gap. Southern termini could include the BART West Dublin/Pleasanton and Dublin/Pleasanton stations, and could extend to the Pleasanton ACE Station during the morning and evening commute periods, just as Wheel buses and County Connection buses do today. Alternatively, Express Buses could continue south on I-680 to San Jose. Such an option has been recently explored by Alameda County Transportation Commission. Corridor Express Buses would make use of I-680 corridor express lanes to maintain higher speeds in the peak direction during peak commute periods.

Dublin/Pleasanton BART would provide connections to the existing RTD Route 150, as well as multiple Wheels and County Connection routes, and thus could serve as the Tri-Valley Hub called for in the *California State Rail Plan*. In the future, Valley Link, a new regional rail service planned between North Lathrop and Dublin/Pleasanton BART, will provide a transit option for commuters from northern San Joaquin County communities of Tracy, Manteca, Lathrop, and Stockton, as well as from Livermore, to access the BART system.

For commuters from northern San Joaquin County communities and from the Tri-Valley heading for Silicon Valley work centers, ACE will continue to provide a public transportation option. According to its Altamont Corridor Vision <sup>24</sup>, ACE is looking one day to run 10 weekday round trips between Stockton and San Jose, versus the carrier's current four round trips. ACE riders will still be able to access the BART system via Wheels and County Connection routes operating to and from the Pleasanton ACE Station. While most ACE riders will likely make transfers to private shuttles at Great America in Santa Clara, ACE one day may have a connection to the proposed Dumbarton Rail Corridor service at Fremont/Centerville for furtherance to Mid-Peninsula work centers.

### 3.1 Sketch Level Facilities Needs

This section discusses candidate facilities for a Tri-Valley Hub. It also notes needs of facilities that could serve termini and intermediate stops for a I-680 corridor Express Bus service.

#### 3.1.1 Tri-Valley Hub and Potential Locations

An important component of the vision for an integrated statewide rail network in the 2018 *California State Rail Plan* is the establishment of hub stations. These hub stations are envisioned to co-locate rail, transit, bicycle, and pedestrian facilities to connect people to the rail network through coordinated schedules and infrastructure, and more effectively expand the coverage of the statewide rail system by connecting regional corridors to each other. The rail plan identifies numerous hub stations as centrally located rail stations to which local and regional transit systems also provide timed connections, establishing transfer points for riders to continue their journeys.

The rail plan also identifies a need for a Tri-Valley Hub that will serve as a central location for the following connections:

- Rail connection to the future East Bay Hub near Newark, Hayward, or Fremont;
- Rail connection to the future Stockton Area Hub; and,
- Integrated bus transit to the future Solano County Hub.

The exact locations of the East Bay Hub, Stockton Area Hub, and Solano County Hub have not been finalized. The rail plan states that the East Bay Hub should provide connections to north-south service between Oakland and San Jose, east-west service between the Stockton area and San Jose, and the future Dumbarton Bay crossing. Multiple options exist and are currently being studied by Alameda County for the East Bay Hub, including the Union City BART Station, the Fremont/Centerville *Capitol Corridor*/ACE Station, and potential stations near Shinn and at the intersection of the Dumbarton Bridge and the Coast Line rail corridors, among others. For the purposes of this study, it is assumed that the East Bay Hub will provide connectivity to both ACE, *Capitol Corridor*, Dumbarton, and BART services to meet the goals established by the 2018 *California State Rail Plan*.

For the purposes of this study, it is assumed that the Stockton Area Hub will provide connectivity to both ACE and future Valley Link service, i.e. the extensions of ACE to Sacramento and Merced and expanded *San Joaquins* service. The Solano County Hub is assumed to be at the Suisun-Fairfield Amtrak Station, based on its future potential to connect directly to SMART service and existing Amtrak *Capitol Corridor* service.

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<sup>24</sup> <https://acerail.com/altamont-corridor-vision/>



Based on the connection criteria enumerated by the rail plan for the Tri-Valley Hub and the considerations for the East Bay, Stockton Area, and Solano County Hubs discussed above, three potential Tri-Valley Hub locations are identified below.

### **Dublin/Pleasanton BART Station**

The Dublin/Pleasanton BART Station is located within the median of I-580, approximately one mile east of the I-580/I-680 interchange. This station is suited as a potential Tri-Valley Hub due to its proximity to I-680 to provide connections north to the Solano County Hub, as well as its planned rail connection to the Stockton Area Hub through Valley Link service. The Dublin/Pleasanton BART Station will serve as the western terminus for Valley Link service and will facilitate direct transfers between BART and Valley Link service. Phase 1 of Valley Link will provide service eastward to the San Joaquin Valley with stops in Livermore, Tracy, Lathrop, and Phase 2 of the Valley Link project will provide service to Stockton.

In addition to providing a direct rail connection throughout the San Francisco Bay Area via the BART system and the San Joaquin Valley via planned future Valley Link service, the Dublin/Pleasanton BART Station also serves as a major hub for local bus routes. This station is a central hub for seven different bus operators, including multiple Wheels and County Connection (each of which has multiple routes), as well as longer distance commuter buses from Stanislaus and San Joaquin counties.

Based on its existing rail and bus transit connectivity, the Dublin/Pleasanton BART Station would be a logical candidate for the Tri-Valley Hub, assuming that the planned Valley Link service connecting the Dublin/Pleasanton BART Station to the San Joaquin Valley is developed and operational within the timeframes established by the 2018 *California State Rail Plan*. Valley Link would ultimately provide a connection to a Stockton Area Hub. The site would not provide a connection to the East Bay Hub in the Newark/Fremont area, except via a BART transfer at the Bayfair BART Station in San Leandro.

### **West Dublin/Pleasanton BART Station**

The West Dublin/Pleasanton BART Station is located within the median of I-580, approximately one-quarter mile west of the I-580/I-680 interchange. This station is suited as a potential Tri-Valley Hub due to its proximity to I-680, which provides an easy connection to the Solano County Hub via I-680, and the direct connection it provides to the San Francisco Bay Area via the BART system. This station is also served by three Wheels local bus routes. Because it is a BART station and has local transit connections, West Dublin/Pleasanton BART is a viable candidate for a Tri-Valley Hub. However, connectivity to an East Bay Hub is the same as for Dublin/Pleasanton BART. Connectivity to the Stockton Area Hub would require a trip on BART to the Dublin/Pleasanton Station and a transfer to the future Valley Link rail service or even the RTD Route 150 service; or alternatively a trip via Wheels to the Pleasanton ACE Station and a transfer to ACE service.

### **Pleasanton ACE Station**

The Pleasanton ACE Station is located within the city of Pleasanton in the northwest corner of Bernal Avenue and Pleasanton Avenue, approximately three miles south of the I-580/I-680 interchange and one mile east of I-680. This station is suited as a potential Tri-Valley Hub due to its direct rail connections to Stockton and to the South Bay Area via ACE service. This station is also served by two Wheels routes and one County Connection route.

Although the station could provide access to an East Bay Hub and a Stockton Area Hub via ACE service, the station is four miles apart from BART and therefore will not be able to provide the same network connectivity to the rest of the San Francisco Bay Area via the BART system when compared to the West Dublin/Pleasanton BART and the Dublin/Pleasanton BART. In addition, while ACE expects in the long term to significantly ramp up service, its level of service will not be as frequent as BART's.

Having considered the above, this analysis has developed a high-level service concept for the I-680 Express Bus service assuming Dublin/Pleasanton BART and the West Dublin/Pleasanton BART as the more viable candidates for the Tri-Valley Hub. Also, the concept includes a service extension to the ACE Pleasanton Station to connect with ACE trains.

## **3.1.2 I-680 Express Bus Stops Facilities Needs**

At a minimum, a new I-680 Express Bus service would require facilities in the form of a bus bay or curbside bus space at each of the proposed stops to drop off and pick up riders for an average of 60 seconds at each stop. In addition, at each of the proposed terminus stops, a location for the bus to have a short layover so the driver can take a break before continuing the journey back along the route. In addition to stop and layover space, additional parking access and bike access for potential riders are desirable.

This section provides a high-level overview of the capacity for the proposed bus service to include a stop at Suisun-Fairfield Amtrak Station, Martinez Amtrak Station, Pleasant Hill/Contra Costa Centre BART Station, Walnut Creek BART Station, Bollinger Canyon Park-and Ride, Dublin/Pleasanton BART Station, West Dublin/Pleasanton BART Station, and the Pleasanton ACE Station using existing bus bay and curbside bus space infrastructure. It also includes an overview of the existing parking availability, highway access and bike access to each station. **Appendix C** includes aerial graphics that supplement the narrative that follows. The graphics depict the existing bus stop access, car parking, bike parking, and bike and pedestrian access as applicable for each stop.

### **Suisun-Fairfield Amtrak Station**

The bus island adjacent to the Suisun-Fairfield Station ticket office and platform is approximately 200 feet long and contains two passenger shelters and sufficient space for four buses along the south side of the island.

There are five bus transit services that currently use these spaces, four of which are all-day or peak period hourly services, and one of which arrives every 20 minutes during peak periods. Based on the relatively low frequency of bus service at this station, the comparable numbers of available bus spaces to bus services stopping at this station, and preliminary discussions with CCJPA staff, it is reasonable to assume that there is capacity for additional bus service to this station. Coordination of bus space would need to occur with Solano Transportation Authority, FAST, VINE, Delta Breeze, and Amtrak Thruway bus service to ensure space can be shared without degrading the service of existing bus routes, and to time arrivals to accommodate all bus service at the Suisun-Fairfield Station.

As the proposed northern terminus of the I-680 Express Bus service, the Suisun Amtrak Station would also need to provide a location for a 15-minute layover. Although capacity appears to exist for additional bus services to stop at the station, there is no capacity for layover at the existing bus stop area adjacent to the station. An alternative location for I-680 Express Buses to layover could be the park-and-ride lot east across Main Street, pending coordination with the city of Suisun City.

The park-and-ride lot for the Suisun-Fairfield Amtrak station contains approximately 250 parking spaces and has capacity to support additional parking demand. For additional parking, undeveloped land to the east of the station has been earmarked for additional parking by CCJPA. If developed, this additional parking could also be used by I-680 Express Bus riders pending coordination with CCJPA.

This station is located immediately off Highway 12 via the Main Street exit. Buses would access the station by exiting Highway 12 onto Lotz Way and exit the station on Main Street towards Highway 12. The station also currently offers five bike rack spaces and four bike lockers. The Central County Bikeway provides dedicated bike and pedestrian access to the station from the north, and a dedicated pedestrian path also provides pedestrian access to the station from north of SR 12 parallel to Union Avenue. Additional bike parking and storage would complement the proposed I-680 Express Bus service at this station.

### **Martinez Amtrak Station**

Curbside space for seven buses and four passenger shelters are located along the perimeter of the parking lot at the Martinez Amtrak Station. There are currently nine bus routes that serve the Martinez Amtrak Station, five of which provide a minimum of hourly service, and four of which provide a maximum of half hourly service during the peak period. The relatively low frequency of bus service at this station, comparable numbers of available bus spaces to bus services stopping at this station, and preliminary discussions with CCJPA staff indicate that there is capacity for additional bus service pending coordination with the city of Martinez and transit operators currently serving the station, including the operators of Tri-Delta Transit, County Connection, and WestCAT bus services.

The park-and-ride lot for the Martinez Amtrak Station contains approximately 130 parking spaces, and an overflow parking lot with approximately 175 spaces is located north of the station accessed via Ferry Street and a pedestrian bridge from the station. These lots currently have capacity to support some additional parking demand generated by an I-680 Express Bus.

The Martinez Station is not directly accessible from I-680; the station is located approximately one mile west of I-680 via Marina Vista Avenue. Buses would access the station from I-680 via Marina Vista Avenue and return to the freeway via Escobar Street. The station includes seven bike rack spaces and eight bike lockers.

### **Pleasant Hill/Contra Costa Centre BART Station**

There are 10 bus spaces at Pleasant Hill/Contra Costa Centre BART adjacent to the station on the southeast side on Coggins Drive. Given the current bus routes serving the station and their schedules there appears to be sufficient capacity for



this potential service to stop at this station. A notable interregional service that stops here is the SolanoExpress Blue Line, which forms its southern terminus at Pleasant Hill/Contra Costa Centre BART and continues north to Suisun City and Sacramento. Two private employer shuttles utilize the station as well, making as many as five stops per day.

Pleasant Hill/Contra Costa Centre BART Station has a seven-story BART-operated garage to the north with a capacity of 2,937 parking spaces. While at most BART garages these spaces would only be available to BART patrons, the garage at Pleasant Hill/Contra Costa Centre BART Station allows non-BART riders to use the parking garage for other transit services as part of a Caltrans funding arrangement. Pay stations for garage use are outside the BART fare gates for this purpose. There is a private overflow lot operated by Impark across the street from the station to the north, as well as a private parking garage just off of Oak Road to the west.

The station offers 88 secure bike lockers to patrons, as well as a BART Bike Station which provides indoor bike storage as well as basic tools for performing repairs. The station is to the west of the Iron Horse Regional Trail, which provides excellent bike access to the station.

This station is proximal to I-680 with buses able to exit the highway and access the station via Treat Boulevard. Buses would circulate through the bus area from Treat Boulevard onto Oak Road and then Coggins Drive. Buses would exit the station area via Jones Road and return to Treat Boulevard and proceed to I-680.

### **Walnut Creek BART Station**

There are 13 bus bays located between the South Garage and the North Garage. Based on a preliminary analysis of the bus routes currently serving the Walnut Creek BART Station, there is potential capacity for one additional bus service that is hourly in the near-term and half-hourly in the long-term at the existing bus spaces, if the sharing of curb space and timing of arrivals is coordinated with the other bus services currently serving this station. The new bus bays are part of the new Walnut Creek BART Transit Center, which is itself part of the ongoing TOD redevelopment of the station area. The surrounding development will have no circulation impact to the bus bays, but it will introduce housing, retail, and office space into the immediate vicinity of the station concourse and new transit center. This new dense development has the potential to increase Express Bus service demand and ridership without requiring additional parking spaces for patrons, as all new development is within walking distance to the route stop.

Potential capacity to share bus space could occur if Express Bus service implementation is coordinated with County Connection Route 1 service, County Connection Route 601 service, SolanoExpress Yellow Line service, and Wheels Route 70X service. Route 1 has a dedicated curb space for its northbound stop between the Rossmoor and Shadelands areas of Walnut Creek. Since Walnut Creek BART Station is not a terminus for Route 1 service, it can be assumed that northbound Route 1 buses stop at this dedicated curb space for an average of 60 seconds to drop off and pick up riders. Because the Walnut Creek BART Station is also not a terminus for the proposed I-680 Express Bus service, a 60-second northbound stop and a 60-second southbound stop would be required at this station. Therefore, it is reasonable to assume that there is potential capacity for the I-680 Express Bus service northbound or southbound stop to share curb space with the dedicated Route 1 northbound curb space, pending coordination with County Connection.

Additionally, the Solano Express Yellow Line service provides all-day half-hourly service between Vallejo and Walnut Creek, with four-minute layovers at the Walnut Creek BART Station. As a result, the dedicated Yellow Line curbside space at Walnut Creek BART Station is generally vacant for approximately a minimum of 26 minutes at a time, and therefore could also potentially share curb space with an I-680 Express Bus service northbound or southbound stop, pending coordination with Solano Transportation Authority.

Finally, the Wheels 70X bus service also has dedicated curb space at the Walnut Creek BART Station, and it provides half-hourly loop service during the peak periods between the Dublin/Pleasanton, Walnut Creek, and Pleasant Hill/Contra Costa Centre BART Stations. Because Route 70X buses do not layover at the Walnut Creek BART Station, there could be potential to share curb space with an I-680 Express Bus service at this location as well, pending coordination with LAVTA.

Two parking garages, the North Garage and South Garage, contain approximately 2,100 parking spaces at the Walnut Creek BART Station. However, all parking in these structures are dedicated for BART patrons only and would not be able to accommodate riders of an I-680 Express Bus service. Two privately operated garages open to all are located to the east and the north of the station. Additional parking would likely need to be identified to accommodate additional parking demand at this station.

This station is directly accessible from I-680, located immediately off the Ygnacio Valley Road exit. Buses would access the station from southbound I-680 via the Main Street exit, turning right onto Ygnacio Valley Road and right again onto BART Way; and from northbound I-680 via the Ygnacio Valley Road exit. Buses would return to I-680 and continue south by taking North California Boulevard south to Ygnacio Valley Road; and continue north by following North California Boulevard to the Lawrence Way on-ramp. The station includes bike rack space and 72 bike lockers.

### **Bollinger Canyon Park-and-Ride**

This park-and-ride lot is the only potential Express Bus stop that does not serve transit today. The lot would provide access to the nearby Bishop Ranch office park. It has 100 parking spaces. The PNR is adjacent to I-680 and can be accessed via the Bollinger Canyon Road freeway exits southbound and northbound. Lacking any sort of shuttle service between the PNR and nearby Bishop Ranch, Express Bus riders would have to walk to and from the office park located about one half-mile to the east and across I-680. Room exists for bus pads for boarding and alighting riders.

### **West Dublin/Pleasanton BART Station**

There are five bus spaces located north of the station, adjacent to and south of the North BART Garage on Golden Gate Drive. One bus space is located south of the station on Stoneridge Mall Road, adjacent and south of the Workday headquarters. Three Wheels bus routes currently stop at this station. The higher number of available spaces than bus services as well as preliminary discussions with LAVTA staff indicate that there is capacity for additional bus stops and 15-minute layovers at the West Dublin/Pleasanton BART Station.

Two parking garages, the North Garage and South Garage, contain approximately 1,000 parking spaces at the West Dublin/Pleasanton BART Station. However, all parking in these structures are dedicated for BART patrons only and would not be able to accommodate riders of an I-680 Express Bus service. A parking solution would need to be found.

This station is directly accessible from I-680 from the Stoneridge Drive exit. The station includes bike rack space and 40 bike lockers.

### **Dublin/Pleasanton BART Station**

There are five bus bays located south of I-580 on the Pleasanton side of the station where the Iron Horse Trail exits from under I-580, and 10 bus bays located north of I-580 between Iron Horse Trail and DeMarcus Boulevard. Nineteen bus services from County Connection, Wheels, AC Transit, Stanislaus Regional Transit (StaRT), Modesto Area Express (MAX), Amtrak Thruway, and San Joaquin RTD currently stop at the Dublin/Pleasanton BART Station. Based on discussions with LAVTA staff, the 10 bus bays north of I-580 do not currently have capacity for additional buses. However, the five bus bays south of I-580 have capacity for an I-680 Express Bus service to stop and layover in place for 15 minutes.

The Dublin Garage and lot (north) and the Pleasanton lot (south) contain approximately 2,900 parking spaces at the Dublin/Pleasanton BART Station; however, all parking in these structures are for BART riders only. In April 2018, LAVTA also received a Transit and Intercity Rail Capital Programs (TIRCP) grant to build a new parking garage that will provide over 500 new parking spaces serving this station. This parking garage could serve non-BART riders utilizing the I-680 Express Bus service.

This station is directly accessible from I-580 off the Hacienda Drive exit. Buses would access the station by taking Hopyard Road to Owens Drive for all directions of travel. The station includes bike rack space and 68 bike lockers. The Iron Horse Trail provides dedicated bike and pedestrian access to the station from the north and south.

### **Pleasanton ACE Station**

There is room for three buses in the bus turnout located on Pleasanton Avenue. One County Connection bus route and two Wheels bus routes stop at this station. Accordingly, there is capacity for additional bus service and a 15-minute layover at the station.

The ACE parking lot and the Alameda County Fairgrounds lot which ACE riders use together contain approximately 350 spaces. These spaces do not fill up on an average weekday and could provide some capacity to accommodate I-680 Express Bus riders.

This station is not accessible directly from the highway; the station is located approximately one mile east of I-680 via Bernal Avenue and Pleasanton Avenue. Buses would access the station from I-680 by exiting and continuing east on Bernal Avenue and turning left onto Pleasanton Avenue; buses would return to I-680 using the same route. The station includes bike racks.

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## Chapter 4 - Feasibility Analysis

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### 4.1 Goals from the 2018 *California State Rail Plan*

The 2018 *California State Rail Plan* outlines specific goals and improvements pertaining to an I-680 corridor Express Bus service, more ACE service, a Tri-Valley Hub, and a Solano County Hub (a future connection for SMART and Napa County transit service). The rail plan identified the goals for three distinct time horizons: 2022, 2027, and 2040. These goals and their respective time horizons are as follows:

#### 4.1.1 2022 Service Goals and Improvements

- Expanded capacity on peak service between the Stockton area and San Jose through the Altamont corridor with timed connections in the East Bay.
- Initial Integrated Express Bus services in the I-680 corridor, using freeway managed lanes to better connect the San Ramon Valley to Sacramento and the Bay Area.

#### 4.1.2 2027 Service Goals and Improvements

- Integrated Express Bus services connecting SMART services to North Coast communities, to Richmond, to regional and HSR services in San Francisco, and to the statewide rail network at Suisun-Fairfield.
- Integrated Express Bus services connecting Napa County and Suisun-Fairfield.
- Half-hourly peak and hourly off-peak intercity service from Oakland to Sacramento (with the potential for some trips to be served by Integrated Express bus in low-congestion periods, should sufficient railroad capacity not be available).
- Up to half-hourly peak service in the Altamont corridor connecting San Jose and the Stockton Area, with timed connections in the Tri-Valley and East Bay to integrated transit and Express Bus services.
- Stockton-Richmond/Martinez bi-hourly regional service for connections to statewide rail network.
- Establishment of a Tri-Valley Hub to connect BART, Altamont corridor services, and Integrated Express Bus service to Solano County on the I-680 corridor.
- Assist communities throughout the East Bay, South Bay, Peninsula, and Tri-Valley in better connecting transit systems to rail and enhancing station area functions.

#### 4.1.3 2040 Service Goals and Improvements

- Half-hourly electrified intercity service between Sacramento and San Francisco through an Oakland Hub (and continuing to San Jose).
- Half-hourly electrified regional service between a Solano County Hub and San Francisco via a Richmond and Oakland Hub.
- Half-hourly electrified local service between a Solano County Hub and an East Bay Hub through Richmond and Oakland on a dedicated electrified passenger line south of Oakland.
- Hourly service connecting the Stockton Area Hub and Martinez/Richmond.
- Hourly service between a Solano County Hub and Novato, providing timed connections to service between Cloverdale and Larkspur, or through service to Marin or Sonoma counties. Hourly service between Napa and the Solano County Hub, providing connection between Napa County and the state rail network.
- Hourly service between Richmond/Martinez and Stockton, based on transfer location recommended in a Northern Bay Area study.
- Half-hourly regional electric services between a Solano County Hub and an East Bay Hub through Oakland, with half-hourly connectivity or through service to San Jose.

- Half-hourly peak and hourly off-peak service, seven days per week, between the Stockton area and San Jose through a Tri-Valley Hub and an East Bay Hub.
- Hourly service between a Solano County Hub and Novato, providing timed connections to service between Cloverdale and Larkspur, or through service to Marin or Sonoma counties.
- Hourly service between Napa and the Solano County Hub, providing connection between Napa County and the state rail network.

#### 4.1.4 Implications for a I-680 Corridor Express Bus Service and a Tri-Valley Hub

The aforementioned goals point to the initiation of a I-680 corridor Express Bus service by 2022. The termini of such a service are not specified. However, it can be inferred that the northern terminus would be the Solano County Hub, most likely the Suisun Amtrak Station. The southern terminus would be a Tri-Valley Hub in the San Ramon Valley. While there are three candidates for a Tri-Valley Hub, only two offer BART connections along with multiple local transit connections.

By 2027, *Capitol Corridor* service will be half-hourly during the peak and hourly during the off-peak. Furthermore, *San Joaquins* service through Martinez will become bi-hourly. ACE peak service will become half-hourly. Also, integrated bus services will link SMART and Napa County with the *Capitol Corridor* at the Solano County Hub in Suisun.

Finally, by 2040, an electrified *Capitol Corridor* service will be operating with half-hourly frequencies throughout the day, along with regional and local services with the same frequencies. *San Joaquins* service through Martinez will be hourly. ACE will have half-hourly peak and hourly off-peak frequencies. Also, SMART will operate hourly service between Marin, Sonoma, and Napa counties and a Solano County Hub in Suisun.

Accordingly, a service concept for an I-680 corridor Express Bus service and a Tri-Valley Hub could include the following elements at a minimum:

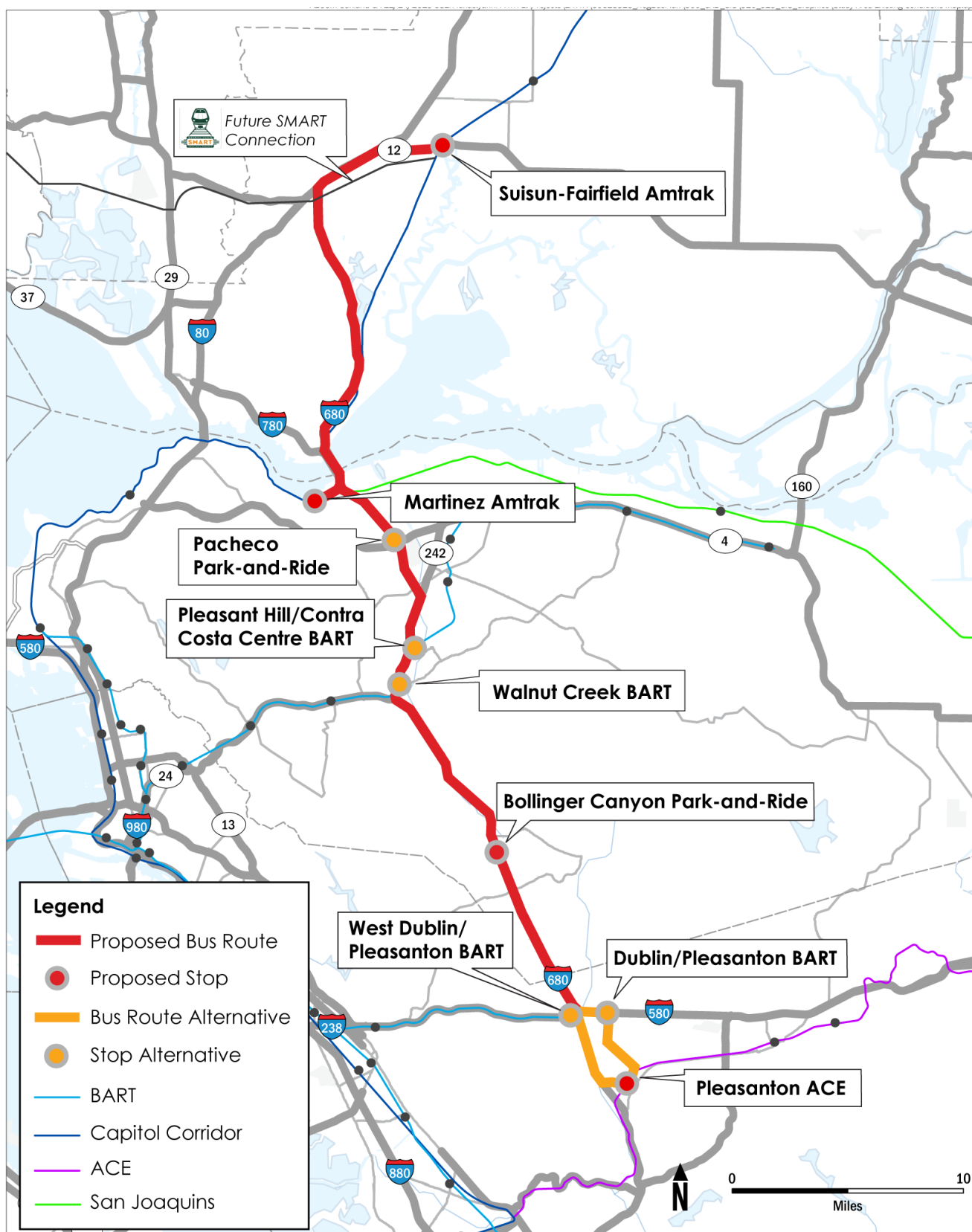
- Hourly corridor Express Bus service in the near-term (circa 2022). Stops could include:
  - Suisun Amtrak Station (connection to the *Capitol Corridor*);
  - Martinez Amtrak Station (connection to the *Capitol Corridor*, the *San Joaquins*, Amtrak long-distance services, and Thruway bus service);
  - Either Pleasant Hill/Contra Costa Centre BART Station or Walnut Creek BART Station;
  - Bollinger Canyon Park-and-Ride, connection to Bishop Ranch.
  - Either West Dublin/Pleasanton BART or Dublin/Pleasanton BART; and,
  - Pleasanton ACE Station during the peak commute periods.
- Half-hourly peak and hourly off-peak corridor Express Bus service in the mid-term (circa 2027).
- Half-hourly service throughout the day in the long term (circa 2040) between the Solano County Hub and the Tri-Valley Hub, along with half-hourly peak and hourly off-peak service to and from the Pleasanton ACE Station.

The hourly and half-hourly pulse headways for the corridor buses will facilitate connections to the *Capitol Corridor* and *San Joaquins* services in the mid- and long-term, as well as to SMART services reaching the Solano County Hub in the long-term.

## 4.2 High Level Service Concept

Given the goals, improvements, and planning efforts set forth above, it is possible to construct alternative I-680 Express Bus service concepts for the near-term (circa 2022), mid-term (2027), and long-term (2040). There are two alternatives for each of the three time horizons. Route Concept A assumes the Dublin/Pleasanton BART Station as the Tri-Valley Hub. Route Concept B assumes the West Dublin/Pleasanton BART Station as the Tri-Valley Hub. **Figure 13** below illustrates the route concepts in a geographic context. Pacheco PNR and Pleasant Hill/Contra Costa Centre BART could be alternatives to Martinez Amtrak and Walnut Creek BART respectively. The routing concepts that follow assume a Martinez stop, bypassing Pacheco PNR. If Pacheco PNR were to be selected over Martinez, a dedicated shuttle with timed transfers could connect riders to Amtrak services at Martinez, as discussed in Chapter 5.

Figure 13. High Level Service Concept Map



### 4.2.1 Near-term (Circa 2022) Operating Concepts

#### Route Concept A:

- AM hourly departures southbound from the Suisun Amtrak (future Solano County Hub) with stops at Martinez Amtrak, Walnut Creek BART (or Pleasant Hill/Contra Costa Centre BART), Bollinger Canyon PNR, and Dublin/Pleasanton BART.
- During commute periods, buses continue to Pleasanton ACE for a connection with inbound ACE trains for furtherance to South Bay work centers. Buses timed to make the ACE connections.
- After a short rest at the southern terminus, buses return to Suisun.
- PM northbound departures timed to meet ACE arrivals at Pleasanton. The route can be seen in **Figure 14**.

#### Route Concept B:

- Same, but with West Dublin/Pleasanton BART replacing Dublin/Pleasanton BART as the principal Tri-Valley stop. The route can be seen in **Figure 15**.

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Figure 14. Route Concept A

## Route Concept A

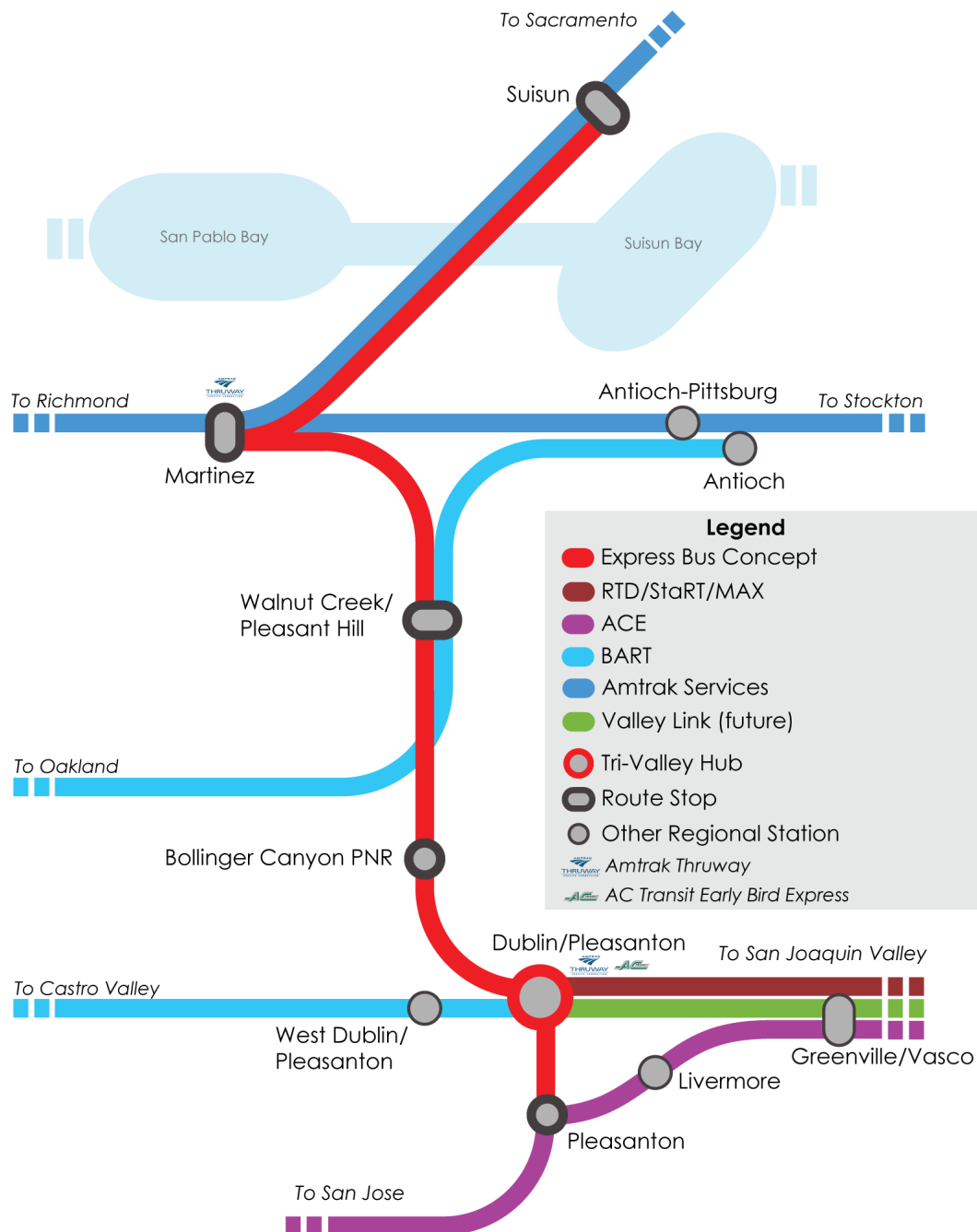
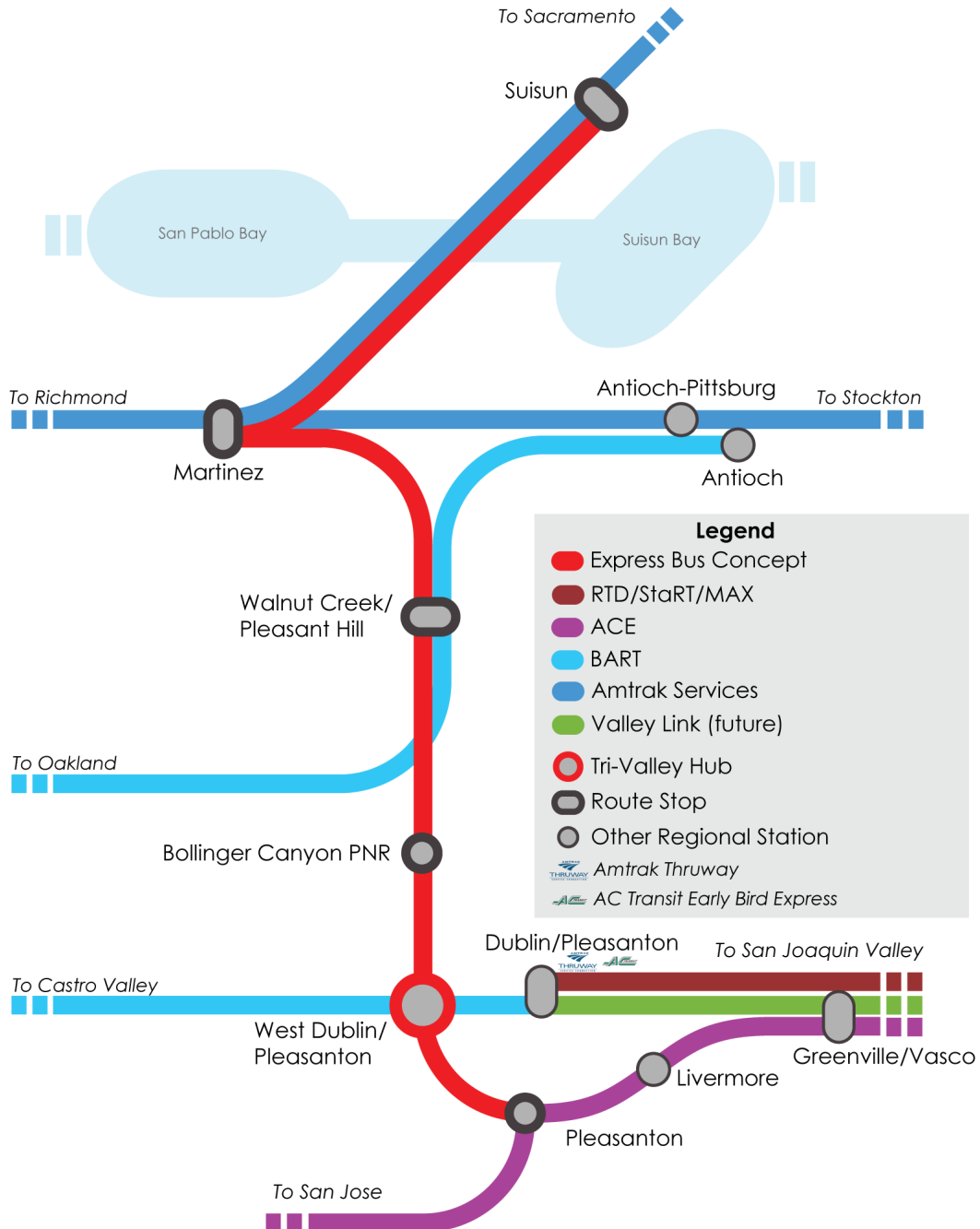


Figure 15. Route Concept B

## Route Concept B





## 4.2.2 Mid-term (Circa 2027) Operating Concepts

### Route Concept A:

- AM half-hourly peak and hourly off-peak departures southbound from Suisun with stops at Martinez Amtrak, Walnut Creek BART (or Pleasant Hill/Contra Costa Centre BART), Bollinger PNR, and Dublin/Pleasanton BART, identified as the official Tri-Valley Hub.
- During commute periods, buses continue to Pleasanton ACE for a connection with inbound ACE trains for furtherance to South Bay work centers.
- After a short rest at the southern terminus, buses return to Suisun.
- PM northbound departures timed to meet ACE arrivals.
- Valley Link initiates service to and from Dublin/Pleasanton BART Station.

### Route Concept B

- Same, with West Dublin/Pleasanton BART replacing Dublin/Pleasanton as the Tri-Valley Hub.

## 4.2.3 Long-term (Circa 2040) Operating Concepts

### Route Concept A:

- AM half-hourly departures southbound from Suisun with stops at Martinez, Walnut Creek BART (or Pleasant Hill/Contra Costa Centre BART), Bollinger Canyon PNR, and Dublin/Pleasanton BART.
- Buses continue to Pleasanton ACE for a connection with inbound ACE trains on half-hourly peak and hourly off-peak frequencies for furtherance to South Bay work centers.
- After a short rest at the southern terminus, buses return to Suisun.
- PM northbound departures time to meet ACE arrivals.

### Route Concept B:

- Same, with West Dublin/Pleasanton BART replacing Dublin/Pleasanton BART as the Tri-Valley Hub.

## 4.2.4 Travel Demand

The 2018 *California State Rail Plan* points to significant, growing travel demand served in part by the I-680 and the I-580 in the study area. For example, the corridors between Sacramento and the San Francisco Bay Area and between the Bay Area and the Northern San Joaquin Valley saw 42.3 million and 31.2 million annual trips respectively in 2010. These trips will increase 74 percent and 57 percent respectively by 2040.

Furthermore, the CCJPA's 2018 *Travel Demand Analysis* memo uncovered 7.7 million trips per month in 2015 between the I-680 corridor communities and Sacramento/Davis; and 16.4 million trips per month between northern San Joaquin Valley communities and the Mid-San Francisco Peninsula. The former travel market could be served by transit improvements on I-680; and the latter by enhanced ACE service along with a proposed, connecting with future Dumbarton Rail Corridor service linking Union City and Fremont/Centerville with Menlo Park and Redwood City.

The 2019 *Valley Link Project Feasibility Report* pointed to the potential for 26,000 to 28,000 weekday riders (6.6 million to 7.1 million annual riders) for this new regional rail service linking Lathrop and Tracy with BART in Pleasanton by 2040 – a route which is served today by the RTD's route 150 commuter bus service.

Lastly, the ongoing Alameda CTC's *I-680 Corridor Transit Operations Concept* memo pointed to a potential of almost 2,000 weekday riders (500,000 annual riders) on a conceptualized I-680 corridor Express Bus service linking Martinez in the north with San Jose Diridon Station in the south.

While these four data points were calculated separately, by different methods and for unique purposes, they all nevertheless indicate a travel demand for public transit services linking I-680 and I-580 communities with Sacramento, the South Bay, and the Mid-Peninsula. These are travel markets that an I-680 Express Bus service and a Tri-Valley Hub could help serve.

## 4.2.5 Run Times

Estimated run times for an I-680 Express Bus are presented below. Run times were approximated under the assumption that the I-680 Express Bus service would utilize I-680 express lanes being implemented by the Alameda CTC on those segments which either already have express lanes in operation or are planned to have express lanes open by 2022, when the service is being planned to initiate in the near-term. The analysis calculates run times assuming four permutations: a Tri-Valley Hub at West Dublin/Pleasanton BART or Dublin/Pleasanton BART, and a stop at Pleasant Hill/Contra Costa Centre BART or Walnut Creek BART. Run times were based on traffic data gathered in 2020.

Segments of the proposed service corridor that will have express lanes open by 2022 include the following:

- Westbound I-80 between the SR 12/I-80 interchange and the I-80/I-680 interchange.
- Southbound I-680 between Marina Vista Avenue in Martinez and Alcosta Boulevard in San Ramon.
- Westbound I-580 between Dublin/Pleasanton BART Station and West Dublin/Pleasanton BART Station.
- Northbound I-680 between Alcosta Boulevard in San Ramon and Livorna Road in Walnut Creek.

Run times assume a minimum speed of 45 miles per hour (mph) on express lane segments, per Federal Highway Administration (FHWA) <sup>25</sup> requirements. Express Lanes are planned to utilize dynamic pricing to ensure that the average speed through the corridor does not go below 45 mph.

Estimates of run times for an I-680 Express Bus in the near-term are presented in **Table 7**. The table shows run times assuming either a mid-route stop at Pleasant Hill/Contra Costa Centre BART or at Walnut Creek BART (all other stops are common stops); and assuming a Tri-Valley Hub at Dublin/Pleasanton BART or at West Dublin/Pleasanton BART. Run times are calculated for the peak and off-peak periods northbound and southbound.

For the purpose of the run time analysis, a stop at Martinez Amtrak is assumed rather than the alternative stop at Pacheco PNR. A stop at the latter would require a timed transfer to a dedicated shuttle to and from Martinez Amtrak, resulting in longer transit times for riders.

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<sup>25</sup> [Federal-Aid Highway Program Guidance on High Occupancy Vehicle \(HOV\) Facility Lanes](#)

**Table 7. Express Bus Estimated Run Times**

Estimated Run Time (minutes)			
	Segment	Tri-Valley Hub: Dublin/Pleasanton BART Station	Tri-Valley Hub: West Dublin/Pleasanton BART Station
Southbound Peak Period (6:00-9:00 a.m.)	Via Pleasant Hill		
	Suisun-Fairfield Amtrak Station to Martinez Amtrak Station	35	35
	Martinez Amtrak Station to Pleasant Hill/Contra Costa Centre BART Station	24	24
	Pleasant Hill/Contra Costa Centre BART Station to Bollinger Canyon PNR	20	20
	Bollinger Canyon PNR to Tri-Valley Hub	14	9
	Tri-Valley Hub to ACE Pleasanton Station	19	17
	<b>Total - Suisun-Fairfield Amtrak Station to ACE Pleasanton Station</b>	<b>112</b>	<b>105</b>
	Via Walnut Creek		
	Suisun-Fairfield Amtrak Station to Martinez Amtrak Station	36	36
	Martinez Amtrak Station to Walnut Creek BART Station	25	25
	Walnut Creek BART Station to Bollinger Canyon PNR	18	18
	Bollinger Canyon PNR to Tri-Valley Hub	14	9
	Tri-Valley Hub to ACE Pleasanton Station	19	17
	<b>Total - Suisun-Fairfield Amtrak Station to ACE Pleasanton Station</b>	<b>112</b>	<b>105</b>
Southbound Off-Peak Period (after 9:00 a.m.)	Via Pleasant Hill		
	Suisun-Fairfield Amtrak Station to Martinez Amtrak Station	31	31
	Martinez Amtrak Station to Pleasant Hill/Contra Costa Centre BART Station	21	21
	Pleasant Hill/Contra Costa Centre BART Station to Bollinger Canyon PNR	22	22
	Bollinger Canyon PNR to Tri-Valley Hub	14	9
	Tri-Valley Hub to ACE Pleasanton Station	15	10
	<b>Total - Suisun-Fairfield Amtrak Station to ACE Pleasanton Station</b>	<b>103</b>	<b>93</b>
	Via Walnut Creek		
	Suisun-Fairfield Amtrak Station to Martinez Amtrak Station	31	31
	Martinez Amtrak Station to Walnut Creek BART Station	22	22
	Walnut Creek BART Station to Bollinger Canyon PNR	18	18
	Bollinger Canyon PNR to Tri-Valley Hub	14	9
	Tri-Valley Hub to ACE Pleasanton Station	15	10
	<b>Total - Suisun-Fairfield Amtrak Station to ACE Pleasanton Station</b>	<b>100</b>	<b>90</b>

Estimated Run Time (minutes)			
	Segment	Tri-Valley Hub: Dublin/Pleasanton BART Station	Tri-Valley Hub: West Dublin/Pleasanton BART Station
Northbound Peak Period (4:00-7:00 p.m.)	Via Pleasant Hill		
	ACE Pleasanton to Tri-Valley Hub	14	16
	Tri-Valley Hub to Bollinger Canyon PNR	18	16
	Bollinger Canyon PNR to Pleasant Hill/Contra Costa Centre BART	20	20
	Pleasant Hill/Contra Costa Centre BART Station to Martinez Amtrak Station	23	23
	Martinez Amtrak Station to Suisun-Fairfield Amtrak Station	36	36
	<b>Total - ACE Pleasanton Station to Suisun-Fairfield Amtrak Station</b>	<b>111</b>	<b>111</b>
	Via Walnut Creek		
	ACE Pleasanton to Tri-Valley Hub	14	16
	Tri-Valley Hub to Bollinger Canyon PNR	18	16
	Bollinger Canyon PNR to Walnut Creek BART	18	18
	Walnut Creek BART Station to Martinez Amtrak Station	34	34
	Martinez Amtrak Station to Suisun-Fairfield Amtrak Station	36	36
	<b>Total - ACE Pleasanton Station to Suisun-Fairfield Amtrak Station</b>	<b>120</b>	<b>120</b>
Northbound Off-Peak Period (before 4:00 p.m.)	Via Pleasant Hill		
	ACE Pleasanton to Tri-Valley Hub	14	11
	Tri-Valley Hub to Bollinger Canyon PNR	18	16
	Bollinger Canyon PNR to Pleasant Hill/Contra Costa Centre BART	20	20
	Pleasant Hill/Contra Costa Centre BART Station to Martinez Amtrak Station	16	16
	Martinez Amtrak Station to Suisun-Fairfield Amtrak Station	31	31
	<b>Total - ACE Pleasanton Station to Suisun-Fairfield Amtrak Station</b>	<b>99</b>	<b>94</b>
	Via Walnut Creek		
	ACE Pleasanton to Tri-Valley Hub	14	11
	Tri-Valley Hub to Bollinger Canyon PNR	18	16
	Bollinger Canyon PNR to Walnut Creek BART	18	18
	Walnut Creek BART Station to Martinez Amtrak Station	20	20
	Martinez Amtrak Station to Suisun-Fairfield Amtrak Station	31	31
	<b>Total - ACE Pleasanton Station to Suisun-Fairfield Amtrak Station</b>	<b>101</b>	<b>96</b>

Source: Google Maps Trip Planner

## 4.2.6 Connections

- With the exception of the Bollinger Canyon Park-and-Ride, the proposed I-680 Express Bus stops provide a plethora of rail and transit connections, noted as follows: The Suisun-Fairfield Amtrak Station currently provides connections to *Capitol Corridor* rail service, as well as five bus routes from SolanoExpress, VINE, FAST, and Delta Breeze services.
- The Martinez Amtrak Station provides connections to *Capitol Corridor* and *San Joaquins* trains, two Amtrak long-distance rail services, Amtrak Thruway bus service, and nine other local bus routes via Tri-Delta Transit, WestCAT, and County Connection.
- The Pleasant Hill/Contra Costa Centre BART Station provides connections to the BART Yellow Line rapid transit rail service, as well as 13 local bus routes from Solano Express, AC Transit, County Connection, and Wheels.
- The Walnut Creek BART Station provides connections to the BART Yellow Line rapid transit rail service, and 16 different bus routes from Wheels, Solano Express, and County Connection.
- The West Dublin/Pleasanton BART Station provides connections to the BART Blue Line rapid transit rail service, and three local bus routes from Wheels.
- The Dublin/Pleasanton BART Station provides connections to the BART Blue Line rapid transit rail service; Amtrak Thruway bus service; 16 different local bus routes from County Connection, Wheels, and AC Transit; and three long-distance commuter routes operated by Stanislaus Regional Transit, Modesto Area Express, and San Joaquin RTD.
- The Pleasanton ACE Station provides connections to ACE rail service and three local bus routes from Wheels and County Connection.

**Appendix D** includes a table of all bus and rail connections that are currently made at each of the potential I-680 Express Bus stops.

## 4.3 Pros and Cons of the Alternative Tri-Valley Hub Locations

While there are three candidates for a Tri-Valley Hub, there is one clear winner for a Tri-Valley Hub: Dublin/Pleasanton BART. The deciding factors are the multiplicity of existing and future transit connections and the availability of bus and auto parking. Accordingly, this study assumes Dublin/Pleasanton BART as the Tri-Valley Hub for the reasons noted below. The pros and cons of the lesser candidates are discussed below as well.

### Dublin/Pleasanton BART

A major advantage of Dublin/Pleasanton BART is County Connection and Wheels routes go there now, along with multiple other transit operators, and that Valley Link will go there in the future, in addition to BART service. With these routes an I-680 Express Bus service will have more connections, making this location a potentially highly effective Tri-Valley Hub. On the other hand, Dublin/Pleasanton BART has more demand for bus bay space. However, operators seem to prefer to use the Dublin (north side) 10 bays rather than the Pleasanton (south side) five bays. So, there is some room for an I-680 Express Bus stop and layover. And with a planned garage at the site open potentially for non-BART riders, parking for the I-680 Express Bus service should not be a constraint. The above noted, reaching Pleasanton ACE is more circuitous from Dublin/Pleasanton BART via city streets and takes longer than from West Dublin/Pleasanton BART.

### West Dublin/Pleasanton BART

A major advantage of West Dublin/Pleasanton BART as the Tri-Valley Hub is the availability of bus stops. The northside of the station has five bus stops which go mostly unused throughout the day. So, there is room for the Express Bus service to stop and layover there. However, auto parking is constrained at this site. Extending the bus service to Pleasanton ACE is relatively quick and simple via I-680.

### Pleasanton ACE

A Tri-Valley Hub here would provide access to both a future Stockton Area Hub and a future East Bay Hub in ways that are superior to the West Dublin/Pleasanton BART and Dublin/Pleasanton BART. That is, ACE could connect all three hubs. However, there would be no access to BART except by connecting bus.

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## Chapter 5 - Ridership Forecasts

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This chapter includes ridership forecasts for bi-directional Express Bus service along the I-680 corridor that connects Suisun-Fairfield Amtrak station with the Tri-Valley Hub located at the Dublin/Pleasanton BART Station. The Express Bus service and a proposed Tri-Valley transit hub are intended to improve connections to and expand the coverage of the California statewide rail system within the I-680 corridor. This chapter includes the methodology used to generate the Express Bus ridership forecasts and presents the forecasts for several build alternatives. The ridership forecasts were the basis for settling on the best locations for Express Bus stations within the I-680 corridor.

The chapter also includes assessment of the ridership potential for two other service concepts: an express bus between the Tri-Valley Hub and Modesto and increased frequency of San Joaquin Regional Transit District Route 150 service.

### 5.1 Ridership Methodology

The I-680 Express Bus ridership forecasts were generated using two travel demand models: (1) the Altamont Corridor Express Passenger Rail Forecasting Model (ACE Model), and (2) a version of the Alameda County Transportation Commission travel demand forecasting model (Alameda CTC Model), which have different strengths related to the concepts to be tested. These tools are described in the sections below.

Ridership for a Tri-Valley Hub-Modesto express bus concept was also tested using the ACE Model. The ridership assessment for an expansion of RTD Route 150 service employed a conceptual approach described in a subsequent section of this chapter.

#### 5.1.1 ACE Model

AECOM developed and has used the ACE Model to forecast ridership for recent and ongoing plans and projects to implement service improvements to ACE and *San Joaquins* services, including the *ACEforward* program and the ACE Sacramento Extension. The ACE Model accounts for both intercity and commuter passengers. It is based on the Amtrak forecasting model developed by AECOM. The ACE Model has been calibrated to match existing ACE ridership and updated to account for future short- and long-term investments in the passenger rail network in Northern California, including connections with statewide high-speed rail and select connections with BART.

#### 5.1.2 Alameda CTC Model

The Alameda CTC Model is the countywide transportation planning model for use within Alameda County. Like the other countywide models in use within the nine-county San Francisco Bay Area, the Alameda CTC Model is consistent with the regional travel demand forecasting models maintained by the Metropolitan Transportation Commission, as well as the land use and socio-economic database maintained by the Association of Bay Area Governments. The model version used for this ridership analysis is from the 2018 Alameda CTC Model update.

#### 5.1.3 Two-Tier Modeling Approach for the I-680 Express Bus Forecasts

This analysis examines questions both at the local level, such as which BART station provides better ridership as a stop location for the Express Bus service, and at the broader regional level, such as how to best connect to the state rail network. For this analysis, AECOM utilized the available tools in a tiered approach to take advantage of the strengths of each model.

The Alameda CTC Model has a fine level of detail within the I-680 corridor and can provide ridership changes due to station stop locations at Pleasant Hill/Contra Costa Centre BART and/or Walnut Creek BART stations. However, the Alameda CTC Model cannot provide connections to the state rail system and Amtrak services. In contrast, the ACE Model has a greater geographic coverage and also connections to the state rail system, but the ACE Model does not have a detailed station access process and thus would not be able to appropriately distinguish between the two BART stations/locations. Additionally, the Alameda CTC Model includes demographics only for years 2020 and 2040, while the ACE Model has demographics for every year until 2041.

Given the strengths of each model, AECOM initially applied the Alameda CTC Model to test the Express Bus station locations for co-locating with BART. The better location for connecting to BART (either Pleasant Hill/Contra Costa Centre BART or Walnut Creek BART) was selected after a review of the initial Alameda CTC Model 2040 ridership results. The ACE Model then was run on a reduced set of alternatives that included the better connecting station. The ACE Model was applied to test the transfer connections to ACE and Amtrak (*San Joaquins* and *Capitol Corridor* services) and forecast the final total ridership on the Express Bus route. The outputs include annual station boardings and alightings, as well as transfers to/from the state rail system for three years of analysis: 2022, 2027, and 2040.

## 5.2 Ridership Forecasts

This section presents the ridership forecasts for three different service concepts:

- I-680 Alternatives for Express Buses operating between Suisun-Fairfield Amtrak station (the presumed Solano County Hub identified in the 2018 *California State Rail Plan*) and the Dublin/Pleasanton BART Station, also known as the Tri-Valley Hub, for most of the day. Service would extend to the Pleasanton ACE Station during commute periods.
- A Tri-Valley Hub-Modesto express bus service, providing Tri-Valley residents with a connection to the San Joaquins with less out-of-direction travel to and from Martinez.
- Additionally, the potential of a near-term, expanded RTD Route 150 service linking Stockton, Lathrop, and Tracy with the Tri-Valley Hub at the Dublin/Pleasanton BART Station is assessed.

### 5.2.1 Ridership for the I-680 Alternatives

Six Express Bus build alternatives and corresponding ridership forecasts are presented below. Initial forecast Alameda CTC Model ridership results for 2040 are presented in addition to the forecast ACE Model final ridership results for years 2022, 2027, and 2040.

The stops that are part of each alternative are shown below in **Table 8** and are shown on **Figure 16**. Each alternative includes service that runs from Suisun-Fairfield Amtrak station to the Pleasanton ACE Station with intermediate stops at Bollinger Park-and Ride and the Dublin/Pleasanton BART Station. Differences among alternatives exist due to the presence of stops at Martinez, Pacheco PNR, Pleasant Hill/Contra Costa Centre BART, and/or Walnut Creek BART.

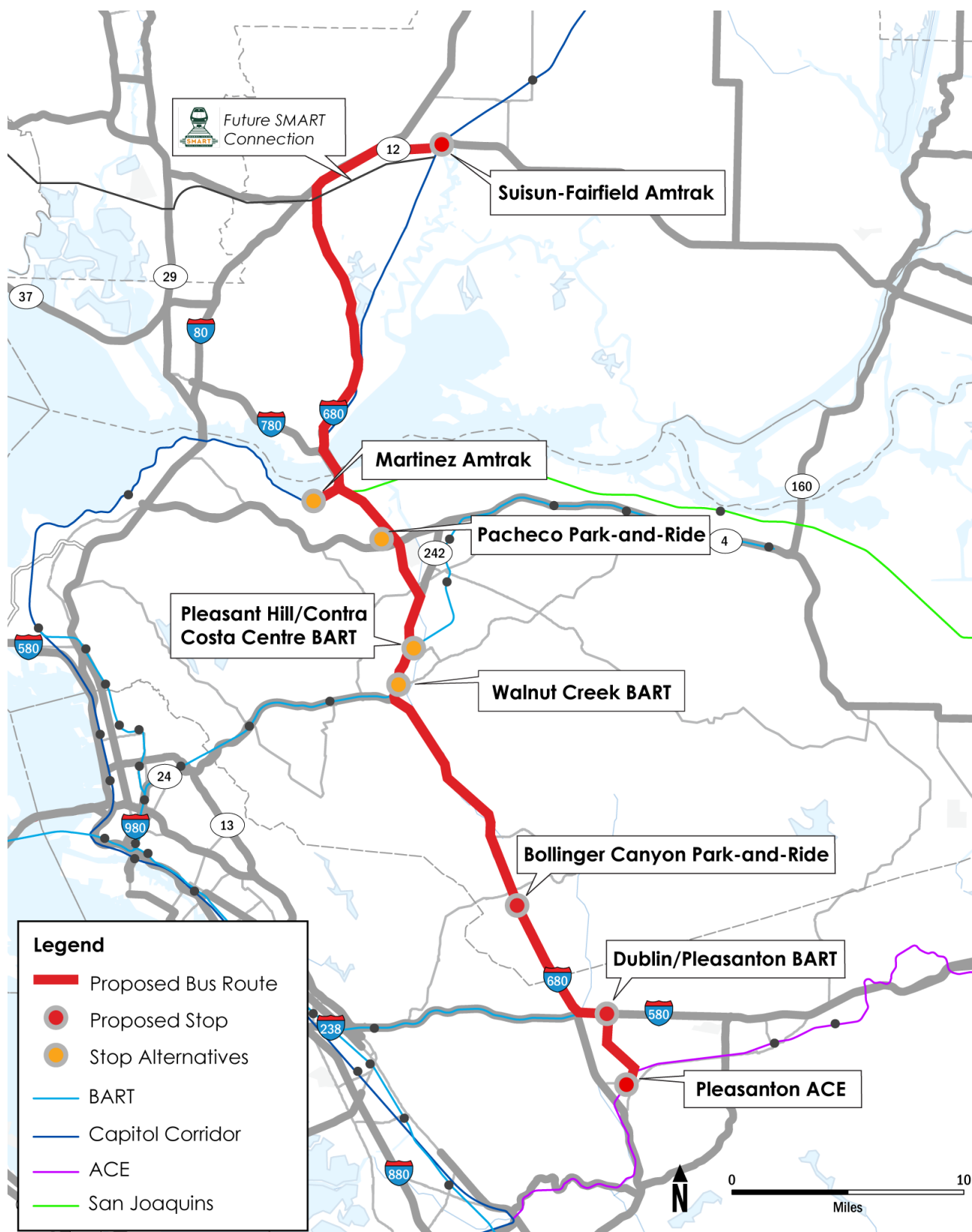
There are two variations in the BART station stopping pattern, with Alternatives 1, 3, and 5 stopping at Pleasant Hill/Contra Costa Centre BART and Alternatives 2, 4, and 6 stopping at Walnut Creek BART. The Amtrak station connections have three variations, with Alternative 1 and 2 stopping at both Suisun-Fairfield and Martinez. Alternatives 3 and 4 replace the Martinez Amtrak Station stop with one at the nearby Pacheco PNR, with a timed shuttle bus between Pacheco and Martinez. Alternatives 5 and 6 do not have a stop at either the Martinez Amtrak Station or the Pacheco PNR, and, therefore, do not connect to the *San Joaquins* service at all.

**Table 8. I-680 Express Bus Stops in Each Alternative**

Stops	1	2	3	4	5	6
Suisun-Fairfield Amtrak	X	X	X	X	X	X
Martinez Amtrak	X	X				
Pacheco PNR			X	X		
Pleasant Hill/Contra Costa Centre BART	X		X		X	
Walnut Creek BART		X		X		X
Bollinger PNR	X	X	X	X	X	X
Dublin/Pleasanton BART	X	X	X	X	X	X
Pleasanton ACE	X	X	X	X	X	X



Figure 16. I-680 Express Bus Route and Potential Stops





Express Bus headways depend on the forecast year and time of day, as shown in **Table 9** below. These headways are representative service plans as noted in the 2018 *California State Rail Plan*. They are not optimized in terms of ridership loading or timed connections to other services, but they are intended to be representative service plans for comparing ridership across alternatives.

**Table 9. Express Bus Service Headways (minutes) by Forecast Year and Period**

Year	Peak	Off-Peak
2022	45 - 60	45 - 60
2027	30	45 - 60
2040	30	30

### Applying the Two-Tier Ridership Forecasting Approach

The first step of the tiered approach was to use the Alameda CTC Model to forecast 2040 ridership for the six alternatives specified in Table 8. As the Alameda CTC Model does not include a full representation of connections to the state rail network, the forecasted ridership from the Alameda CTC Model was used to determine the optimal stopping pattern based on local travel and connections to the BART network.

The Alameda CTC Model initial results for the 2040 average daily boardings for the six alternatives are presented in **Table 10**. Note that Alternatives 1, 3, and 5 include the Pleasant Hill/Contra Costa Centre BART Station, while Alternatives 2, 4, and 6 include the Walnut Creek BART Station. The alternatives with Walnut Creek BART have higher daily ridership relative to the corresponding alternatives with Pleasant Hill/Contra Costa Centre BART. Because of this outcome, the analysis was able to determine that the Walnut Creek BART Station was the better location for an Express Bus stop and applied the ACE Model only to the alternatives with Walnut Creek (i.e., Alternatives 2, 4, and 6).

**Table 10. Initial Results\* Alameda CTC Model 2040 Average Daily Boardings – I-680 Express Bus Alternatives**

Stops	1	2	3	4	5	6
Suisun-Fairfield Amtrak	94	86	93	86	92	85
Martinez Amtrak	122	75	-	-	-	-
Pacheco PNR	-	-	162	127	-	-
Pleasant Hill/Contra Costa Centre BART	276	-	296	-	175	-
Walnut Creek BART	-	397	-	415	-	341
Bollinger PNR	356	390	357	389	352	386
ED/Pleasanton BART	383	484	399	491	378	478
Pleasanton ACE	112	125	113	125	111	123
Total Ridership	1,343	1,555	1,419	1,632	1,107	1,412

\*These are not the final forecast ridership numbers, because they do not include the connections to the state rail network and were only used to determine the mid-route BART station location for the Express Bus stop.

The second step of the tiered modeling approach was to then run the ACE Model on the selected alternatives to determine the final ridership forecast and the best locations for connecting to the state rail network. The ACE Model ridership results are presented in **Table 11** for years 2022, 2027, and 2040. Alternative 2 has the highest daily boardings in each forecast year, as it provides the most direct connection to both the *Capitol Corridor* and *San Joaquins* services. Alternative 4 maintains a connection to both services, but instead of a stop at the Martinez Station, offering a direct connection to the *San Joaquins*, it stops at the nearby Pacheco PNR, with a timed shuttle service to the Martinez Station. This alternative still sees connections to Amtrak, but not as many, as it is now a three-seat ride instead of only one connection. Alternative 6 only connects to

Amtrak at Suisun-Fairfield, which serves the *Capitol Corridor* trains, but not the *San Joaquins*, and, therefore, sees the lowest amount of ridership of the three alternatives in 2027 and 2040, and well below Alternative 2 in 2022.

**Table 11. ACE Model Average Daily Boardings for Alternatives 2, 4, and 6 for Years 2022, 2027, and 2040**

Stops	2022			2027			2040		
	2	4	6	2	4	6	2	4	6
Suisun-Fairfield Amtrak	125	110	160	175	205	195	195	270	250
Martinez Amtrak	205	-	-	260	-	-	280	-	-
Pacheco PNR	-	65	-	-	185	-	-	235	-
Walnut Creek BART	295	185	225	375	300	305	435	420	435
Bollinger PNR	255	180	200	330	275	275	405	395	390
ED/Pleasanton BART	105	70	85	145	120	130	185	185	180
Pleasanton ACE	310	185	210	350	285	250	385	355	315
Total Ridership	1,295	795	880	1,635	1,370	1,155	1,885	1,860	1,570

**Table 12** below presents the number of average daily new riders in each alternative for each forecast year. New riders are entirely new to transit and are not switching from another transit mode. Alternative 2 is forecasted to have the highest number of new riders in 2022 and 2027, and Alternative 4 is forecasted to narrowly have the most new riders in 2040.

**Table 12. ACE Model Average Daily New Riders**

Year	2	4	6
2022	748	491	533
2027	945	846	700
2040	1,089	1,149	951

**Table 13** shows the number of daily one-way trips and average number of riders per bus for the near-, mid-, and long-term forecasts, indicating the level of passenger load that could be anticipated. These are estimates based on initial service plans; they are not optimized, but instead are intended to show that reasonable loads could be anticipated given the ridership forecast and initial service plans, with approximately 40 riders per bus in the alternative with the highest ridership for Years 2022 and 2027. For 2040, the frequency of service increases (potentially as high as 64 daily trips) at a greater rate compared to ridership. The result of such a high number of trips would be to lower average ridership per bus compared to figures in earlier forecast years. Accordingly, a strategic decision was made about the frequency of service in 2040: some trips were eliminated, particularly during the off-peak period, thus improving the average ridership per bus. It is assumed that the bus trips eliminated, given their timing, would not sacrifice much, if any, ridership.

**Table 13. ACE Model Daily Average Riders Per Bus**

Stops	2022			2027			2040		
	2	4	6	2	4	6	2	4	6
Total Ridership	1,295	795	880	1,635	1,370	1,155	1,885	1,860	1,570
Number of Trips	34	34	34	42	42	42	50	50	50
Ave Ridership per Bus*	38	24	26	39	33	28	38	38	32

\*Rounded up to the nearest rider

**Table 14** below shows the daily vehicle miles traveled (VMT) avoided, which is an estimate of auto travel that would otherwise occur without the proposed bus service, and the daily passenger miles traveled (PMT), which is the distance the bus riders travel on the bus. Both the daily VMT avoided and the daily PMT are affected by the average trip length, which is in turn affected by the stopping pattern of each alternative. Generally, the daily VMT avoided and the daily PMT vary with the

total ridership. Alternative 2, which has the highest forecasted ridership in Years 2022 and 2027, also is forecasted to have the highest VMT avoided and PMT in 2022 and 2027. Alternative 4, which is forecasted to have nearly the highest ridership in 2040, is forecasted to have the highest VMT avoided and PMT in 2040 relative to the other two alternatives.

**Table 14. ACE Model Average VMT Avoided and PMT**

	2022			2027			2040		
Stops	2	4	6	2	4	6	2	4	6
Ave Daily Total VMT Avoided	33,300	28,700	27,800	35,000	31,300	30,100	37,100	39,400	37,500
Ave Daily Total PMT	43,290	37,310	36,140	45,500	40,690	39,130	48,230	51,220	48,750

The effect of running higher frequencies in 2022 was also tested. This last model run assumed 2027 frequencies and 2022 demographics. The results appear in **Table 15** as 2022a for Alternatives 2, 4, and 6. As can be seen, Alternative 2 gets a little more ridership than before, but not a lot more. Interestingly, Alternatives 4 and 6 do much better. In fact, there is not a lot of difference between the three alternatives in the 2022a model run. The half hourly peak frequencies help ridership in Alternatives 4 and 6: a result of better connections to other services (BART, ACE, *Capitol Corridor* and *San Joaquins*).

**Table 15. Ridership with Higher Frequencies in 2022**

Year	2	4	6
2022	1,295	795	880
2022a	1,345	1,225	1,145
Difference	50	430	265

Lastly, the impact of running 15-minute frequencies during the peak period in 2022 assuming Alternative 2 was tested. The model run showed the 15-minute peak frequencies for that alternative would yield 1,370 riders per weekday, just slightly higher than the results for 2022 and 2022a model runs noted in Table 15.

It is worth noting that BART will be moving to 12-minute headways in the future, minimizing the potential wait times at Walnut Creek BART for I-680 Express Bus transfers.

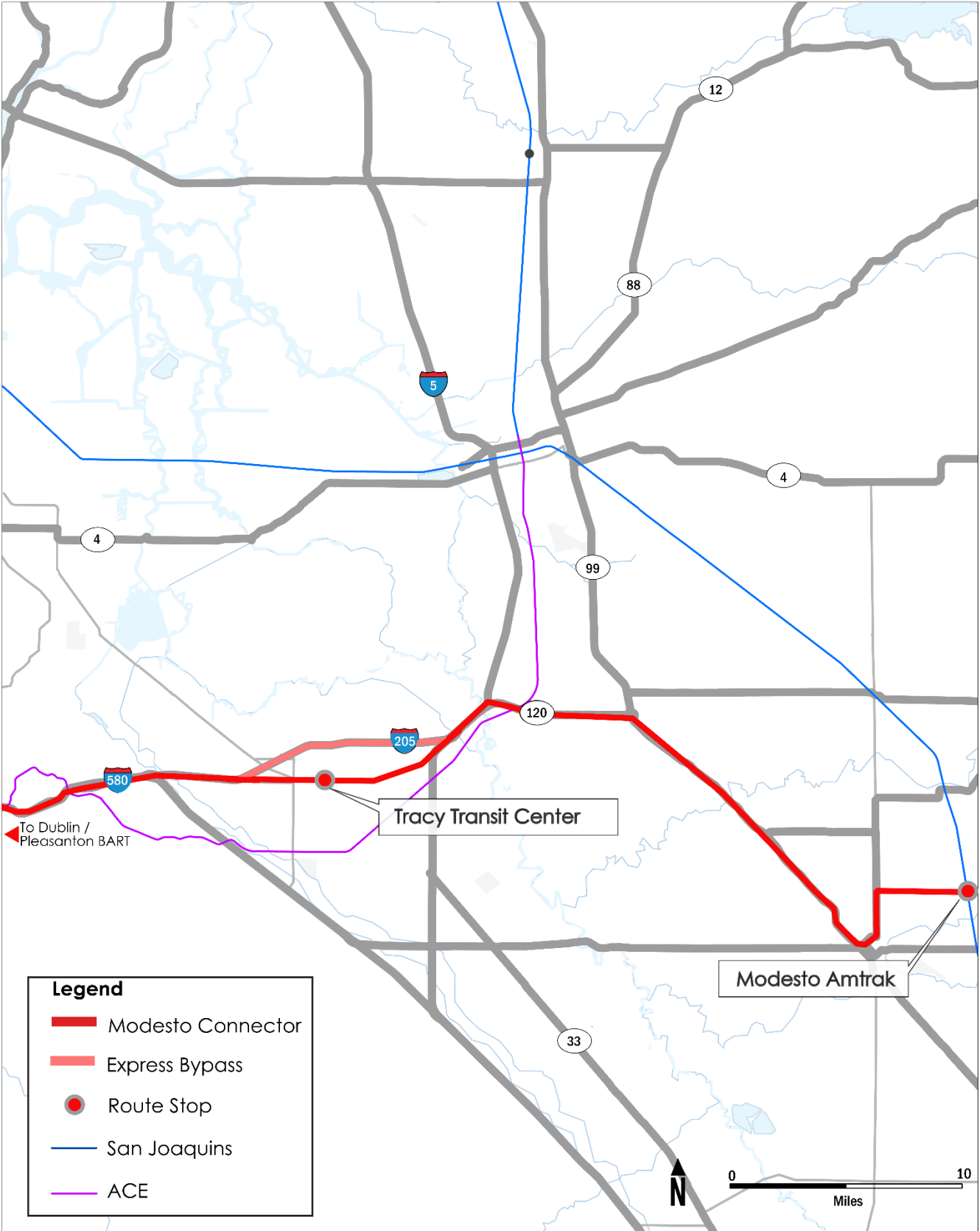
A travel time analysis, comparing the Express Bus runtimes versus other modes in the I-680 corridor, appears as **Appendix E**.

## 5.2.4 Ridership for Tri-Valley Hub-Modesto Express Buses

In addition to the six build alternatives for the I-680 Express Bus service, AECOM used the ACE Model to forecast ridership for an Alternative 7, which is a Modesto Connector bus service that would run from the Tri-Valley Hub at the Dublin/Pleasanton BART Station to Modesto, similar to Amtrak Thruway bus service between Dublin/Pleasanton BART and Stockton but avoiding out-of-direction travel to *San Joaquins* going to and from Fresno and Bakersfield. As seen in **Figure 17**, Alternative 7 includes two options: one option with an intermediate stop at Tracy Transit Center (TTC) and the other option without an intermediate stop.

Daily ridership for Alternative 7 was forecasted to be very low for both options considered (with and without an intermediate stop at Tracy Transit Center). The forecasted average daily ridership without the TTC stop ranged from 30 daily riders in 2022 to 50 daily riders in 2040. The forecasted average daily ridership including the TTC stop had a range of 80 daily riders in 2022 to 120 daily riders in 2040. Due to the low ridership, Alternative 7 merits no further study.

Figure 17. Alternative 7: Tri-Valley Hub-Modesto Service



### 5.2.5 Ridership Assessment for the Expanded RTD Route 150 Service

Existing Route 150 service has 16 trips. As seen in **Figure 18**, its five stops are the Stockton Downtown Transit Center, the Michigan/Kirk PNR in Stockton, the Save Mart in Lathrop, the Tracy Transit Center, and the Dublin/Pleasanton BART Station. Runtimes vary from one hour and 30 minutes to two hours. Route 150 operates a reduced service level on Saturday, Sunday, and holidays. Weekday ridership (pre-COVID-19) on the route totals about 74,000 annually. Weekend ridership totals about 4,000 annually.

Ridership for expanded Route 150 service was assessed conceptually. The driving assumption in this approach is that while ridership grows with expansion of service, the ridership growth tends to be smaller as service levels increase <sup>26</sup>. This phenomenon is called a dampened function, essentially an exponential curve, which intercity ridership models commonly incorporate.

A segment of RTD Route 150 runs along I-205, which is being considered for various managed lanes improvements, including bus-only lanes. More details on this project are included in section 7.3.3 under Related Highway Improvements.

### 5.3 Preliminary Stopping Pattern for I-680 Express Buses

Based on the forgoing analysis, a preliminary stopping pattern for the I-680 Express Bus conceptual service plan was determined. From north to south, these include:

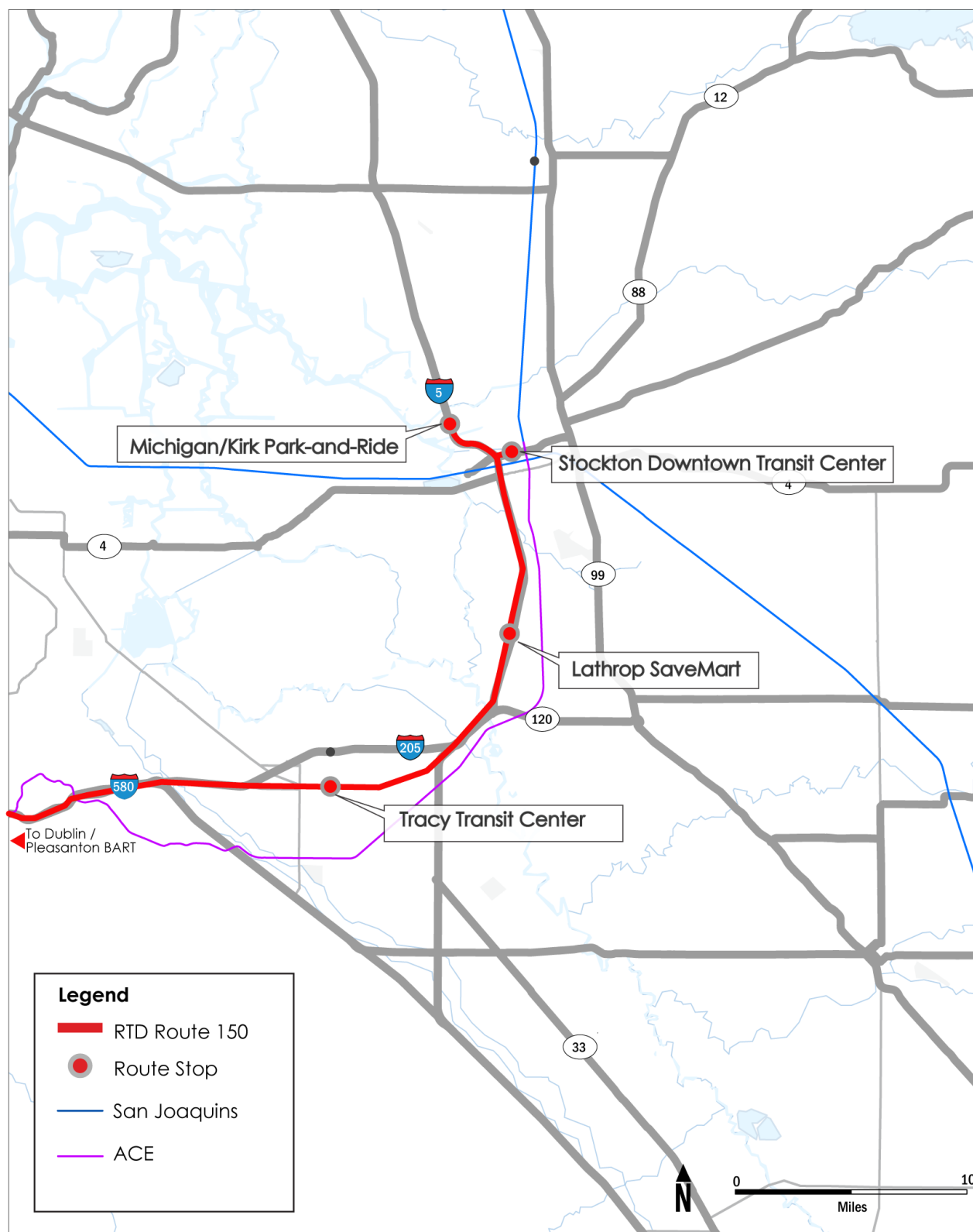
- Suisun-Fairfield Amtrak Station (the presumed Solano County Hub)
- Martinez Amtrak Station
- Walnut Creek BART Station
- Bollinger Canyon PNR
- Dublin/Pleasanton BART Station (Tri-Valley Hub)
- Pleasanton ACE Station (during commute periods)

This stopping pattern for the I-680 corridor Express Buses plus some variations of it are discussed in the next chapter.

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<sup>26</sup> Increasing Transit Ridership: Lessons from the Most Successful Transit Systems in the 1990s, MTI Report 01-22, Mineta Transportation Institute, San Jose State University, June 2002, pages 47-48.

Figure 18. RTD Route 150 Service Route



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## Chapter 6 - Conceptual Service Plan

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This chapter summarizes the conceptual service plan for the I-680 Express Buses. The summary includes a discussion of the route, equipment options, governance options, financial performance, and potential funding sources. With the basic service plan defined, the following narrative posits various options for implementing the service, including a shortened route with buses having a northern terminus of the Martinez Amtrak Station rather than the Suisun Amtrak Station. The pros and cons of these options are assessed. Lastly, the next steps toward implementation are discussed.

### 6.1 Summary of Conceptual Service Plan

Below is a summary of the conceptual service plan for the I-680 Express Buses, as developed through the preceding chapters. Discussed are route, equipment options, governance options, costs and financial performance, and potential funding sources.

#### 6.1.1 Conceptual Route and Service Characteristics

The northern terminus is the Suisun Amtrak station, a potential candidate for the Solano County Hub noted in the 2018 *California State Rail Plan*. Intermediate stops are at the Martinez Amtrak station, the BART Walnut Creek station, and the Bollinger Canyon Park-and-Ride. In 2022, 14 southbound buses will terminate at the BART Dublin/Pleasanton station, identified as the Tri-Valley Hub. Three buses will continue south to the Pleasanton ACE Station during morning commute hours. The reverse would occur during the evening commute.

The service will provide connections to the *Capitol Corridor* trains at Suisun and Martinez, to the *San Joaquins* at Martinez, and to ACE trains at the Pleasanton ACE Station. The stop at the Bollinger Canyon PNR would provide access to the nearby Bishop Ranch office park.

The service will operate on weekdays. At start-up, the service is envisioned to operate with hourly frequencies northbound and southbound. In 2027, frequencies would be half hourly during the peak commute period and hourly during the off-peak. By 2040, frequencies would be half hourly through the workday. In 2022, the first southbound bus departing Suisun will be at 5:05 AM; and the last northbound bus will arrive at Suisun at 11:50 PM. In 2027, the peak period will include southbound departures from Suisun between 5:55 AM and 9:00 AM, with the northbound peak period departures from ACE Pleasanton between 7:45 AM and 8:45 AM.

End-to-end runtime from north to south will vary between an hour and 15 minutes and two hours and seven minutes, depending on the time of day. Longer runtimes would occur during the peak periods, due to highway congestion and runs to and from the ACE Pleasanton station, making for longer trips.

The service will require, among other things, its own name, logo, and paint scheme for its buses.

If the Central Contra Costa Transit Authority would be the presumed operator of the service, the buses could be maintained at the County Connection maintenance facility in North Concord, pending confirmation by CCCTA as to sufficiency of space, adequacy of infrastructure, and efficiency of operations.

The preliminary routing concept for the Express Bus service was shown earlier as Route Concept A in Figure 13.

The Express Bus service will be similar to the existing Wheels Route 70X, which runs during the weekday commute periods with half hourly frequencies between Dublin/Pleasanton BART, Walnut Creek BART, and Pleasant Hill/Contra Costa Centre BART. However, there are major differences. The Express Bus service will be an all-day service with hourly frequencies and stops at the Bollinger Canyon PNR (serving Bishop Ranch) and the Martinez Amtrak station, which the 70X does not serve. Also, the Express Bus will not stop at Pleasant Hill/Contra Costa Centre. Still, with start-up of the service in 2022, there may be an opportunity to rationalize the two services, with the Express Bus replacing some or all of the 70X's 12 weekday trips.



### 6.1.2 Equipment Options and Acquisition Costs

Various equipment options were explored for the I-680 Express Buses. These include new and used conventional diesel-powered highway motorcoaches, electric buses, and hydrogen fuel cell buses. A total of six buses, including one spare, would be needed for the service at start-up in 2022.

Diesel buses could include those shown in **Figure 18** (Gillig Low Floor Commuter Bus) and **Figure 19** (a Van Hool Motorcoach). Lead times for manufacture and delivery of new buses can take over a year. Used buses can be acquired with a much shorter lead time. Used buses less than three years old would be optimal versus older buses. The bus images below were obtained from the manufacturers.

**Figure 19. Gillig Low Floor Commuter Bus**



**Figure 20. Van Hool C2045 Motor Coach with ADA Lift**





An alternative to diesel buses would be electric buses. One electric bus option is shown in **Figure 20**. Electric buses used in commuter service will require *en route* charging stations, as shown in **Figure 21**. Charging at the *en route* stations would be in addition to charging at an overnight maintenance facility. Images below were obtained from the manufacturers' websites.

**Figure 21. Proterra Catalyst 40 Foot Bus**



**Figure 22. Curbside Charger with Electric Bus**



Another alternative would be hydrogen fuel cell buses, as seen in **Figure 23**. Hydrogen buses are deployed by many transit services as a means of achieving greenhouse gas (GHG) emissions reduction targets. These buses require special infrastructure for fueling. The image below obtained from Orange County Transportation Authority website.

**Figure 23. Orange County Transportation Authority Hydrogen Fuel Cell Bus**



Conceptual capital and annual operations and maintenance (O&M) cost estimates for the aforementioned bus options are summarized in **Table 16**. As noted previously, a total of six buses, including one spare, are needed for the 2022 schedules. The costs for buses, shown in year 2022 dollars, were obtained from MCI, Van Hool, ABC Companies. Diesel O&M costs were based on \$3.97 per vehicle mile based on 2018 National Transit Database averages, escalated to year of expenditure dollars, for similar services in the region. Electric O&M costs were assumed to be 10 percent less than diesel. Hydrogen was assumed to 10 percent more than diesel. All costs assume pre-COVID-19 conditions.

**Table 16. Conceptual Costs for Bus Options in 2022 Dollars**

Costs	Diesel	Electric	Hydrogen
<b>Capital Cost</b>	<b>New or Used Buses?</b>	<b>\$9,828,000</b>	<b>\$10,011,000</b>
<b>New Buses</b>	\$4,473,000	\$7,668,000	\$5,751,000
<b>Used Buses</b>	\$2,876,000	-	-
<b>Infrastructure</b>	-	\$2,160,000	\$4,260,000
<b>O&amp;M Cost</b>	\$2,506,000	\$2,255,000	\$2,757,000
<b>Total Bus Costs</b>	\$5,382,000-\$6,979,000	\$12,083,000	\$12,768,000

Note: Costs are rounded to the nearest \$1,000.

The most expensive buses are electric, at \$1,278,000 million per bus <sup>27</sup> in 2022 dollars. The total capital costs include chargers (infrastructure) at Suisun Amtrak Station and at the BART Dublin/Pleasanton Station as well as at the service's maintenance facility. It is worth noting that Solano Transportation Authority has obtained state funding to put inductive charging at the BART Walnut Creek station by 2023.

Hydrogen buses are next most expensive at \$959,000 per bus <sup>28</sup> in 2022 dollars. Hydrogen buses will require a fueling station (infrastructure) at the service's maintenance facility. Hydrogen fuel costs are comparable to diesel fuel costs. That is, one kilogram of hydrogen fuel, used in a fuel cell to power an electric motor, has an equivalent energy density to one gallon of diesel fuel. While hydrogen fuel costs approximately \$8 per kilogram <sup>29</sup> and diesel fuel costs around \$3.50 per gallon <sup>30</sup>, hydrogen fuel cell electric motors have twice the fuel economy as compared to diesel combustion engines <sup>31</sup>. The net result is a similar fuel costs between the two modes. Additionally, as time goes on, the cost per vehicle for hydrogen fuel cell vehicles is expected to drop. According to a joint report published by Deloitte Touche Tohmatsu Limited (a major global accounting firm) and Ballard Power Systems (a leading fuel cell manufacturer), "The cost of fuel cell vehicles has been falling

<sup>27</sup> Per Lee Kemp, Motor Coach Industries, New Coach Sales: Public Sector, July 07, 2020; costs per bus rounded to nearest thousand

<sup>28</sup> Ibid.

<sup>29</sup> Per Lauren Skiver, CEO, Sunline Transit Agency, Riverside, California, October 27, 2020.

<sup>30</sup> U.S. Energy Information Administration, January 25, 2021.

<sup>31</sup> Rocky Mountain Institute, <https://rmi.org/run-on-less-with-hydrogen-fuel-cells/>

dramatically for years. And it will continue to drop within the next decade and beyond”<sup>32</sup>, due in large part to increasing manufacturing efficiency.

Accordingly, though hydrogen buses – including the fueling station, O&M costs, and the buses themselves – are the most expensive option overall in 2022, the differential in comparison to electric buses will diminish over time.

Conventional diesel-powered commuter buses (the cost for which appears in the table above) are noticeably less expensive to purchase than electric and hydrogen buses at \$746,000<sup>33</sup> per bus; and will not require additional infrastructure. Used buses are even less expensive at \$479,000<sup>34</sup> per bus. There are many used buses readily available on the secondary market.

The costs over the time horizon of this study appear in **Table 17** in year of expenditure (YOE) dollars. The relatively low implementation capital costs in 2022 are a result of the used diesel bus assumption. The 2022 estimate includes the construction of a bus stop (infrastructure) at the Bollinger Canyon PNR serving Bishop Ranch. Capital costs rise dramatically in 2027, when the service reequips with nine hydrogen buses (the additional buses needed for the higher frequency schedule in that year). Thirteen years later, in 2040, the service will again reequip with 10 hydrogen buses (the additional buses needed for the higher frequency schedules in that year).

**Table 17. Conceptual Costs for I-680 Express Bus Service in YOE Dollars**

Costs	2022	2027	2040
Capital Cost	\$3,354,000	\$15,085,000	\$16,898,000
Buses	\$2,876,000	\$10,098,000	\$16,898,000
Infrastructure	\$478,000	\$4,987,000	\$0
O&M Cost	\$2,506,000	\$3,730,000	\$6,790,000

### 6.1.3 Governance

This section explores to governance models for the I-680 Express Bus service. First, a Joint Powers Authority (JPA) could be established, consisting of the transportation/transit agencies in the operational area, viz., Central Contra Costa Transit Authority, the Livermore Amador Valley Transit Authority, and the Solano Transportation Authority. An example of the JPA is the Capitol Corridor Joint Powers Authority, whose member agencies are:

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (SacRT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

Second, a joint operation involving the three agencies could be established, along the lines of SolanoExpress. SolanoExpress is a consortium of Vacaville City Coach, Solano County Transit (SolTrans), Rio Vista Delta Breeze, Fairfield and Suisun Transit and other transit agencies providing shared service to specific inter-agency jurisdiction routes. SolanoExpress, operated by STA, provides express intercity bus service throughout Solano County. Individual routes are operated by FAST and SolTrans.

At the November 10, 2020 meeting of the Technical Advisory Committee (TAC) guiding the development of this study, TAC members expressed greater interest in establishing a joint operation, possibly through the issuance of a memorandum of understanding, than in creating a new JPA.

<sup>32</sup> Ballard, January 2020 Press Release <https://blog.ballard.com/fuel-cell-price-drop>

<sup>33</sup> Per Lee Kemp, Motor Coach Industries, New Coach Sales: Public Sector, July 07, 2020

<sup>34</sup> Ibid.

### 6.1.4 Revenue, O&M Costs, and Subsidy

A summary of forecasted riders, conceptual O&M costs (per Table 16), estimated revenue (riders multiplied by an average fare of \$5.75 in 2020 dollars escalated for future years), and resulting subsidies appears in **Table 18**. O&M costs assume diesel buses in 2022 and hydrogen buses in 2027 and 2040. The subsidy (O&M cost less fare revenue) is a modest \$1.1 million at initiation of service. As service levels increase in 2027 and again in 2040, so do revenue and operating costs. Note that estimated ridership in start-up year is 75 percent of the 1,295 weekday forecasted in Technical Memorandum 2, reflecting operations at start-up when the service is just getting known by the riding public.

**Table 18. Ridership, Cost and Subsidy Estimates for I-680 Express Buses in YOE Dollars**

	2022	2027	2040
<b>Weekday Riders</b>	971	1,635	1,885
<b>O&amp;M Cost</b>	\$2,506,000	\$3,730,000	\$6,790,000
<b>Revenue</b>	\$1,419,000	\$2,743,000	\$4,091,000
<b>Subsidy</b>	\$1,087,000	\$987,000	\$2,699,000
Note: Ridership modeling was based on pre-COVID-19 ridership assumptions and actual utilization may be subject to a longer ramping up period if started in 2022.			

### 6.1.5 Funding Sources

Funding sources must be found for acquiring buses and covering the ongoing subsidy for the I-680 Express Bus service. Various sources can be explored. These include the following.

#### Senate Bill 1

Senate Bill 1 (or SB1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017 by Governor Jerry Brown. The legislation provides for \$54 billion over the next 10 years for road, highway, and bridge repair and to improve and expand transit. SB1 funding could be a source for implementing the I-680 Express Bus service in 2022.

SB 1 provides public transit funding each year through various programs. According to the California Department of Transportation (Caltrans) <sup>35</sup>, SB1 funding programs include the following.

- **State Transit Assistance (STA) Program: \$250 million annually.** The money is aimed for transit agencies for funding their capital infrastructure and operational costs. Funding is distributed via current funding formulas based on agency revenue and population.
- **State of Good Repair Program (SGR): \$105 million annually.** The money is for transit capital projects or services to maintain or repair existing transit fleets and facilities; new vehicles or facilities that improve existing transit services; or transit services that complement local efforts to repair and improve local transportation infrastructure. The funding is available to eligible transit operators based on the California State Transportation Authority (CalSTA) formula.
- **Transit and Intercity Rail Capital Program (TIRCP): \$300 million annually.** The money is provided through competitive grants for transformative projects that modernize transit systems, increase ridership, reduce GHG emissions and improve safety. Funding can be use invested in local transit, particularly transit that is tied to the intercity rail network.

#### Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program includes two programs which can help with detailed planning for the I-680 Express Bus implementation in 2022 <sup>36</sup>. These programs are as follows.

- **Sustainable Communities Grants (\$29.5 million):** The funding is aimed at encouraging local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.

<sup>35</sup> <http://rebuildingca.ca.gov/transit.html>

<sup>36</sup> <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

- **Strategic Partnerships Grants (\$4.5 million):** The funding is aimed at identifying and addressing statewide, interregional, or regional transportation deficiencies on the state highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

### Local Tax Initiative

A Bay Area-wide sales tax initiative could be a funding source for the ongoing operations of the I-680 Express Bus service. Such a tax has been proposed by a coalition of policy advocacy groups, including the Bay Area Council, the San Francisco Bay Area Planning and Urban Research Association, and the Silicon Valley Leadership Group. The coalition is known as FASTER Bay Area. If such a tax were implemented, funds would be dispersed to regional transit districts, including BART, the Metropolitan Transportation Commission, and others.

FASTER Bay Area could raise \$100 billion for transit investment over the next 40 years for transformative projects that represent “good value for money,” according to the initiative’s website <sup>37</sup>. FASTER Bay Area has yet to appear on the ballot for voter approval. The next opportunity will likely be in 2022. The California State Legislature would need to pass a bill authorizing FASTER’s placement on ballots in all nine Bay Area counties.

## 6.2 Options for Implementation

While the conceptual service plan envisions Express Buses operating on weekday between the Suisun Amtrak Station and the BART Dublin/Pleasanton Station starting in 2022, there are alternative options that can be considered. One such option would be only to operate the service at start-up between Martinez and Dublin/Pleasanton BART Station, extending to the Pleasanton ACE Station during the commute period. The option would provide connections to *Capitol Corridor*, *San Joaquins*, and ACE trains, and save operating costs due to fewer vehicle miles traveled.

Another such option could be split service in outer years (2027 through 2040) where half of the buses have a northern terminus at Martinez and the other half at Suisun, skipping Martinez. These options are compared in **Table 19**. Option A represents the conceptual service plan in 2022, 2027, and 2040. Option B represents service alternative having a northern terminus at Martinez in 2022. Options C and D assume split service in 2027 and 2040, respectively.

Hydrogen buses are assumed for 2027, and a re-fleeting of hydrogen buses is assumed for 2040.

**Table 19. Implementation Options for I-680 Service Compared in YOE Dollars**

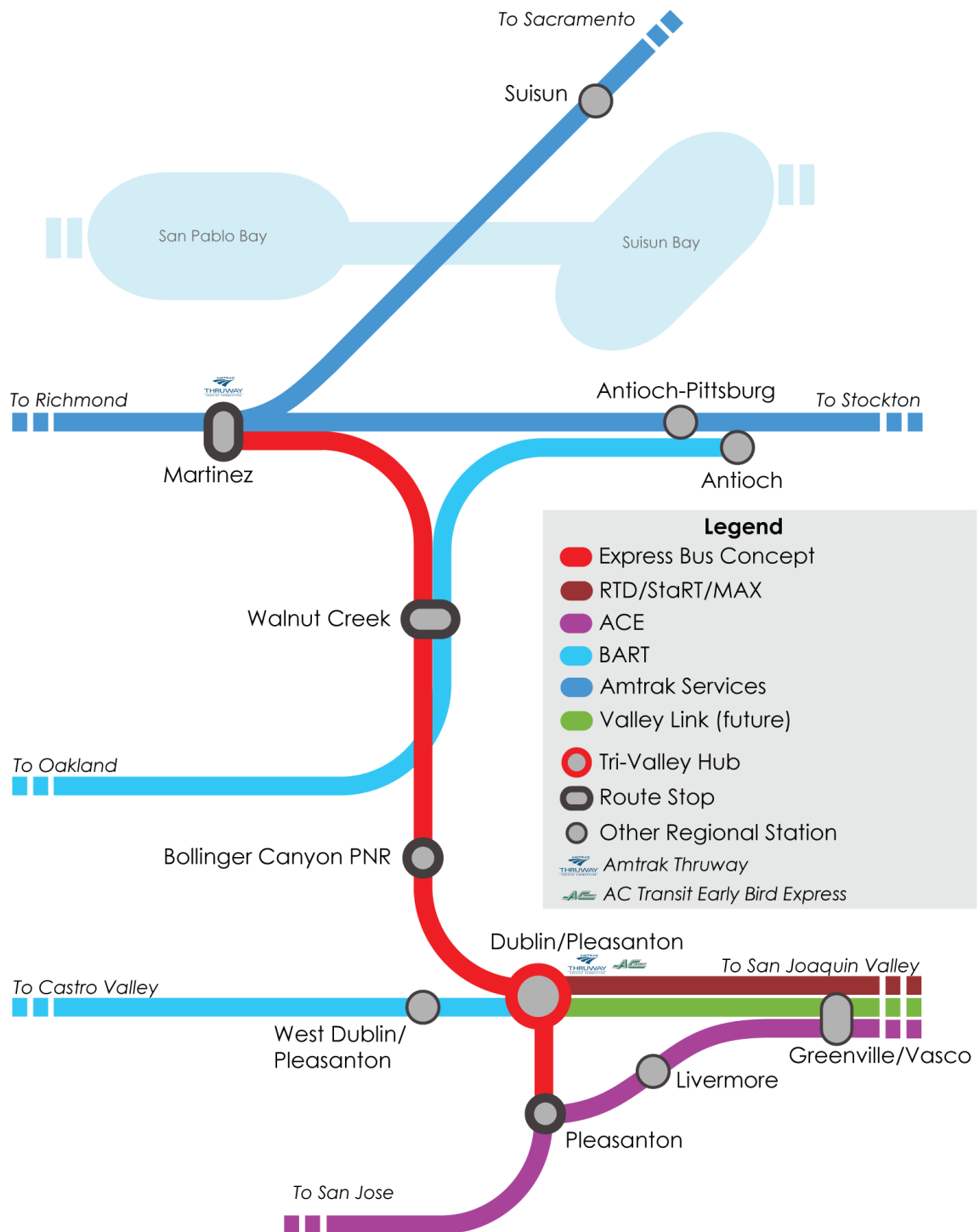
	2022		2027		2040	
	Option A 2022	Option B Martinez	Option A 2027	Option C Split	Option A 2040	Option D Split
<b>Daily Riders</b>	971	846	1,635	1,717	1,885	2,074
<b>Daily Trips</b>	34	34	42	42	50	50
<b>Capital Cost</b>	\$3,354,000	\$2,874,000	\$15,085,000	\$13,963,000	\$16,898,000	\$15,208,000
<b>Buses</b>	\$2,876,000	\$2,396,000	\$10,098,000	\$8,976,000	\$16,898,000	\$15,208,000
<b>Infrastructure</b>	\$478,000	\$478,000	\$4,987,000	\$4,987,000	\$0	\$0
<b>O&amp;M Costs</b>	\$2,506,000	\$1,622,000	\$3,730,000	\$3,121,000	\$6,790,000	\$5,828,000
<b>Revenue</b>	\$1,419,000	\$1,236,000	\$2,743,000	\$2,880,000	\$4,091,000	\$4,500,000
<b>Subsidy</b>	\$1,087,000	\$386,000	\$987,000	\$241,000	\$2,699,000	\$1,328,000

### 6.2.1 Near-term 2022

In this start-up year, Option A, the conceptual service plan, has 971 weekday riders, start-up costs of \$3.4 million, and an operating subsidy requirement of \$1,087,000. On the other hand, Option B, which assumes a northern terminus at Martinez instead of Suisun, has about 10 percent fewer daily riders, lower capital costs (one less bus needed), and a much lower required subsidy of \$386,000 (due to a shorter route and fewer vehicle miles). The route Option B would take is shown in **Figure 24** below. Capital costs in this year include \$478,000 for construction of a bus stop at the Bollinger Canyon PNR serving Bishop Ranch.

<sup>37</sup> <https://fasterbayarea.org/>

Figure 24. Route Option B – Martinez Terminus





### 6.2.2 Mid-term 2027

In this year, Option A, the conceptual service plan, has 1,635 weekday riders, \$12.7 million in capital costs (new hydrogen buses and a fueling station), and an operating subsidy of \$1 million. On the other hand, Option C, which assumes half of the buses terminate at Suisun (skipping Martinez) and the other half at Martinez, has about five percent more riders (due to faster transit times between the Walnut Creek BART Station and Suisun), less capital cost (one less bus), and one-quarter the required subsidy (due to fewer overall vehicle miles).

### 6.2.3 Long-Term 2040

In this year, Option A, the conceptual service plan, has 1,885 weekday riders, \$13 million in capital costs (new fleet of hydrogen buses), and an operating subsidy of \$2.7 million. On the other hand, Option D, which assumes half of the buses terminate at Suisun (skipping Martinez) and the other half at Martinez, has about 10 percent more riders (due to faster transit times between the BART Walnut Creek station and Suisun), less capital cost (one less bus), and one-half of the required subsidy (due to fewer overall vehicle miles).

In addition to the above, SolanoExpress and County Connection are proposing modifying existing bus routes and having a coordinated transfer point at the Walnut Creek BART Station. Specifically, SolanoExpress is envisioning extending its Blue Line service between Sacramento Valley Station and the Pleasant Hill/Contra Costa Centre BART Station to the Walnut Creek BART Station. The Pleasant Hill/Contra Costa Centre BART Station will no longer be a Blue Line stop. The service change is planned for the summer of 2021.

This extension will greatly enhance service through inter-agency coordination and will improve service to Bishop Ranch, the largest single-point employer in the northern half of the I-680 corridor. Coordination between the agencies can provide an immediate opportunity for a seamless transfer at Walnut Creek. Connection protection and coordination of schedules are currently being researched by both agencies. The SolanoExpress Yellow Line service already links the Walnut Creek BART Station with the Vallejo Transit Center. In the near future the Yellow Line also will not stop at Pleasant Hill/Contra Costa Centre BART.

Moving ahead, SolanoExpress, County Connection, and Wheels will continue working together to enhance mobility in the I-680 corridor. This enhanced coordination will also compliment the new Express Bus service envisioned for the corridor. The route map for future Blue Line service and Yellow Line service can be seen in **Figure 25**.

Figure 25. Future SolanoExpress Blue Line Service and Yellow Line Service



Source: Solano Transportation Authority

## 6.3 Next Steps for I-680 Express Bus Service Implementation

In 2022, Option B with a northern terminus at the Martinez Amtrak Station will cost \$480,000 less to implement than Option A with a northern terminus at the Suisun Amtrak station. Furthermore, Option B has a required subsidy \$701,000 less than Option A, while carrying 90 percent of Option A's forecasted ridership in that year. Accordingly, it appears to be the more appropriate option for start-up of Express Bus service. A schedule for Option B appears as **Appendix F**.

In the future, however, the Sonoma-Marin Rail Transit service may extend east of its north-south Larkspur-Novato-Petaluma-Santa Rosa route across the North Bay and through American Canyon to the Suisun Amtrak Station in order to connect with the *Capitol Corridor* service. SMART's feasibility study of the service extension assumes two options for implementation between the Novato-Hamilton SMART station and the Suisun Amtrak station. Option 1 would employ used conventional locomotive-hauled, push-pull trainsets and four round trips per day, with a capacity to carry 2,100 passengers daily. Option 2 would use diesel multiple unit (DMU) self-propelled rail cars, making 10 round trips per day, with a capacity to carry 5,400 passengers daily. At Novato, riders would have a cross-platform transfer to north-south SMART trains. A SMART platform would be required at Suisun for those transferring to and from *Capitol Corridor* trains. While Option 2 assumes DMUs, like those which SMART uses today, other technologies such as hydrogen-powered and even battery-powered electrical multiple units (EMUs) may be available. While the study does not identify a specific date, it notes that implementation could occur six years after funding for the new service becomes available <sup>38</sup>.

If and when SMART comes to Suisun, the extension of I-680 Express Bus service to Suisun may make sense. Options C and D, with service split between a Martinez and Suisun in 2022 and 2040, would provide many opportunities for transfers between the new SMART trains and the I-680 Express buses at Suisun, offering a two-seat ride between Novato and the Tri-Valley Hub.

More immediately, however, next steps for the Express Bus service include securing a funding source for implementation and covering ongoing subsidies, as revenues will be less than operating costs. Also, the service needs a governance structure,

<sup>38</sup> Passenger Rail Service Novato to Suisun City, SMART, May 2019, <https://sonomamarintrain.org/sites/default/files/Board/COC%20Documents/SMART%20-%20Passenger%20Rail%20Service%20Novato%20to%20Suisun%20City%20-%20Report.pdf>



which could include the three service providers on the corridor today: Livermore Amador Valley Transit Authority (Wheels), Central Contra Costa Transit Agency (County Connection), and the Solano Transportation Authority (SolanoExpress).

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## Chapter 7 - Potential Improvements at Tri-Valley Hub

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This chapter discusses physical and operational improvements enhancing the ability of the Dublin/Pleasanton BART Station to handle more demand with improvements facilitating more buses, active transit, and pedestrians. With the advent of Valley Link regional rail connecting with BART at the Dublin/Pleasanton Station, there logically will be more transfers to and from transit at the station than there is today. While most Valley Link riders will be bound for BART destinations, some will seek to transfer to local transit for furtherance to Tri-Valley work centers, shopping, and other venues. Also, continued growth in population and jobs in the Tri-Valley will likely generate more Dublin/Pleasanton Station users who will come to the station by various means: local transit, bike, scooter, or on foot.

In sum, the station will become more than BART's Blue Line terminus. The station will perform the role of a transit hub, where various modes and operators connect. Indeed, this study identifies the station as the Tri-Valley Hub, called for in the 2018 *California State Rail Plan*. The improvements described below are aimed at making this hub more capable of handling the increasing demand in ways that are useful for BART, Valley Link, and connecting transit riders and area residents.

This following narrative first summarizes the planned developments surrounding the Dublin/Pleasanton BART Station as well as the start-up of Valley Link. Next, the existing bus transit parking facilities, wayfinding, and bicycle storage facilities at the station are noted. Subsequently, the narrative it posits several ideas for improvements in bus handling capacity, circulation, wayfinding, and active transit facilities that could be considered as a demand for must buses and improved multimodal access increases. Improvements are envisioned for both the north or Dublin side of the station and the south or Pleasanton side of the station. The two sides are connected by the "tunnel", i.e., the I-680 and BART overcrossing of Iron Horse Trail.

It is important to emphasize that additional work and coordination among BART, other transit service providers at the station, and the local jurisdictions (the cities of Dublin and Pleasanton) need to occur before any of the identified concepts advance to further development or implementation.

### 7.1 Planned Development Surrounding the BART Dublin/Pleasanton Station

#### 7.1.1 Catalysts for Development

As previously noted, the purpose of this chapter is to identify improvements to transit, bike, and pedestrian access to the Dublin/Pleasanton BART Station as utilization of the facility increases. Two catalysts for such an increase would be (1) the implementation of Valley Link rail service terminating at the station in 2028 and (2) the growth in population and employment in the Tri-Valley area and, more specifically, in the areas surrounding the Dublin/Pleasanton BART Station.

While the vast majority of Valley Link riders will seek transfer to BART trains, it is logical to assume that there will be transfers to local transit at the station as riders seek to access local employment and other activity centers. The service will offer high-frequency rail service between northern San Joaquin County communities and the BART Dublin/Pleasanton terminus. Frequencies will increase over time, and the service may be extended to Stockton. The service will provide an alternative to driving on chronically congested I-680 over Altamont Pass. Start-up for the service could occur as soon as 2028, according to the Tri-Valley San Joaquin Valley Regional Rail Authority, sponsor of Valley Link.

A map of the Valley Link route appears as **Figure 26**.

**Figure 26. Planned Valley Link Service**



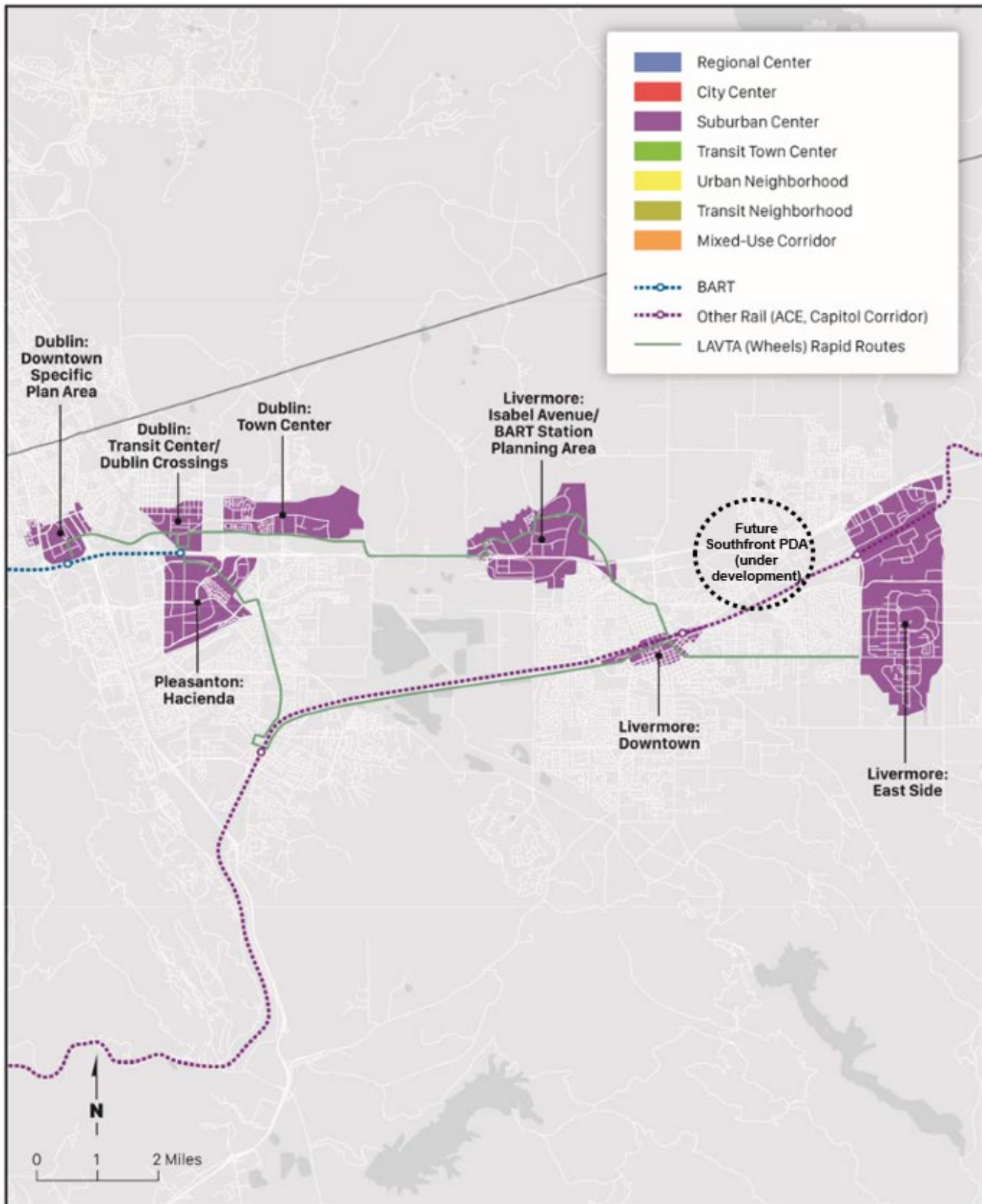
Source: <https://www.valleylinkrail.com/>

As noted in Chapter 1, the summary of existing and future conditions, both jobs and population in the Tri-Valley are forecasted to grow dramatically between 2020 and 2040, as seen in Table 4. On a percentage basis, jobs will grow faster than the population.

### 7.1.2 Developments near the Tri-Valley Hub

**Figure 27** shows the various mixed-use developments planned for the Tri-Valley area, including two that are adjacent to the Dublin/Pleasanton Station: Dublin Crossings and Pleasanton BART Transit Village at the BART Dublin/Pleasanton Station and the Hacienda Business Park. The Southfront Priority Development Area (PDA) development is also noted.

Figure 27. Developments Planned for the Tri-Valley Area



Source: [https://www.alamedactc.org/wp-content/uploads/2018/11/2017\\_AlamedaCounty\\_PDA\\_IGS.pdf](https://www.alamedactc.org/wp-content/uploads/2018/11/2017_AlamedaCounty_PDA_IGS.pdf)

Note: Figure modified by AECOM to indicate Southfront PDA.



The *Dublin Crossings Specific Plan* envisions up to 1,995 residential units, up to 200,000 square feet of commercial uses, a 30 net-acre community park, neighborhood park land, and a school site. A concept of the Dublin Crossings developed appears in **Figure 28**.

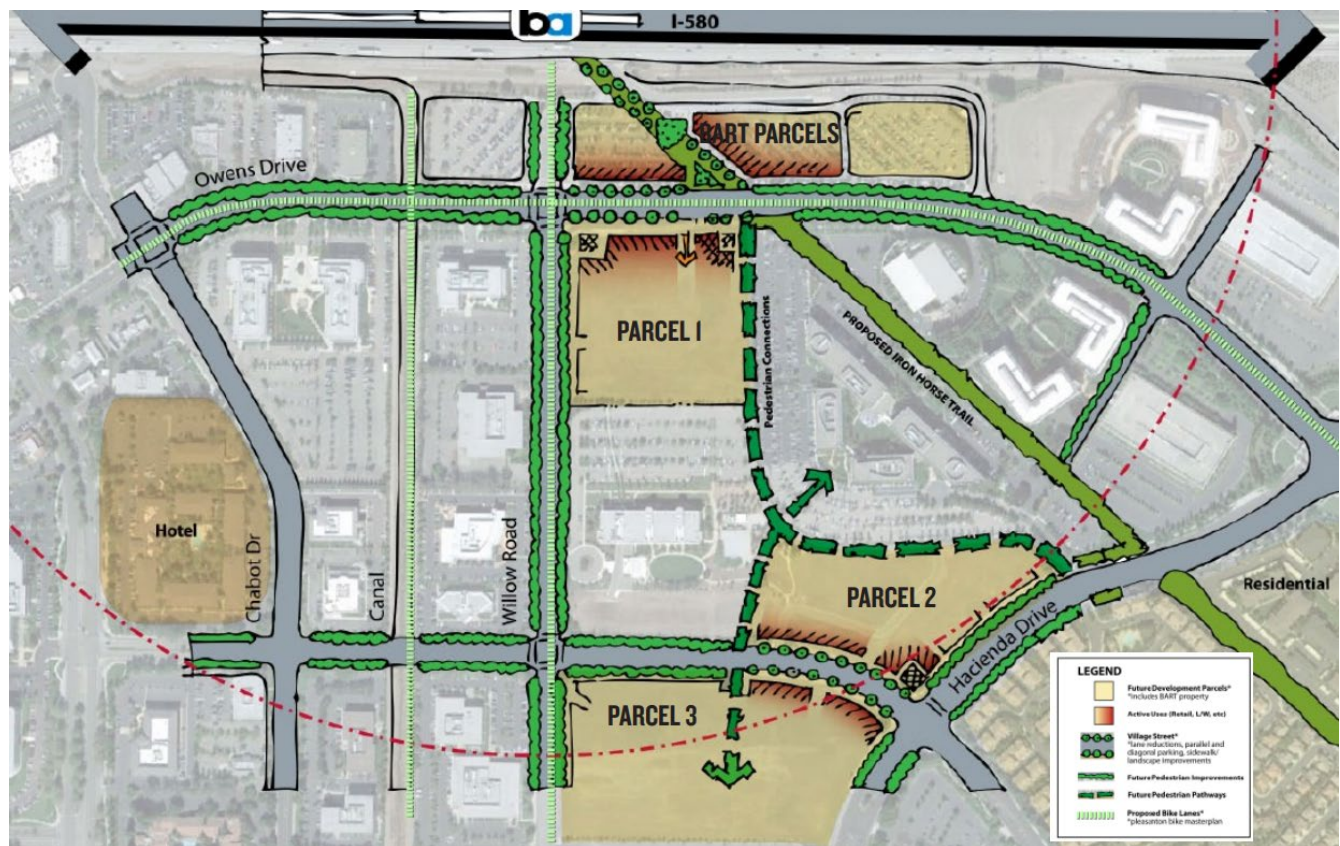
**Figure 28. Dublin Crossings Development**



Source: <https://dublin.ca.gov/DocumentCenter/View/14502/Dublin-Crossing-SP-2017?bidId=>

The Pleasanton BART Transit Village creates overlay zones for three parcels in the Hacienda Business Park and BART Dublin/Pleasanton station property to allow for the incremental development of a transit-oriented development (TOD) village around the station. A concept drawing of the Pleasanton BART Transit Village appears in **Figure 28**.

**Figure 29. Dublin/Pleasanton BART Transit Oriented Development**



Source: [https://www.vmw.com/wp-content/uploads/1026-PLEASANTON\\_TOD.pdf](https://www.vmw.com/wp-content/uploads/1026-PLEASANTON_TOD.pdf)

### 7.1.3 Transit Improvements Likely to Be Needed

Given the start-up of Valley Link and consequent transfers to local transit in addition to BART, the general growth in jobs and population in the Tri-Valley area, and planned TOD communities adjacent to BART's Dublin/Pleasanton Station, it is reasonable to conclude that the demand for transit services at the station will increase, and that the role of that station will shift from a BART terminus to a true transit hub – that is, to a Tri-Valley Hub. The sections that follow envision as-needed improvements at the station to help with its transition to a Tri-Valley Hub. These include improvements to transit access, circulation, and active transit facilities (bikes and micro-transit). Some or all may be needed, or perhaps none at all, if existing capacity proves sufficient to handle the demand.

In all likelihood, however, capacity improvements will be needed to some extent, as too much is happening around the station for demand not to grow. Furthermore, attention should be paid to how well the improvement would work. That is to say, improvements should be designed and implemented with the transit user in mind. They should be attractive and convenient so as to encourage their use. While design considerations themselves are beyond the scope of the current effort, attention to design is an important consideration for a successful implementation.

## 7.2 Existing Facilities and Planned Improvements

### 7.2.1 Existing Facilities

Listed below is a summary of the existing bus bays, wayfinding, and bike parking at the Dublin Pleasanton BART Station.

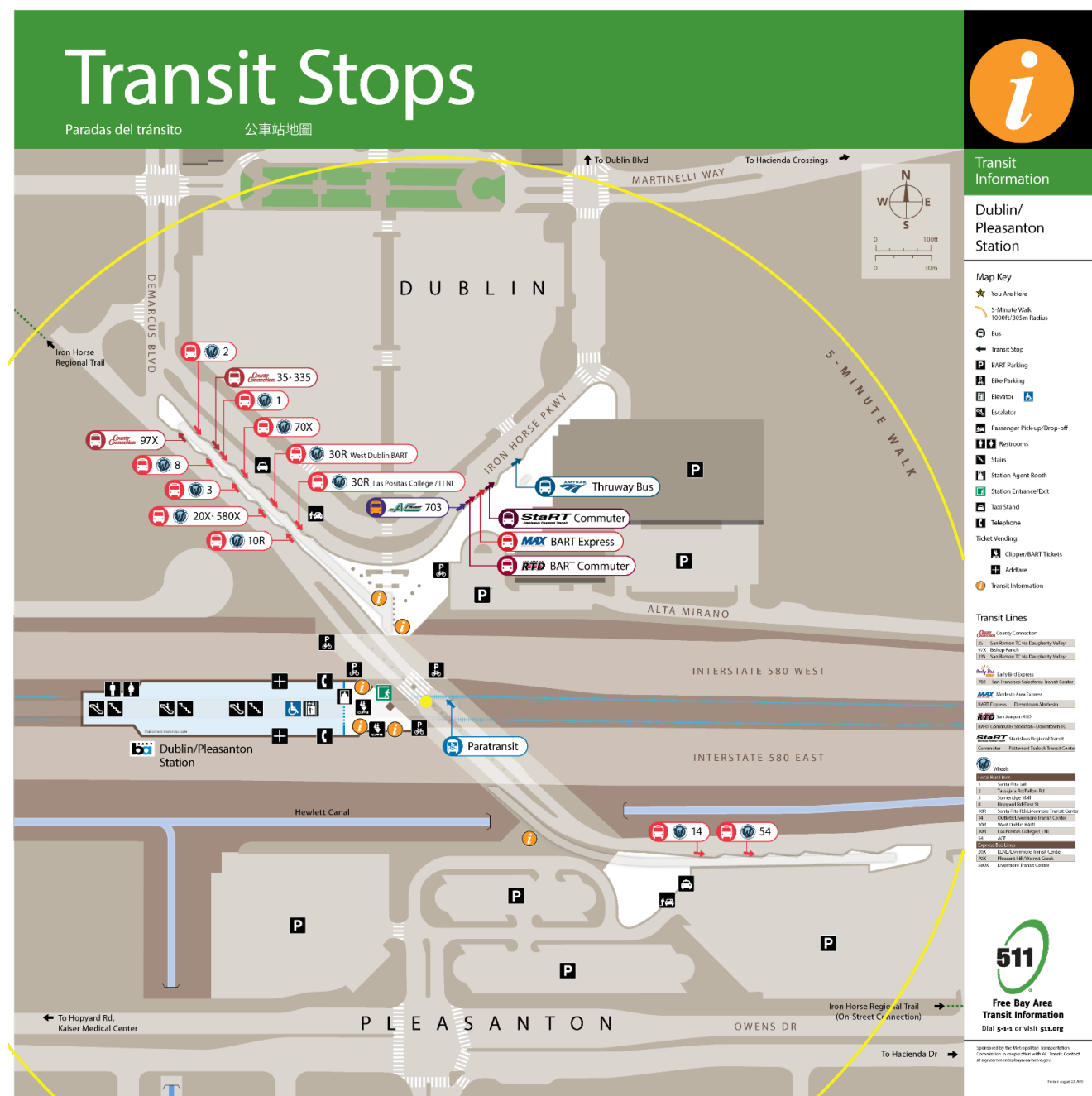
#### Bus Bays

The map appearing as **Figure 30** is from the 511 Free Bay Area Transit Information site and identifies the bus bays utilized by County Connection (operated by the Central Contra Costa Transit Authority), Wheels (operated by Livermore Amador Valley Transit Authority), Amtrak Thruway, and StaRT Commuter (operated by Stanislaus Regional Transit), MAX BART



Express (operated by Modesto Area Express), RTD BART Commuter (operated by San Joaquin Regional Transit District), and AC Transit. Bus bays serve external circulation: they provide a means for bringing people to and from the station by bus.

**Figure 30. Existing Bus Transit Facilities at Dublin Pleasanton Station**



Source: 511 SF Bay Area

*Note: Figure modified to show SAV parking zone and slightly larger 5-minute walking radius.*

There are 10 bus bays on bus island located in the northwestern quadrant of the Dublin side of the station north of I-580 freeway. These are utilized by County Connection and Wheels. A visit to the facility showed that spaces for Wheels Routes 1 and 2 have flipped positions since this map was developed.

There are two bus bays just to the east along Iron Horse Parkway, just west of the BART parking structure. These are utilized by Amtrak Thruway, StaRT, MAX BART Express, and RTD BART Commuter (RTD Route 150), and AC Transit.

Lastly, there are five bays along a bus island on the Pleasanton side of the station south I-580. Two of these are used by Wheels buses daily. A third bus bay is used about one month a year by Wheels Route 52, which operates between the station and the Alameda County Fairgrounds during the County Fair in June and July.

Wheels Routes 14, 52 (the seasonal bus not shown above), and 54 utilize the Pleasanton side bus bays. All other routes from other directions use bus bays on the Dublin side.

## Wayfinding

As seen in Figure 28, there are five information signs and kiosks or signs at the station:

- Three wall mounted signs inside the interior of the BART station.
- Two kiosks in the plaza just outside the I-580/BART overcrossing on the Dublin side.
- One kiosk in the plaza just outside the I-580/BART overcrossing on the Pleasanton side.

These signs and kiosks display the location of bus bays and other station amenities to orient the rider, as well as point reader to either the Dublin or Pleasanton side of the station. They also display BART and connecting transit bus route information, as seen in **Figure 31**.

**Figure 31. Information Kiosk outside the BART Station Entrance**



## Bike Storage

Bike storage exists at the entrance to the BART station, as seen in **Figure 32**. There are 68 on-demand BikeLink lockers and 24 keyed lockers located at the station. Bike racks are also available. Such facilities exist on both sides of Iron Horse Trail in the tunnel. Bike lockers and racks are available on a first come, first served basis. As of 2019, utilization of these bike facilities averaged 92 percent full. This data is based on BART's annual utilization survey.



**Figure 32. Bicycle Lockers outside of BART Station Entrance**



### **Parking and Drop-off**

Paid parking is available in several surface parking lots on the Dublin and Pleasanton sides of the station. There is also a large parking structure on the Dublin side. There is a total of 2,886 spaces available, and all parking is paid parking.

ADA parking is also available on both sides of the station. On the Dublin-side the ADA parking is on the east side of the transit plaza at the north end of the tunnel. On the Pleasanton side, the parking is along the south side of the bus bay island.

Taxi parking and parking for Transportation Network Companies (TNC) like Uber and Lyft are available on both sides of the station. These facilities are located adjacent to pick-up and drop off areas. Employer shuttles use these facilities as well.

## **7.2.2 Planned Improvements**

### **Dublin/Pleasanton Bicycle and Pedestrian Access Improvements**

According to BART <sup>39</sup>, this project is to improve bicycle and pedestrian access to the Dublin/Pleasanton BART Station, with the following goals:

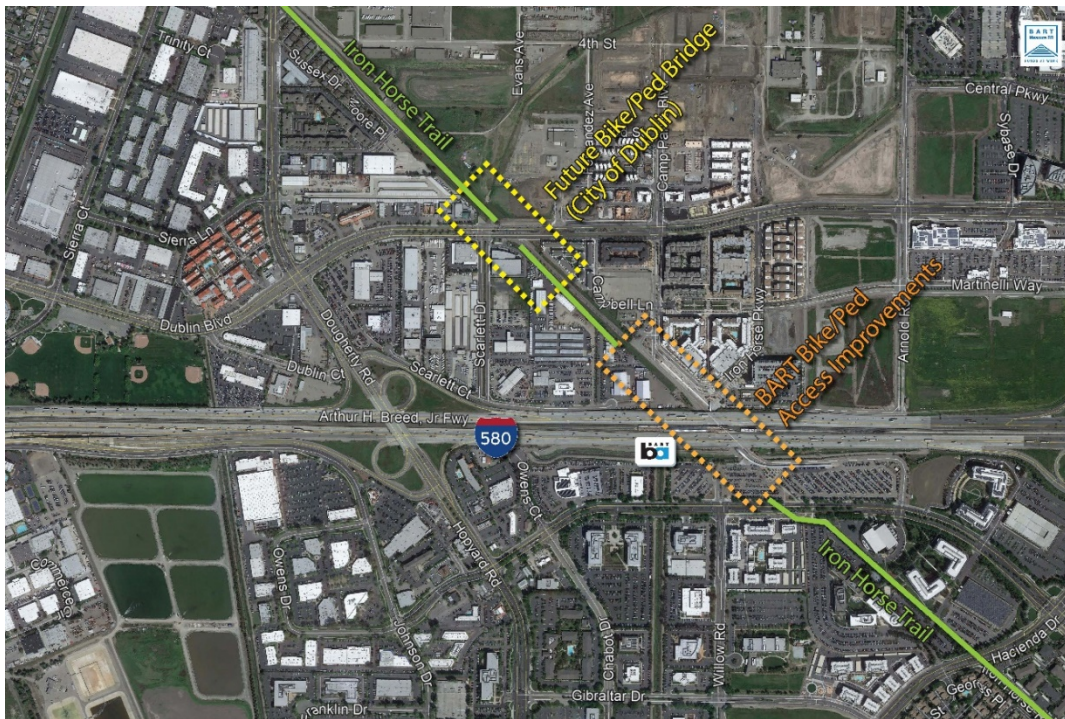
- Close the gap in the Iron Horse Trail so that BART riders can use it for recreation and access the broader network of trails and green spaces in the area.
- Advance the 2016 BART Station Access Policy goals (safer, healthier, greener) and targets (52 percent active access by 2025).
- Separate pedestrian and bicyclist traffic to improve safety and comfort.

<sup>39</sup> <https://www.bart.gov/about/planning/station-access/dublin-pleasanton-bike>

In parallel to BART's project, the city of Dublin is advancing design for a bicycle and pedestrian bridge over Dublin Boulevard and other improvements to the trail segment immediately north of the BART station area which will close another significant gap in the trails network. The project area is shown in **Figure 33**.

The project aims to support recreational trips on the trail, including for users who take BART to the trail and for existing users who bike and walk on the trail to BART. The project also aims to make walking and biking to and from BART a better, more attractive option for more people who can and want to walk and bike.

**Figure 33. Planned Dublin/Pleasanton Bicycle and Pedestrian Access Improvements**



Source: BART

### New Parking Garage

The County of Alameda General Services Agency (GSA) and the Livermore Amador Valley Transit Authority intend to build a new parking structure on an undeveloped County-owned property adjacent to the Dublin/Pleasanton station. The proposed Dublin Transit Center Parking Garage Project will have a capacity for over 500 parking spaces for Tri-Valley area commuters, including priority vanpool parking and Electric Vehicle (EV) charging stations, to promote and increase BART ridership and to advance the Dublin/Pleasanton BART Capacity Improvement and Congestion Reduction Program. It will also have six berths for LAVTA buses. The garage will provide approximately 28 secured bicycle parking or storage spaces. Furthermore, motorists can exit I-580 and park at the new garage to ride the I-680 Express Bus service, the other focus of the current project.

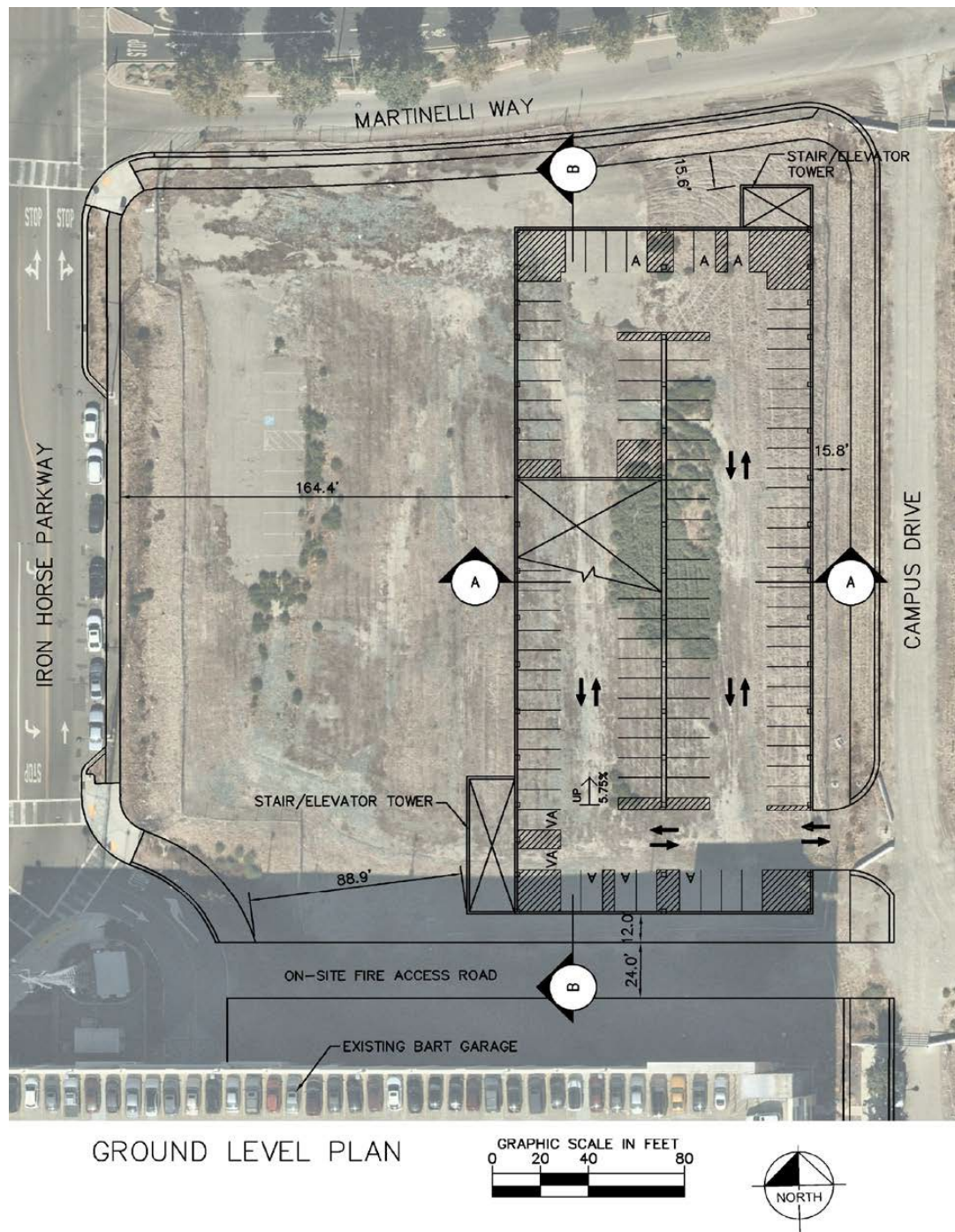
Funding for the garage is coming from the California State Transportation Authority's Transit and Intercity Rail Capital Program (TIRCP).

The garage will be located north of the existing BART parking structure on half a parcel between Iron Horse Parkway and Campus Drive, south of Martinelli Way, as seen in **Figure 34**. The parking lot will be a state-of-the-art convertible structure. If parking were no longer needed in the future as technology advances, the structure can be turned into additional housing or office space <sup>40</sup>.

<sup>40</sup> [https://www.independentnews.com/news/parking-garage-will-be-built-at-dublin-bart/article\\_db65549a-4e51-11e8-9ae0-03754b3ce094.html?utm\\_medium=social&utm\\_source=email&utm\\_campaign=user-share](https://www.independentnews.com/news/parking-garage-will-be-built-at-dublin-bart/article_db65549a-4e51-11e8-9ae0-03754b3ce094.html?utm_medium=social&utm_source=email&utm_campaign=user-share)



**Figure 34. Site Plan for the Dublin Transit Center Parking Garage**



Source: County of Alameda

## 7.3 Potential Improvements

This section and those that follow discuss potential improvements to the Dublin Pleasanton BART Station aimed at enabling the facility to handle more bus-to-rail transfers as well as pedestrians and bikes. Most of the improvements will be within the station area footprint itself. Accordingly, all such improvements will need to comply with BART's Multimodal Access Design Guidelines, published by BART in August 2017 <sup>41</sup>.

<sup>41</sup> [https://www.bart.gov/sites/default/files/docs/BART%20MADG\\_FINAL\\_08-31.pdf](https://www.bart.gov/sites/default/files/docs/BART%20MADG_FINAL_08-31.pdf)

BART's Design Vision per its Station Experience Design Guidelines webpage is as follows: "BART stations will provide an excellent customer experience through high quality, unified design that reflects a world-class transportation system. Station design will enable regular, infrequent, and new BART customers of all backgrounds and abilities to easily access and navigate through the BART system and connecting mobility services to reach their destination. Consistent and high-quality design at stations shall contribute to a strong systemwide identity—increasing ridership, customer satisfaction, and BART's brand value—while optimizing system safety, operational efficiency, and revenue generation."<sup>42</sup>

### 7.3.1 More Bus Bays

Regarding bus bays, the priority should be to fully utilize existing facilities. There are three bus bays which serve no particular routes during most of the year. These are all on the Pleasanton-side bus island. New routes should be directed there first, as they are implemented. Alternatively, the assignments of buses could be reshuffled depending on destinations and runtimes. But if existing capacity there is consumed up over time, there are at least five alternatives for new bus bays can be considered. The concept would be scalable, that is, the bus bays could be implemented incrementally as conditions warrant and allow. These solutions are presented visually in **Figure 35** and discussed below.

#### Alternative A

This solution envisions at least two bus bays along the Iron Horse Parkway and just south of Martinelli Avenue. The bays would be just west of the proposed site for new low-income housing units.

#### Alternative B

This solution would convert a small paid parking area in the northwest quadrant of the station area into bus bays and a layover area with a bathroom facility for driver. This solution, however, would be dependent on the development of the planned Dublin/Pleasanton Bicycle and Pedestrian Access Improvements. Such development would preclude new bus facilities at this location.

#### Alternative C

This solution would convert existing employee and ADA parking northwest of the BART station entrance. This solution would require replacing these parking spaces, perhaps at the planned Dublin Transit Center Parking Garage. It would also require a new driveway to exit the new bus facility onto northbound Iron Horse Parkway.

#### Alternative D

This solution would provide an additional bus island with at least two bus bays east of the existing Pleasanton-side bus island. The new island and bus bays would be constructed in such a way as to prevent any displacement to existing parking at this location.

#### Alternative E

On the other hand, the south side of the existing bus island, seen in **Figure 36** below, can be converted into bus bays. With the conversion, the existing ADA parking spaces will need to be relocated, possibly to the Pleasanton-side BART surface parking lot west of Iron Horse Parkway closest as possible to the tunnel and in the area of the existing TNC, Taxi, and Kiss-and-Ride Passenger Zone. Buses using bus bays on the south side of the existing bus island would enter the BART station from the south, off Owens Drive, and would also leave the station via Owens Drive.

### Potential Implementation

Any of the bus bay concepts noted above would appropriately be considered for implementation once the existing bus bay capacity is utilized. As noted, at least two bus bays on the Pleasanton side are unoccupied. Presumably the first improvement would be new spaces along northbound Iron Horse Parkway, as no major reconstruction would be required.

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<sup>42</sup> [https://www.bart.gov/about/planning/station\\_experience\\_design\\_guidelines](https://www.bart.gov/about/planning/station_experience_design_guidelines)



Figure 35. Alternative Bus Bays



**Figure 36. South side of the Pleasanton-side Bus Island and ADA Parking**



### 7.3.2 AV Shuttles and Routes

LAVTA today is testing Autonomous Vehicle (AV) shuttles on a reverse L-shade loop route between the ADA and employee parking lot, just to the north and east of the BART station entrance, and Martinelli Avenue and Arnold Road. It can carry about six sitting and six standing passengers. At the present time, testing requires a safety attendant aboard the vehicle to ensure safety and monitor the AV shuttle's progress. AVs could be deployed for either internal station circulation or to link the station with activity centers (dense housing areas, workplaces, and retail outlets). The AV vehicle appears in **Figure 37**.



**Figure 37. South side of the Pleasanton-side Bus Island and ADA Parking**



Source: [Mass Transit Mag](https://www.masstransitmag.com/alt-mobility/autonomous-vehicles/press-release/21146238/transdev-north-america-transdev-partners-with-lavta-to-begin-testing-of-its-shared-avs) <sup>43</sup>

### Shuttles for Internal Circulation

Two concepts to deploy these AV shuttles in regular service at the Dublin/Pleasanton BART station were developed. One is to provide for motorized circulation within the facility, as seen in **Figure 38**. The AV shuttles could connect all the proposed locations for new commuter and transit bus bays along with the planned Dublin Transit Center Parking Garage. Accordingly, riders parking at the garage could board an AV shuttle for a ride to the entrances to BART and Valley Link. Such a conveyance would be important in the case of ADA parking being relocated to the Dublin Transit Center Parking Garage from the Dublin-side employee parking area.

<sup>43</sup> <https://www.masstransitmag.com/alt-mobility/autonomous-vehicles/press-release/21146238/transdev-north-america-transdev-partners-with-lavta-to-begin-testing-of-its-shared-avs>

**Figure 38. AV Shuttle Circulation Concept in the Dublin/Pleasanton Station**



### Shuttles Linking Station with Nearby Development

Alternatively, the AV shuttle could be deployed on its existing route to provide access between the Dublin/Pleasanton Station and shops, stores, and work centers just outside of the station area. For example, an Ikea store is planned for the parcel between Martinelli Way and I-680 and between Arnold Road and Hacienda Drive. Furthermore, there are numerous shops in the Persimmon Place commercial development north of Martinelli Way and between Arnold Road and Hacienda Drive. Business complexes are also planned further to the north. All these stores, shops, and office space could be linked to the Dublin/Pleasanton Station with an AV Shuttle operating to and from the station, as seen in **Figure 39**.

### Potential Implementation

The widespread adoption of AV technology may not be far off. Still, the AV concepts noted above are not fully realizable in the near-term. Practically speaking, AV shuttles for internal station circulation could be considered once the Dublin Transit Center Parking garage is up and running. Likewise, the AV shuttles linking the station with nearby development could be considered once those developments are in place.



**Figure 39. Future AV Shuttle Loop to Persimmon Place Shopping Center**



### 7.3.3 Improved Wayfinding, Active Transit and Other Facilities

Noted below are various improvements that could benefit both existing and future station users. Accordingly, they could be implemented at any time – provided that they are supported by BART, other transit service providers, and the cities of Dublin and Pleasanton; and that funding is available.

#### Electronic Wayfinding

As noted previously, there are information kiosks at various locations at the Dublin/Pleasanton Station directing BART riders to connecting transit. These are static displays. The transit information is printed as a paper poster, and the poster is inserted into the kiosk and then overlaid with a plastic cover. The posters are changed manually as the transit information changes.

An alternative to static displays would be electronic signs, which can post the latest information on bus locations, departure times, estimated times of arrival, and other helpful information for riders in real time. Electronic signs, such as appears in

**Figure 40**, can also display BART train arrival and departure information. While no manual changing of information posters is required, these signs require ongoing maintenance. As compared to static informational displays, they are expensive to install, requiring underground wiring for power.

**Figure 40. Electronic Information Display at the BART Berkeley Station Entrance.**



Source: [BART](https://www.bart.gov/stations/dbrk) <sup>44</sup>

These electronic signs can be placed at locations most convenient for riders. As seen in **Figure 41**, such spots, represented by green dots, would include where kiosks exist today, plus at several more remote locations. These spots include at the planned Dublin Transit Center Parking Garage, new bus bays along Iron Horse Parkway just south of Martinelli Way, existing bus bays along Iron Horse Parkway just west of the BART Parking Garage, in the plaza near the Dublin-side bus bays, at new bus bays at the existing paid parking facility in the northwest quadrant of the station area adjacent to Iron Horse Trail, at the entrance to the BART station, and two on the Pleasanton-side along or near the existing and proposed bus islands.

The design and placement of electronic wayfinding displays should be consistent with principles articulated in *Regional Transit Wayfinding Guidelines and Standards*, published by the Metropolitan Transportation Commission in August 2019 <sup>45</sup>.

Such signs could be implemented today at the BART entrance and at the transit plazas north and south of the tunnel entrance. Other signs would need to wait until new bus bays and the future Dublin-side garage are implemented.

<sup>44</sup> <https://www.bart.gov/stations/dbrk>

<sup>45</sup> [https://mtc.ca.gov/sites/default/files/MTC\\_WayfindingGuidelines\\_2019.pdf](https://mtc.ca.gov/sites/default/files/MTC_WayfindingGuidelines_2019.pdf)



**Figure 41. Potential Electronic Information Display Locations and Bike/Scooter Storage Location at Dublin/Pleasanton Station.**



### Improved Bike and Scooter Parking

As previously noted, bike racks and lockers are found at the entrance to the BART station on both sides of the tunnel and are represented by a red dot in the figure above. As use of the station increases, so will use of these facilities increase. They can be expanded to include a pick-up and drop-off area for electric scooters as well. As these improvements are not dependent on other physical improvements, they can be added as soon as the capacity for existing facilities is fully utilized.

### Other Pedestrian and Bike Improvements

Planned pedestrian and bike improvements are noted above. It is important to note that access and egress for pedestrians is supported by several clearly marked facilities on either side of the station. These include Iron Horse Trail. There are also sidewalks both sides of Iron Horse Parkway and DeMarcus Boulevard. Parts of these walkways have fixed overhead covers which provide pedestrians with shade in the summer and rain protection in the winter.

One improvement to these facilities could be a fixed cover above the sidewalk between the BART tunnel entrance on the Dublin side and both the existing BART garage and the planned Dublin Transit Center Parking Garage. The cover would be of the same type that exists on the Pleasanton side of the station, seen in **Figure 42**.

The improvement would serve pedestrians going between both BART and Valley Link and the two garages. It would also serve pedestrians going between BART/Valley Link and RTD, AC Transit, MAX, StaRT and Amtrak Thruway buses parked along the south side of Iron Horse Parkway.

Furthermore, were the Alternative B bus bays to be built, a similar overhead cover could be installed above Iron Horse Trail to offer pedestrians and cyclist protection from the elements as well.

Should the Alternative C bus bays not be implemented, and should the AV shuttle stop be retained at its current location in the employee parking area, the overhead structure could shelter waiting shuttle riders from the sun and the rain.

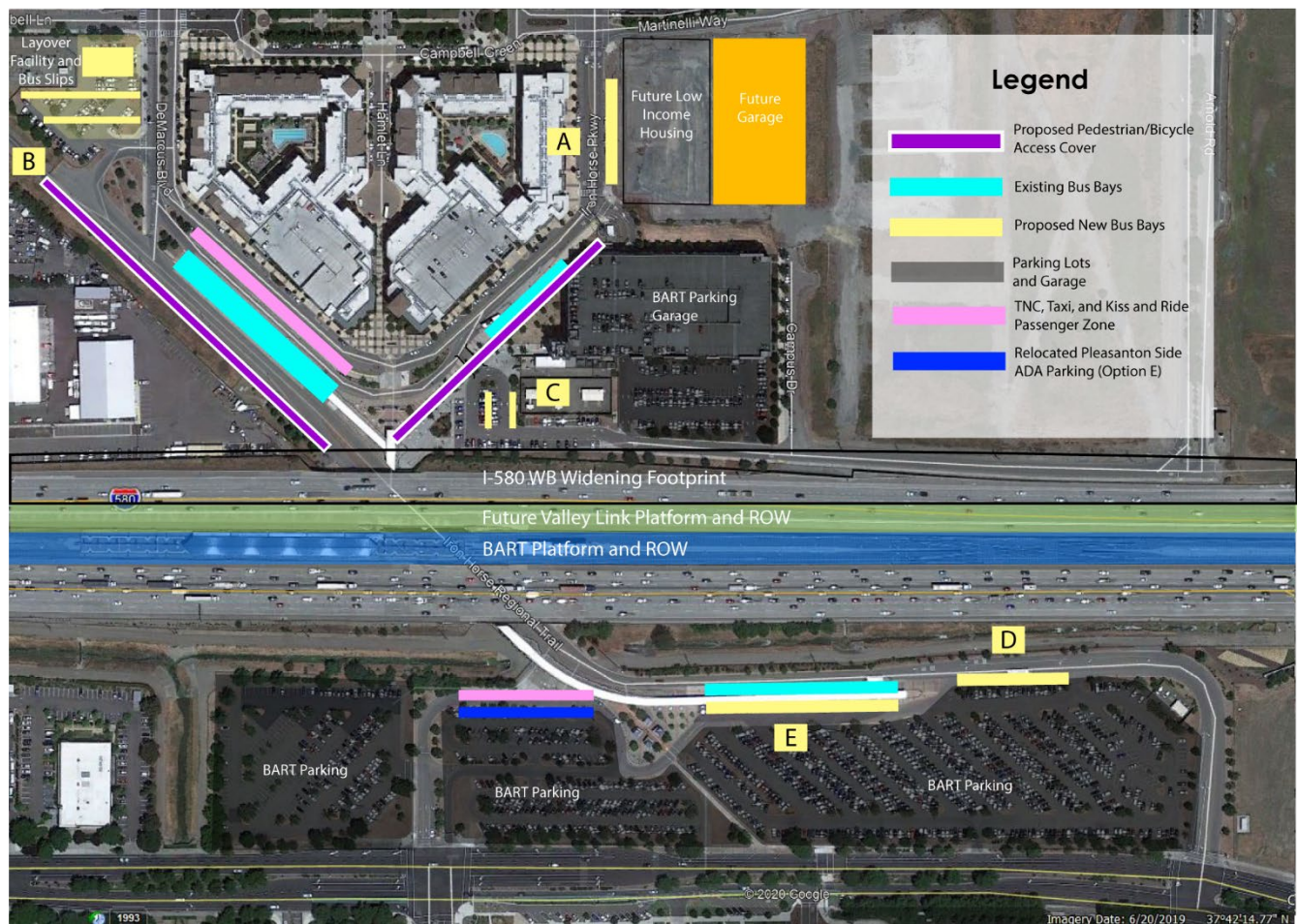
The aforementioned improvements are shown in **Figure 43**. As these improvements are not dependent on other physical improvements, they can be added at any time.

**Figure 42. Overhead Cover Pleasanton Side of Station**





**Figure 43. Overhead Cover Added to Dublin Side of Station**



### Shuttle Bus and TNC Parking Opportunities

As noted above, employer shuttles and TNC parking are accommodated on both side of the station. While no specific improvements for these uses are anticipated in this analysis, it is conceivable the employer shuttles can be directed to new bus bays at proposed location Alternatives A through E when implemented, at least until these bays are fully subscribed by transit services. Doing so would free space at TNC designated areas on both sides of the station.

### Related Highway Improvements

While not specific to the Dublin/Pleasanton BART Station, various improvements are planned for I-205 and I-580 that will help improve San Joaquin RTD commuter services and other transit services accessing the station.

For I-205, the San Joaquin Council of Governments (SJCOC) is the lead agency for a Managed Lane Project that will consider various options including High Occupancy Toll (HOT), reversible lanes, autonomous vehicle lanes, bus-only lanes, passenger rail improvements, as well as High Occupancy Vehicle (HOV) lanes in both the westbound and eastbound directions between the I-580/Grant Line Road Interchange (post mile (PM) R1.3) in Alameda County (Caltrans District 4) and I-5 located at PM R12.5 in San Joaquin County (Caltrans District 10). The current I-205 facility is six lanes, and this project will add two lanes for a total of eight lanes (four lanes in each direction).

There are also several I-580 interchange projects in various stages of planning and project delivery that will improve the safety and operations along the highway corridor.

## 7.4 Costs of Dublin/Pleasanton Improvements

The capital cost estimates listed in this section are based on general assumptions for infrastructure and construction; they are presented as conceptual cost estimates. A contingency is included for each item, and construction costs are based on a percentage of the total itemized infrastructure costs.

### 7.4.1 Costs for More Bus Bays

**Table 20** below summarizes the costs associated with each bus bay alternative. Construction of all alternatives require Portland concrete cement (PCC) pavement that can withstand bus movements.

**Alternative A** requires less site work than the other alternatives, resulting in a lower overall cost; it provides sufficient space for two sawtooth bus bays (approximately 145 feet).

**Alternative B** is the most robust alternative, adding a restroom and layover facility for drivers and passengers, as well as repaving the existing northwest BART lot with PCC paving. This alternative adds sufficient space for six sawtooth bus bays. However, it may be precluded by BART's development plans for the site.

**Alternative C** would require repaving the existing employee parking lot with PCC and relocating the employee parking. Due to the circulation pattern required, a new access road to Iron Horse Parkway would need to be added, bisecting the sidewalk along Industrial Parkway so buses could flow out of the site. With various configurations, Alternative C could accommodate two to three bus bays.

**Alternative D** proposes a new bus island on the southeast side of the station. This site could accommodate two sawtooth bus bays.

**Alternative E** proposes the conversion of ADA parking on the south side of the Pleasanton side bus island to bus bays, plus relocation of ADA parking nearer to the tunnel entrance.

**Table 20. Cost Summary by Scenario in 2020 Dollars**

Scenario	Approx. new Bays	Cost (\$K)	Cost per Bay (\$K)
Alternative A	2	\$ 598	\$ 299
Alternative B	6	\$ 1,930	\$ 322
Alternative C	3	\$ 1,132	\$ 377
Alternative D	2	\$ 818	\$ 409
Alternative E	4	\$ 1,421	\$ 355
Note: The estimates include contingency and construction costs.			

Detailed cost sheets for each scenario can be found in **Appendix G**,

### 7.4.2 Costs for AV Shuttles

In 2020 LAVTA laid out a Shared Autonomous Vehicle (SAV) Business Plan, which covers the progress of the program to date (Phase 1) and outlines the goals and costs of the program into the future (Phase 2). Phase 2 plans to link the Dublin/Pleasanton BART Station to nearby shopping at Persimmon Place and business complexes between Dublin Boulevard and Central Parkway.

Capital costs associated with Phase 2 of the program total \$2.7 million, comprised of the following:

- Shared Autonomous Vehicles (4 x \$375,000): \$1,500,000
- V2I Upgrades (Vehicle to Infrastructure): communication with intersection traffic lights: (2 x \$250,000): \$500,000
- Mobility Hub: \$350,000
- Software Updates/Signage: \$100,000
- Bike/Scooter Share Program: \$250,000

Operating costs for Phase 2 are estimated to total \$4.4 million annually, comprised of:

- Shared Autonomous Vehicles: \$4.3 million/year; assumptions:
  - 3 revenue vehicles and 1 spare vehicle (5-10-minute headways)
  - 10 hours/day, Mon-Fri
  - Safety operators are unionized
  - Transdev is a turnkey operator
- TDM Marketing Budget: \$75,000/year

Farebox revenue resulting from the program is predicted to reach \$417,600 annually, based on an average ridership of 26 rides per hour and 800 rides per day.

### 7.4.3 Costs for Wayfinding Signage

**Appendix H** includes the conceptual cost estimate for wayfinding signage improvements. The improvements are estimated to cost \$53,157 in 2020 dollars, inclusive of contingency and construction costs.

### 7.4.4 Costs for Bike and Scooter Improvements

This report plans for 10 more bike lockers to be added at Dublin/Pleasanton BART Station. The lockers are estimated to cost \$27,500 in 2020 dollars, inclusive of contingency and construction costs.

Because of the decentralized nature of scooters, costs associated with their deployment and maintenance would be borne by their private owners and operators.

Cost estimates are shown in greater detail in **Appendix I**.

### 7.4.5 Costs for Sidewalk Covers

**Appendix J** includes the conceptual cost estimate of overhead covering of sidewalks at the station, providing shade in summer and protection from rain in the winter. The improvements are estimated to cost \$458,300 in 2020 dollars, inclusive of contingency and construction costs.

## 7.5 Next Steps for Improvements at the Tri-Valley Hub

BART and transit service operators using the Dublin/Pleasanton BART Station have a common interest in ensuring the ability of the station to serve their respective transit riders. The interest is shared with the station's newest likely user, Valley Link, a regional rail service connecting Tracy and later North Lathrop with the BART at Dublin/Pleasanton. All these agencies, along with the local jurisdictions, need to work together to ensure the facility has the latest improvements facilitating efficient and safe transfers.

This report includes several ideas of how transfers can be facilitated moving forward. Some or all may be appropriate answers, pending on a number of factors, such as changes in local demographics, land uses, and commute and travel patterns. In the fullness of time, other ideas may show themselves to be even better solutions to the unfolding demand.

Accordingly, this report recommends that BART, all existing and likely station users, and the cities of Dublin and Pleasanton regularly meet and discuss the mission of the Dublin/Pleasanton BART Station as the Tri-Valley Hub and engage in periodic reviews of ways that this station can continuously improve rail and transit connections.

## Appendix A – Socioeconomic Data

### A.1 Demographics

The following table shows the socioeconomic profiles of the main cities along the corridors in the study area. They are broken down by age, income, race, ethnicity, and biological sex. Data is sourced from the 2017 ACS.

City	Concord		Walnut Creek		Martinez		Pleasant Hill		San Ramon		Dublin		Pleasanton		Livermore	
Age																
Age 29 or younger	10,157	22%	3,981	16%	2,793	20%	2,289	19%	4,635	15%	3,599	16%	5,237	17%	7,049	19%
Age 30 to 54	26,222	56%	14,050	58%	7,791	55%	6,699	56%	20,378	65%	14,614	66%	18,600	60%	21,330	57%
Age 55 or older	10,844	23%	6,333	26%	3,484	25%	2,995	25%	6,490	21%	3,974	18%	7,290	23%	9,165	24%
Monthly Income																
\$1,250 per month or less	7,083	15%	2,779	11%	1,869	13%	1,672	14%	3,243	10%	2,243	10%	3,471	11%	4,742	13%
\$1,251 to \$3,333 per month	13,098	28%	4,264	18%	3,304	23%	2,637	22%	4,794	15%	3,812	17%	5,127	16%	7,947	21%
More than \$3,333 per month	27,042	57%	17,321	71%	8,895	63%	7,674	64%	23,466	74%	16,132	73%	22,529	72%	24,855	66%
Race																
White Alone	34,911	74%	18,607	76%	11,122	79%	9,168	77%	16,382	52%	10,898	49%	18,680	60%	29,253	78%
Black or African American Alone	2,269	5%	767	3%	577	4%	371	3%	1,061	3%	1,144	5%	732	2%	1,009	3%
American Indian or Alaska Native Alone	420	1%	150	1%	100	1%	48	0%	131	0%	122	1%	147	0%	277	1%
Asian Alone	7,543	16%	4,023	17%	1,690	12%	1,936	16%	12,888	41%	9,142	41%	10,573	34%	5,598	15%
Native Hawaiian or Other Pacific Islander Alone	280	1%	63	0%	59	0%	40	0%	98	0%	87	0%	83	0%	162	0%
Two or More Race Groups	1,800	4%	754	3%	520	4%	420	4%	943	3%	794	4%	912	3%	1,245	3%
Ethnicity																
Not Hispanic or Latino	35,001	74%	21,707	89%	11,999	85%	10,419	87%	28,529	91%	19,526	88%	27,960	90%	30,980	83%
Hispanic or Latino	12,404	26%	2,657	11%	2,069	15%	1,564	13%	2,974	9%	2,661	12%	3,167	10%	6,564	17%
Sex																
Male	24,593	52%	12,924	53%	7,255	52%	6,194	52%	17,735	56%	12,383	56%	17,933	58%	21,147	56%
Female	22,630	48%	11,440	47%	6,813	48%	5,789	48%	13,768	44%	9,804	44%	13,194	42%	16,397	44%

Source: 2017 ACS



(A.1 Continued)

City	Tracy		Manteca		Stockton		Suisun-Fairfield		Benicia	
Age										
Age 29 or younger	7,196	25%	7,209	23%	28,748	25%	14,186	23%	2,521	18%
Age 30 to 54	16,542	56%	17,693	56%	64,518	55%	34,444	55%	7,405	54%
Age 55 or older	5,590	19%	6,620	21%	23,750	20%	13,547	22%	3,902	28%
Monthly Income										
\$1,250 per month or less	4,728	16%	6,206	20%	27,221	23%	12,892	21%	2,617	19%
\$1,251 to \$3,333 per month	9,423	32%	9,827	31%	43,776	37%	18,269	37%	3,255	24%
More than \$3,333 per month	15,177	52%	15,489	49%	46,019	39%	31,016	47%	7,956	58%
Race										
White Alone	19,823	68%	24,318	77%	66,586	57%	35,323	57%	10,206	74%
Black or African American Alone	2,085	7%	1,711	5%	14,644	13%	10,374	17%	999	7%
American Indian or Alaska Native Alone	387	1%	484	2%	1,774	2%	629	1%	105	1%
Asian Alone	5,377	18%	3,520	11%	28,179	24%	11,800	19%	1,846	13%
Native Hawaiian or Other Pacific Islander Alone	319	1%	214	1%	971	1%	639	1%	65	0%
Two or More Race Groups	1,337	5%	1,275	4%	4,862	4%	3,412	5%	607	4%
Ethnicity										
Not Hispanic or Latino	19,194	65%	20,589	65%	74,236	63%	46,294	74%	11,869	86%
Hispanic or Latino	10,134	35%	10,933	35%	42,780	37%	15,883	26%	1,959	14%
Sex										
Male	16,007	55%	16,645	53%	58,475	50%	30,460	49%	6,654	48%
Female	13,321	45%	14,877	47%	58,541	50%	31,717	51%	7,174	52%

Source: 2017 ACS

## A.2 Historical Job Growth

	City														
Year	Dublin	Pleasanton	Livermore	Suisun	Fairfield	Benicia	Martinez	Concord	Pleasant Hill	Walnut Creek	Danville	San Ramon	Stockton	Tracy	Manteca
2017	19,619	68,294	51,413	3,056	40,327	13,276	20,558	56,949	19,708	58,025	12,371	43,645	109,353	29,920	16,862
2016	19,468	66,439	48,230	2,900	39,485	12,367	20,190	56,008	19,717	57,448	12,150	44,289	108,480	26,728	16,540
2015	19,064	63,750	46,747	2,683	38,963	12,841	20,422	52,793	17,856	55,896	11,571	42,146	105,703	23,747	16,180
2014	17,660	61,022	44,334	2,640	37,630	12,000	19,926	49,153	18,213	55,257	10,904	42,402	99,221	19,751	15,198
2013	16,674	58,332	41,215	2,432	36,454	11,771	20,323	50,616	17,794	55,844	10,628	42,203	98,822	18,654	14,492
2012	16,099	54,903	41,216	2,568	36,310	11,953	19,743	49,219	17,445	55,819	9,968	40,944	97,508	17,473	14,272
2011	14,667	53,949	40,581	3,055	37,373	11,374	19,893	48,942	17,821	54,514	10,199	41,335	97,936	16,198	14,345
2010	13,891	50,050	41,445	2,753	37,827	11,684	21,017	46,838	17,093	52,173	12,110	35,758	98,101	15,735	14,240
2009	13,276	52,548	40,610	3,094	35,242	11,777	21,133	50,355	16,935	52,719	12,188	33,492	97,729	16,453	13,325
2008	13,987	58,632	44,204	3,048	37,777	12,807	22,078	54,766	18,106	54,507	12,713	34,791	100,029	17,814	13,882
2007	14,290	59,630	45,745	3,144	37,949	12,243	21,667	55,230	17,472	55,878	12,436	35,906	101,113	17,984	13,971
<b>Total New Jobs</b>	<b>5,329</b>	<b>8,664</b>	<b>5,668</b>	<b>-88</b>	<b>2,378</b>	<b>1,033</b>	<b>-1,109</b>	<b>1,719</b>	<b>2,236</b>	<b>2,147</b>	<b>-65</b>	<b>7,739</b>	<b>8,240</b>	<b>11,936</b>	<b>2,891</b>
<b>Percent Change</b>	<b>37%</b>	<b>15%</b>	<b>12%</b>	<b>-3%</b>	<b>6%</b>	<b>8%</b>	<b>-5%</b>	<b>3%</b>	<b>13%</b>	<b>4%</b>	<b>-1%</b>	<b>22%</b>	<b>8%</b>	<b>66%</b>	<b>21%</b>

Source: 2007-2017 ACS

## A.3 Historical Population Growth

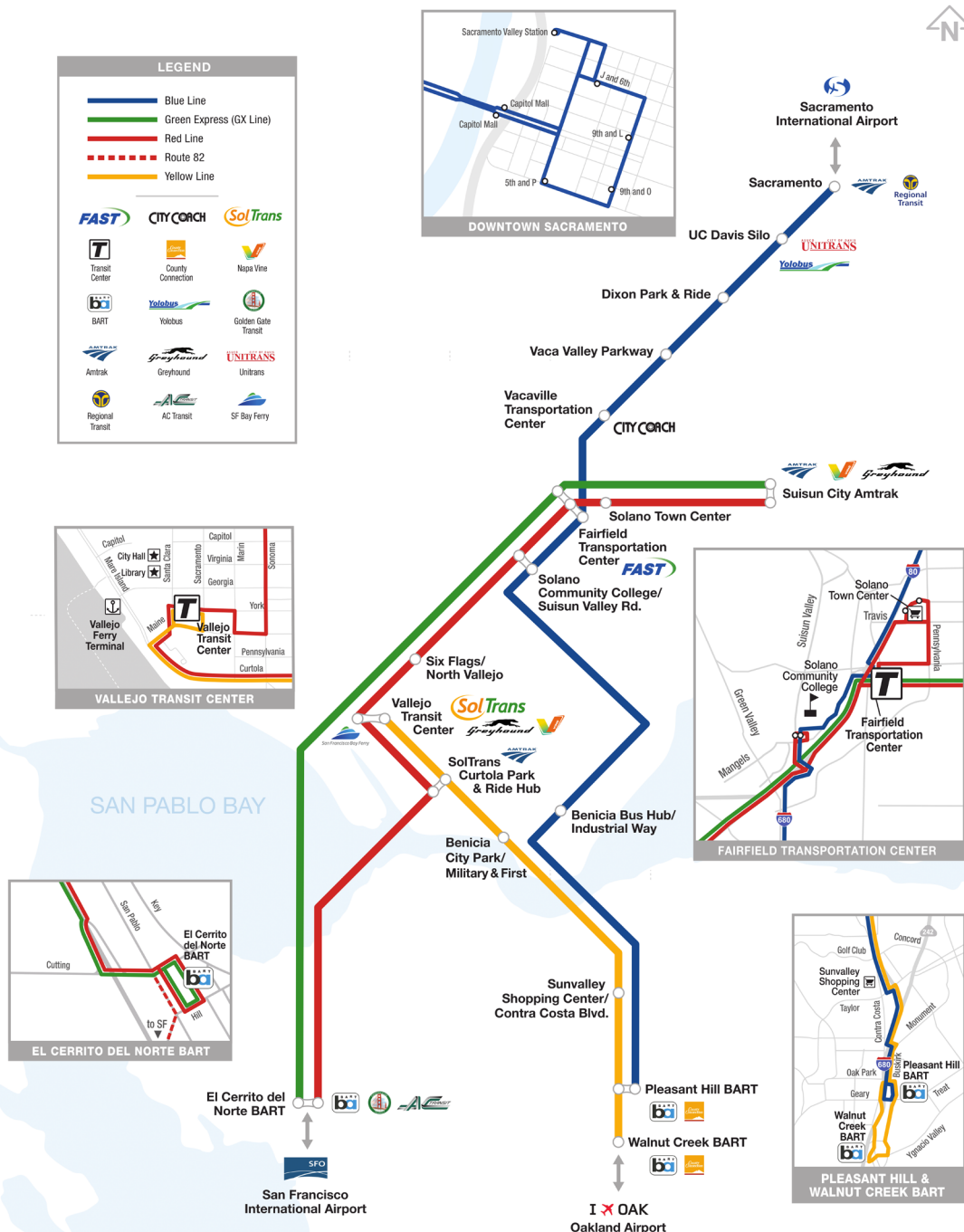
	City														
Year	Dublin	Pleasanton	Livermore	Suisun	Fairfield	Benicia	Martinez	Concord	Pleasant Hill	Walnut Creek	Danville	San Ramon	Stockton	Tracy	Manteca
2017	60,939	83,007	90,295	29,639	116,266	28,343	38,373	129,783	34,987	69,773	19,392	75,931	310,496	90,889	79,268
2016	59,682	82,467	89,682	29,496	114,776	28,183	38,272	129,172	34,954	69,332	19,353	75,810	307,270	89,290	76,935
2015	57,635	79,391	88,374	29,391	112,642	28,079	38,108	128,464	34,776	68,853	19,099	75,260	304,723	87,064	75,192
2014	54,673	77,635	87,201	29,168	110,913	27,853	37,549	127,346	34,476	67,635	16,764	74,484	301,373	85,864	73,287
2013	52,131	74,179	85,613	28,755	109,255	27,588	37,193	126,088	34,147	66,933	16,213	73,701	297,743	85,006	71,871
2012	48,784	72,227	83,970	28,542	107,579	27,381	36,883	124,840	33,808	65,630	15,923	72,967	297,162	84,824	70,956
2011	46,838	71,190	82,635	28,325	106,257	27,170	36,533	123,588	33,469	64,880	15,861	72,236	295,208	84,319	69,246
2010	45,910	70,393	81,593	28,142	105,557	27,029	36,171	122,521	33,189	64,338	20,629	71,614	292,497	83,569	67,677
2009	44,731	67,747	81,391	27,038	103,694	26,194	35,704	122,766	32,669	64,239	18,927	49,689	288,533	79,382	65,993
2008	44,181	66,834	80,234	26,899	103,541	26,122	35,329	121,472	32,354	63,437	19,529	49,162	286,452	78,857	64,979
2007	43,573	66,048	78,980	26,842	103,543	26,178	35,081	120,615	32,178	62,994	20,718	48,680	285,684	79,073	63,783
Pop Change	17,366	16,959	11,315	2,797	12,723	2,165	3,292	9,168	2,809	6,779	-1,326	27,251	24,812	11,816	15,485
Percent Change	40%	26%	14%	10%	12%	8%	9%	8%	9%	11%	-6%	56%	9%	15%	24%

Source: 2007-2017 ACS

## Appendix B - Transit Service Maps

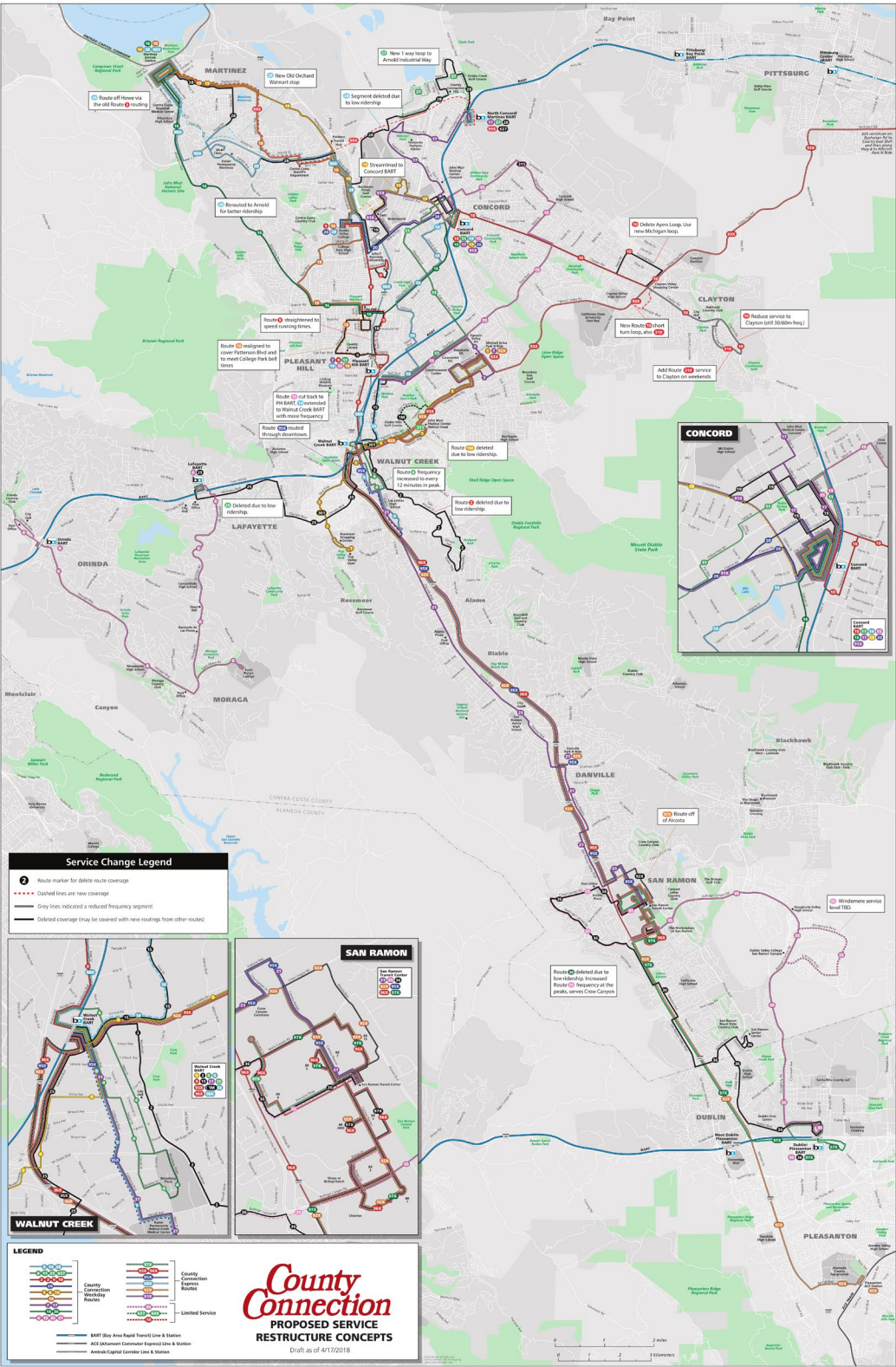
The following pages contain transit service maps for the SolanoExpress, County Connection, and Wheels.

### B.1 SolanoExpress



Source: [SolanoExpress](#)

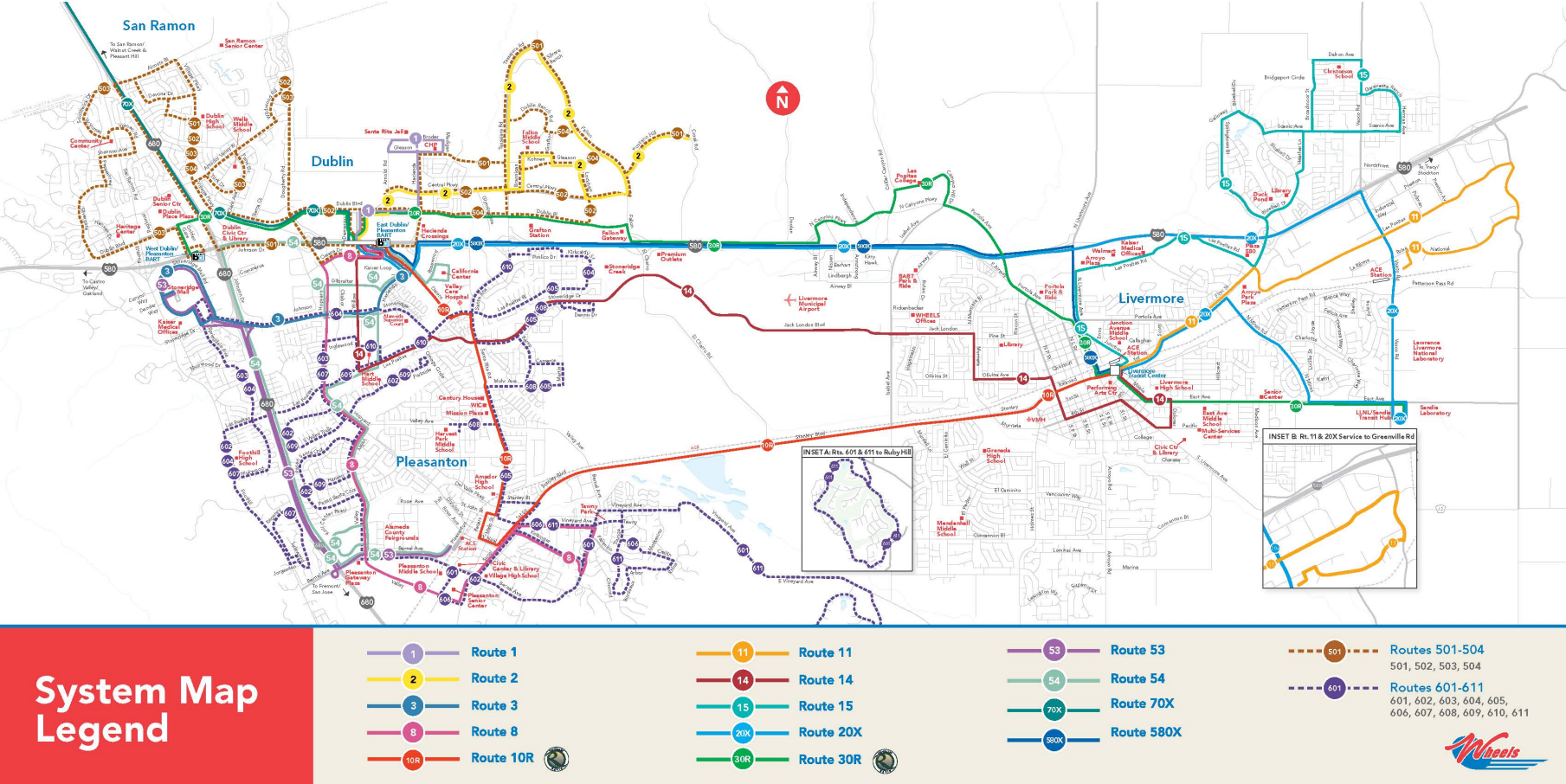
B.2 County Connection



Source: [County Connection](#)



B.3 Wheels



Source: [Wheels](#)

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## Appendix C – Express Bus Stop Access and Egress Maps

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In the following illustrations:

- The red arrows represent the circulation of buses between the bus bays and the corridor.
- Orange represents bike facilities.
- Purple represents pedestrian infrastructure.
- Blue represents parking facilities.
- Green represents bus loading areas.

Details regarding the routes can be found in the **3.1 Sketch Level Facilities Needs** section.

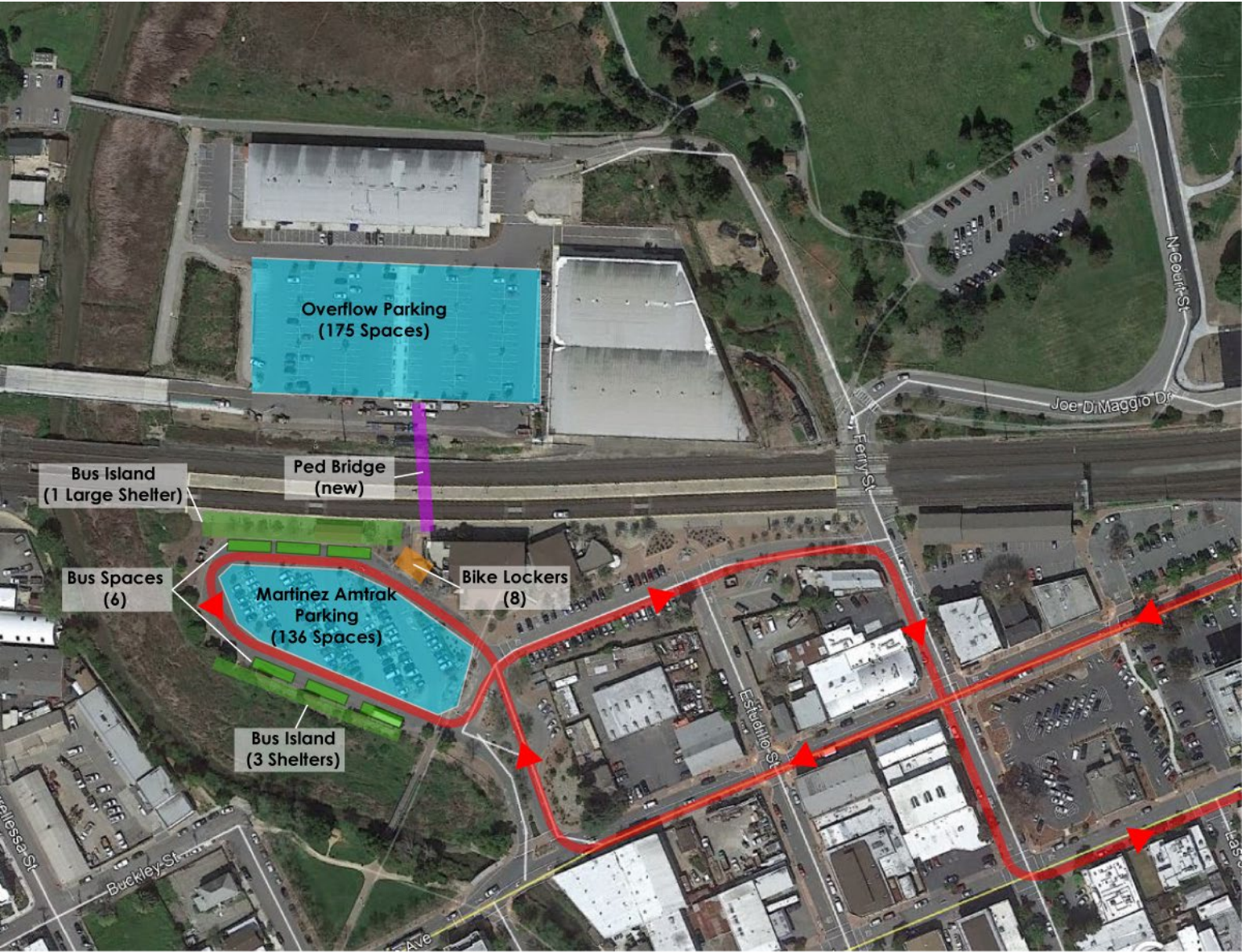


C.1 Suisun-Fairfield Amtrak Station



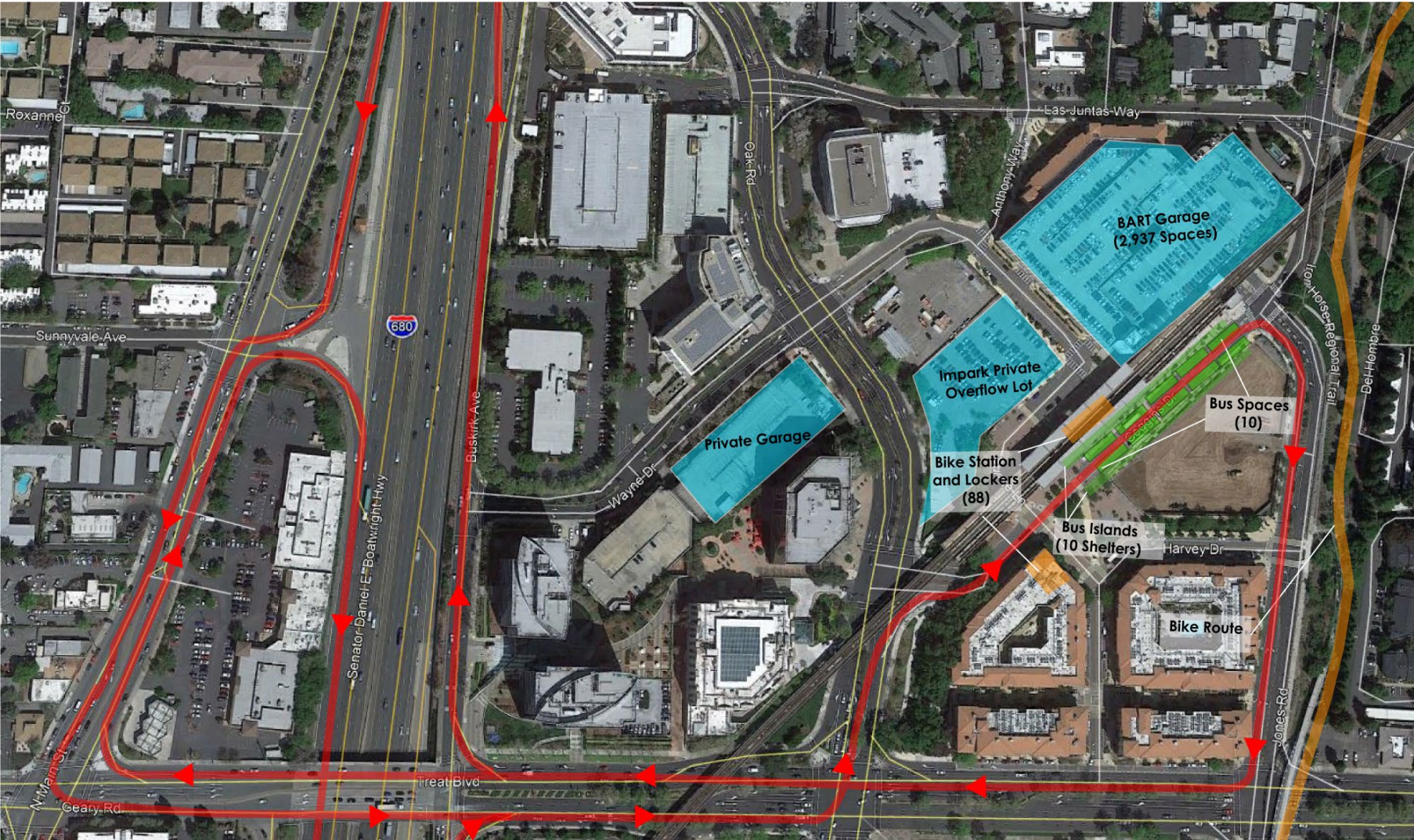


C.2 Martinez Amtrak Station





C.3 Pleasant Hill / Contra Costa Centre BART Station





C.4 Walnut Creek BART Station





C.5 Bollinger Canyon Park-and-Ride



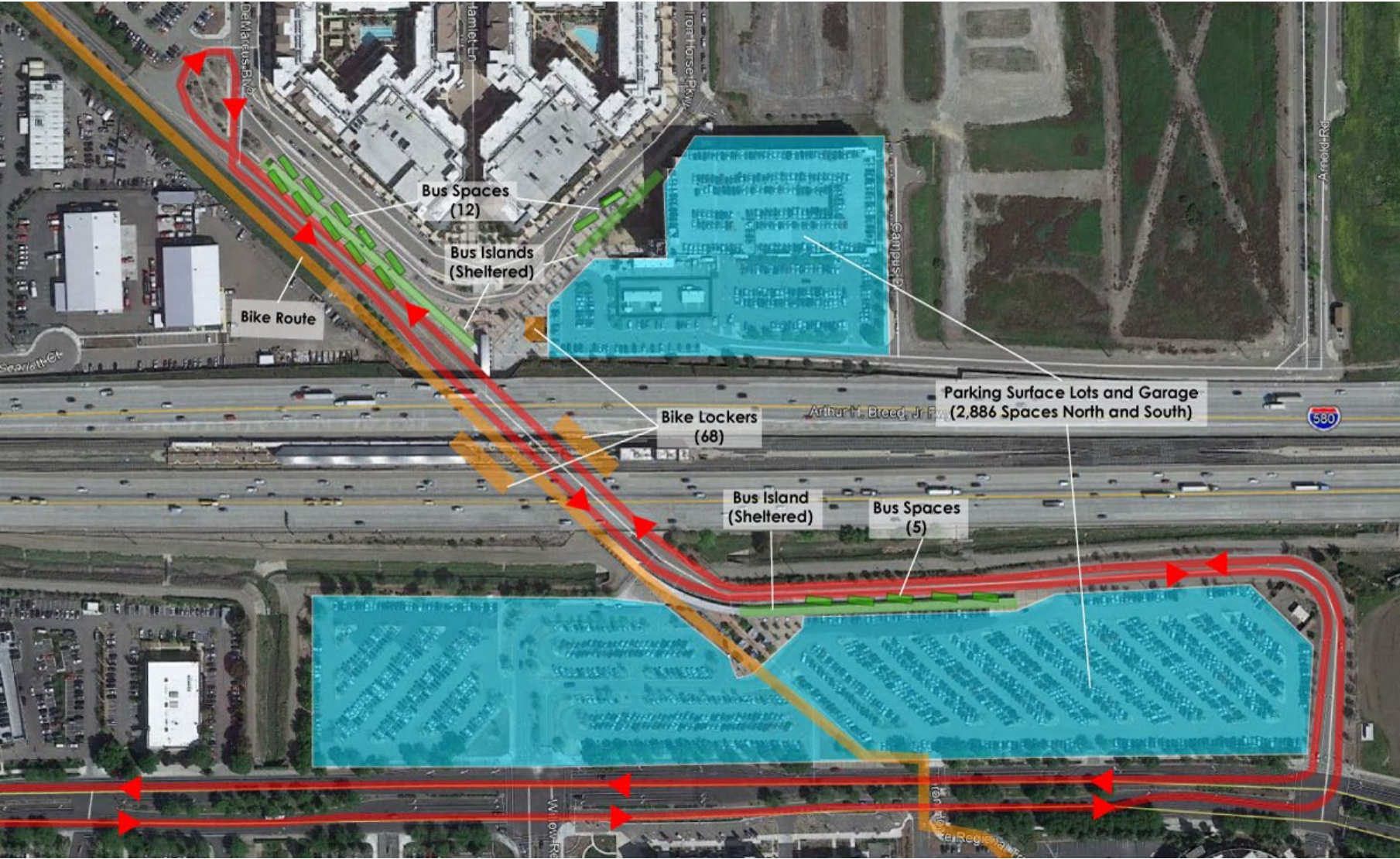


C.6 West Dublin/Pleasanton BART Station



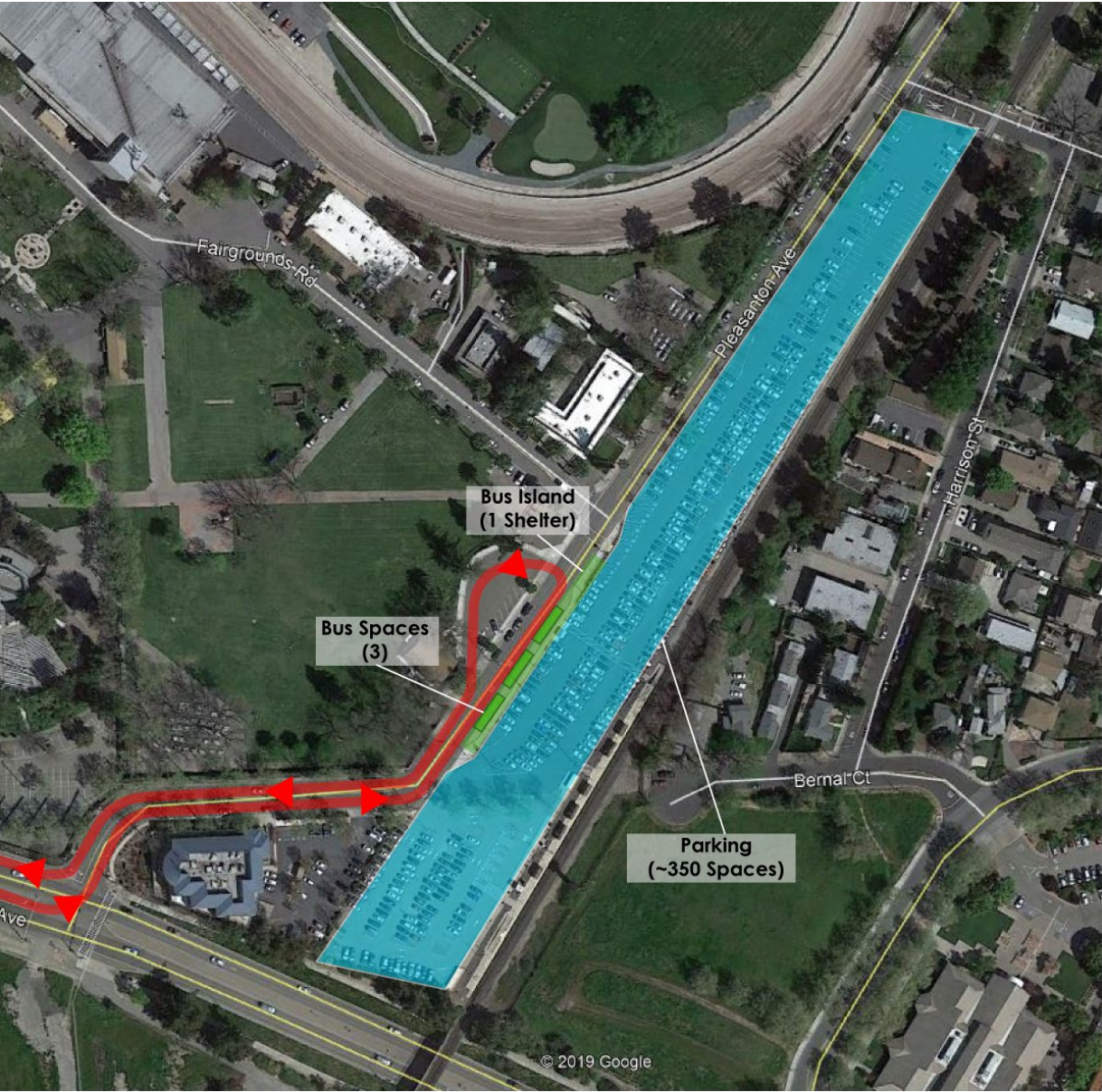


C.7 Dublin/Pleasanton BART Station





C.8 Pleasanton ACE Station



## Appendix D – Potential Express Bus Transit Connections

Proposed Bus Stop	Connecting Service	Type	Route/Line (if applicable)
Suisun-Fairfield Amtrak Station	Capitol Corridor	Rail	N/A
	SolanoExpress	Bus	R route
	VINE	Bus	Route 21
	Fairfield and Suisun Transit (FAST)	Bus	Route 5
	Fairfield and Suisun Transit (FAST)	Bus	Green Express
	Delta Breeze	Bus	Route 50
Martinez Amtrak Station	San Joaquins	Rail	N/A
	Capitol Corridor	Rail	N/A
	California Zephyr	Rail	N/A
	Coast Starlight	Rail	N/A
	Amtrak Thruway	Bus	N/A
	Tri-Delta Transit	Bus	Route 200
	WestCAT	Bus	Route 30Z
	County Connection	Bus	Route 16
	County Connection	Bus	Route 18
	County Connection	Bus	Route 19
	County Connection	Bus	Route 28
	County Connection	Bus	Route 98X
	County Connection	Bus	Route 99X
	County Connection	Bus	Route 316
Pleasant Hill/Contra Costa Centre BART Station	BART	Rail	Yellow Line
	SolanoExpress	Bus	Blue Line (FAST)
	SolanoExpress	Bus	Yellow Line (SolTrans)
	AC Transit	Bus	Route 702 - Early Bird
	County Connection	Bus	Route 712 - Early Bird
	County Connection	Bus	Route 7
	County Connection	Bus	Route 9
	County Connection	Bus	Route 11
	County Connection	Bus	Route 14

Proposed Bus Stop	Connecting Service	Type	Route/Line (if applicable)
	County Connection	Bus	Route 15
	County Connection	Bus	Route 18
	County Connection	Bus	Route 311
	County Connection	Bus	Route 316
	Wheels	Bus	Line 70X
Walnut Creek BART Station	BART	Rail	Yellow Line
	Wheels	Bus	Line 70X
	SolanoExpress	Bus	Yellow Line (SolTrans)
	County Connection	Bus	Route 1
	County Connection	Bus	Route 4
	County Connection	Bus	Route 5
	County Connection	Bus	Route 9
	County Connection	Bus	Route 14
	County Connection	Bus	Route 21
	County Connection	Bus	Route 93X
	County Connection	Bus	Route 95X
	County Connection	Bus	Route 96X
	County Connection	Bus	Route 98X
	County Connection	Bus	Route 311
	County Connection	Bus	Route 321
	County Connection	Bus	Route 601
	County Connection	Bus	Alamo Creek Shuttle
West Dublin/Pleasanton BART Station	BART	Rail	Blue Line
	Wheels	Bus	Route 30R
	Wheels	Bus	Route 3
	Wheels	Bus	Route 53
Dublin/Pleasanton BART Station	BART	Rail	Blue Line
	Amtrak Thruway	Bus	N/A
	County Connection	Bus	Route 35
	County Connection	Bus	Route 97X
	County Connection	Bus	Route 335
	Wheels	Bus	Route 1
	Wheels	Bus	Route 2
	Wheels	Bus	Route 3

Proposed Bus Stop	Connecting Service	Type	Route/Line (if applicable)
	Wheels	Bus	Route 8
	Wheels	Bus	Route 10R
	Wheels	Bus	Route 14
	Wheels	Bus	Route 20X
	Wheels	Bus	Route 30R
	Wheels	Bus	Route 54
	Wheels	Bus	Route 70X
	Wheels	Bus	Route 502
	Wheels	Bus	Route 580X
	AC Transit	Bus	Line 703
	Stanislaus Regional Transit	Bus	StaRT Commuter
	Modesto Area Express	Bus	BART Express
	San Joaquin RTD	Bus	Route 150
Pleasanton ACE Station	ACE	Rail	N/A
	County Connection	Bus	Route 92X
	Wheels	Bus	Route 53
	Wheels	Bus	Route 54

## Appendix E – Travel Time Analysis

This appendix compares the travel time competitiveness of existing transit options, the proposed express bus, and personal car. While the results indicate the car is the fastest option, the proposed express bus service is much faster than the current I-680 transit options (Capitol Corridor to County Connection 98X, County Connection 35, and County Connection 21) as well as the Capitol Corridor to BART option (transfer at Richmond).

### ***Sacramento to Tri-Valley Hub***

A) By Car		Distance	Time (High)	Time (Low)	Average	Total
	<u>Peak</u>	89.4	2:00	1:25	1:42	<b>1:42</b>
	<u>Off Peak</u>	89.4	1:25	1:25	1:25	<b>1:25</b>
		Sacramento to Suisun		Suisun to Tri Valley Hub		
B) By Study Express Bus and Capitol Corridor		Distance	Time	Distance	Time	Total
	Peak	44.3	0:41	54	1:22	<b>2:03</b>
	Off Peak	44.3	0:41	54	1:11	<b>1:52</b>
C) By Current I-680 Transit		Distance	Time			Total
	<u>Peak</u>	n/a	3:28			<b>3:28</b>
	<u>Off Peak</u>	n/a	3:27			<b>3:27</b>
D) By Capitol Corridor to BART		Distance	Time			Total
	<u>Peak and Off Peak</u>	n/a	2:42			<b>2:42</b>

### ***Tri-Valley Hub to Sacramento***

A) By Car		Distance	Time (High)	Time (Low)	Average	Total
	<u>Peak</u>	89.9	1:50	1:20	1:35	<b>1:35</b>
	<u>Off Peak</u>	89.9	1:40	1:20	1:30	<b>1:30</b>
		Suisun to Sacramento		Tri-Valley Hub to Suisun		
B) By Study Express Bus and Capitol Corridor		Distance	Time	Distance	Time	Total
	Peak	45.1	0:55	54.7	1:48	<b>2:43</b>
	Off Peak	45.1	0:55	54.7	1:16	<b>2:11</b>
C) By Current I-680 Transit		Distance	Time			Total
	<u>Peak</u>	n/a	4:12			<b>4:12</b>
	<u>Off Peak</u>	n/a	3:41			<b>3:41</b>
D) By BART to Capitol Corridor		Distance	Time			Total
	<u>Peak and Off Peak</u>	n/a	3:07			<b>3:07</b>

## Appendix F – Express Bus Schedule for Option B

Southbound								
WB (SB) Capitol Corridor	San Joaquins (NB)	Martinez Amtrak	Walnut Creek BART	Bollinger PNR	D/P BART	Pleasanton ACE	ACE Westbound	Total Runtime
5:31		5:34	5:50	6:07	6:22	6:43	6:48	1:09
6:31		6:36	6:52	7:09	7:24	7:45	7:53	1:09
		7:05	7:21	7:38	7:53	8:14	8:18	1:09
7:21		7:24	7:40	7:57	8:12			0:48
8:06		8:25	8:41	8:58	9:10			0:45
8:34	9:30	9:39	9:58	10:13	10:25			0:46
		9:59	10:18	10:33	10:45			0:46
11:11		11:24	11:43	11:58	12:10			0:46
		12:39	12:58	13:13	13:25			0:46
13:11	13:30	13:33	13:52	14:07	14:19			0:46
		14:23	14:42	14:57	15:09	15:24		1:01
15:11		15:24	15:43	15:58	16:10	16:25		1:01
16:36		16:49	17:08	17:23	17:35	17:50		1:01
	17:31	17:34	17:53	18:08	18:20	18:35		1:01
	19:31	19:34	19:53	20:08	20:20			0:46
19:56		20:08	20:27	20:42	20:54			0:46
	21:30	21:33	21:52	22:07	22:19			0:46



Northbound								
ACE Eastbound	Pleasanton ACE	D/P BART	Bollinger PNR	Walnut Creek BART	Martinez Amtrak	San Joaquins SB	EB (NB) Capitol Corridor	Total Runtime
	6:53	7:09	7:24	7:40	7:59	8:25	8:48	1:06
	7:55	8:11	8:26	8:42	9:01			1:06
	8:31	8:47	9:02	9:18	9:37			1:06
		9:30	9:45	10:01	10:20	10:25		0:50
		10:05	10:20	10:36	10:55		11:27	0:50
		11:30	11:45	12:01	12:20	12:25		0:50
		11:57	12:12	12:28	12:47		13:20	0:50
		13:30	13:45	14:01	14:20	14:25	14:28	0:50
		14:05	14:20	14:36	15:03		15:55	0:58
		14:40	14:56	15:23	15:50		16:40*	1:10
	16:28	16:31	16:47	17:03	17:57	18:25	17:19*	1:26
	17:28	17:37	17:53	18:09	19:03		18:28*	1:26
	18:28	18:31	18:47	19:03	19:38		19:15	1:07
	19:31	19:34	19:47	20:02	20:37			1:03
		20:33	20:48	21:04	21:23		21:27	0:50
		21:48	22:03	22:19	22:38			0:50
		22:19	22:34	22:50	23:09		23:13	0:50

\*Note: Text in white represents bus to train connections that cannot be realistically made with the service pattern.

## Appendix G – Conceptual Cost Estimates by Alternative

### Bollinger Canyon PNR Improvements Capital Costs

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Bollinger PNR</b>					<b>\$270,190</b>	
1.01	Covered Waiting Area	\$ 25,000.00	2	\$ 50,000.00	30%	\$65,000	
1.02	Bus Curbs		2			\$75,270	Total of Italics
1.03	AC and Base Removal	\$ 3.00	550	\$ 1,650.00	30%	\$2,145	Square Feet
1.04	Curb / Curb and Gutter Removal	\$ 5.00	60	\$ 300.00	30%	\$390	Linear Feet
1.05	PCC Paving w/AB (Bus)	\$ 25.00	800	\$ 20,000.00	30%	\$26,000	Square Feet
1.06	PCC Paving w/AB (Sidewalk)	\$ 10.00	550	\$ 5,500.00	30%	\$7,150	Square Feet
1.07	Curb / Curb and Gutter w/AB	\$ 25.00	60	\$ 1,500.00	30%	\$1,950	Linear Feet
1.08	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	
1.09	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.10	Lighting	\$ 25,000.00	1	\$ 25,000.00	30%	\$32,500	-
1.11	Misc. Electrical	\$ 40,000.00	1	\$ 40,000.00	30%	\$52,000	
1.12	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	
1.13	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	
1.14	Bike Lockers	\$ 1,500.00	8	\$ 12,000.00	30%	\$15,600	
<b>2.0</b>	<b>Construction</b>					<b>\$178,325</b>	
2.01	Total Construction Cost (TCC)					\$67,548	
2.02	Labor				25%	\$67,548	
2.03	Direct and Indirect					\$110,778	
2.04	Overhead and Profit				10%	\$27,019	
2.05	Preliminary Engineering				2%	\$5,404	
2.06	Final Design				12%	\$32,423	
2.07	Project Management				7%	\$18,913	
2.08	Construction Management				7%	\$18,913	
2.09	Liability and Insurance				2%	\$5,404	-
2.10	Legal Permits, Review, Surveys				1%	\$2,702	-
	<b>Total</b>			<b>\$132,350</b>	<b>21%</b>	<b>\$448,515</b>	<b>FY2020</b>

## Alternative A at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$424,240</b>	
1.1	D/P BART					<b>\$424,240</b>	
1.11	Covered Waiting Area	\$ 25,000.00	1	\$ 25,000.00	30%	\$32,500	
1.12	(A) Bus Curb Concrete		1			\$91,910	
1.121	AC and Base Removal	\$ 3.00	1725	\$ 5,175.00	30%	\$6,728	Square Feet
1.122	Sidewalk / Concrete Removal	\$ 5.00	1000	\$ 5,000.00	30%	\$6,500	Square Feet
1.123	Curb / Curb and Gutter Removal	\$ 5.00	180	\$ 900.00	30%	\$1,170	Linear Feet
1.124	PCC Paving w/AB (Bus)	\$ 25.00	1725	\$ 43,125.00	30%	\$56,063	Square Feet
1.125	PCC Paving w/AB (Sidewalk)	\$ 10.00	1200	\$ 12,000.00	30%	\$15,600	Square Feet
1.126	Curb / Curb and Gutter w/AB	\$ 25.00	180	\$ 4,500.00	30%	\$5,850	Linear Feet
1.13	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	-
1.14	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.15	Lighting and Security	\$ 50,000.00	1	\$ 50,000.00	30%	\$65,000	-
1.16	Misc. Electrical	\$ 87,000.00	1	\$ 87,000.00	30%	\$113,100	-
1.17	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	-
1.18	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	Quote from Rath Security for security pole
<b>2.0</b>	<b>Construction</b>					<b>\$173,938</b>	
2.1	Direct and Indirect					<b>\$173,938</b>	
2.11	Overhead and Profit				10%	\$42,424	
2.12	Preliminary Engineering				2%	\$8,485	
2.13	Final Design				12%	\$50,909	
2.14	Project Management				7%	\$29,697	
2.15	Construction Management				7%	\$29,697	
2.16	Liability and Insurance				2%	\$8,485	
2.17	Legal Permits, Review, Surveys				1%	\$4,242	
	<b>Total</b>			<b>\$259,100</b>	<b>21%</b>	<b>\$598,178</b>	<b>FY2020</b>

## Alternative B at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$1,368,560</b>	
1.1	D/P BART					<b>\$1,368,560</b>	
1.11	Covered Waiting Area	\$ 25,000.00	2	\$ 50,000.00	30%	\$65,000	
1.12	(B) Bus Islands		2			\$855,140	
1.121	AC and Base Removal	\$ 3.00	12500	\$ 37,500.00	30%	\$48,750	Square Feet
1.122	Sidewalk / Concrete Removal	\$ 5.00	1000	\$ 5,000.00	30%	\$6,500	Square Feet
1.123	Curb / Curb and Gutter Removal	\$ 5.00	180	\$ 900.00	30%	\$1,170	Linear Feet
1.124	PCC Paving w/AB (Bus)	\$ 25.00	10000	\$ 250,000.00	30%	\$325,000	Square Feet
1.125	PCC Paving w/AB (Sidewalk)	\$ 10.00	3100	\$ 31,000.00	30%	\$40,300	Square Feet
1.126	Curb / Curb and Gutter w/AB	\$ 25.00	180	\$ 4,500.00	30%	\$5,850	Linear Feet
1.14	Rest Facility					\$240,500	
1.137	Bathrooms	\$ 60,000.00	2	\$ 120,000.00	30%	\$156,000	
1.138	Water Service Connection (Bathroom)	\$ 10,000.00	1	\$ 10,000.00	30%	\$13,000	
1.139	Water Service Connection (Irrigation)	\$ 10,000.00	1	\$ 10,000.00	30%	\$13,000	
1.140	Sewer Connection (Bathroom)	\$ 10,000.00	1	\$ 10,000.00	30%	\$13,000	
1.141	Drainage	\$ 35,000.00	1	\$ 35,000.00	30%	\$45,500	
1.15	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	-
1.16	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.17	Lighting and Security	\$ 50,000.00	1	\$ 50,000.00	30%	\$65,000	-
1.18	Misc. Electrical	\$ 87,000.00	1	\$ 87,000.00	30%	\$113,100	-
1.19	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	-
1.20	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	
<b>2.0</b>	<b>Construction</b>					<b>\$561,110</b>	
2.1	Direct and Indirect					<b>\$561,110</b>	
2.11	Overhead and Profit				10%	\$136,856	
2.12	Preliminary Engineering				2%	\$27,371	
2.13	Final Design				12%	\$164,227	
2.14	Project Management				7%	\$95,799	
2.15	Construction Management				7%	\$95,799	
2.16	Liability and Insurance				2%	\$27,371	
2.17	Legal Permits, Review, Surveys				1%	\$13,686	
Total				\$727,300	23%	<b>\$1,929,670</b>	FY2020

## Alternative C at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$802,800</b>	
1.1	D/P BART					<b>\$802,800</b>	
1.11	Covered Waiting Area	\$ 25,000.00	1	\$ 25,000.00	30%	\$32,500	
1.12	(C) Bus Curb Concrete		1			\$562,380	
1.121	AC and Base Removal	\$ 3.00	14000	\$ 42,000.00	30%	\$54,600	Square Feet
1.122	Sidewalk / Concrete Removal	\$ 5.00	1100	\$ 5,500.00	30%	\$7,150	Square Feet
1.123	Curb / Curb and Gutter Removal	\$ 5.00	70	\$ 350.00	30%	\$455	Linear Feet
1.124	PCC Paving w/AB (Bus)	\$ 25.00	14000	\$ 350,000.00	30%	\$455,000	Square Feet
1.125	PCC Paving w/AB (Sidewalk)	\$ 10.00	3300	\$ 33,000.00	30%	\$42,900	Square Feet
1.126	Curb / Curb and Gutter w/AB	\$ 25.00	70	\$ 1,750.00	30%	\$2,275	Linear Feet
1.13	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	-
1.14	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.15	Lighting and Security	\$ 50,000.00	1	\$ 50,000.00	30%	\$65,000	-
1.16	Misc. Electrical	\$ 87,000.00	1	\$ 87,000.00	30%	\$113,100	-
1.17	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	-
1.18	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	
<b>2.0</b>	<b>Construction</b>					<b>\$329,148</b>	
2.1	Direct and Indirect					<b>\$329,148</b>	
2.11	Overhead and Profit				10%	\$80,280	
2.12	Preliminary Engineering				2%	\$16,056	
2.13	Final Design				12%	\$96,336	
2.14	Project Management				7%	\$56,196	
2.15	Construction Management				7%	\$56,196	
2.16	Liability and Insurance				2%	\$16,056	
2.17	Legal Permits, Review, Surveys				1%	\$8,028	
	<b>Total</b>			<b>\$621,000</b>	<b>21%</b>	<b>\$1,131,948</b>	<b>FY2020</b>

## Alternative D at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$580,240</b>	
1.1	D/P BART					<b>\$580,240</b>	
1.11	Covered Waiting Area	\$ 25,000.00	1	\$ 25,000.00	30%	\$32,500	
1.12	(D) Bus Curb Concrete		1			\$169,910	
1.121	AC and Base Removal	\$ 3.00	6000	\$ 18,000.00	30%	\$23,400	Square Feet
1.122	Sidewalk / Concrete Removal	\$ 5.00	220	\$ 1,100.00	30%	\$1,430	Square Feet
1.123	Curb / Curb and Gutter Removal	\$ 5.00	220	\$ 1,100.00	30%	\$1,430	Linear Feet
1.124	PCC Paving w/AB (Bus)	\$ 25.00	3000	\$ 75,000.00	30%	\$97,500	Square Feet
1.125	PCC Paving w/AB (Sidewalk)	\$ 10.00	3000	\$ 30,000.00	30%	\$39,000	Square Feet
1.126	Curb / Curb and Gutter w/AB	\$ 25.00	220	\$ 5,500.00	30%	\$7,150	Linear Feet
1.13	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	-
1.14	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.15	Lighting and Security	\$ 50,000.00	1	\$ 50,000.00	30%	\$65,000	-
1.16	Misc. Electrical	\$ 87,000.00	1	\$ 87,000.00	30%	\$113,100	-
1.17	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	-
1.18	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	
<b>2.0</b>	<b>Construction</b>					<b>\$237,898</b>	
2.1	Direct and Indirect					<b>\$237,898</b>	
2.11	Overhead and Profit				10%	\$58,024	
2.12	Preliminary Engineering				2%	\$11,605	
2.13	Final Design				12%	\$69,629	
2.14	Project Management				7%	\$40,617	
2.15	Construction Management				7%	\$40,617	
2.16	Liability and Insurance				2%	\$11,605	
2.17	Legal Permits, Review, Surveys				1%	\$5,802	
	<b>Total</b>			<b>\$319,100</b>	<b>21%</b>	<b>\$818,138</b>	<b>FY2020</b>



## Alternative E at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$1,007,680</b>	
1.1	D/P BART					<b>\$1,007,680</b>	
1.11	Covered Waiting Area	\$ 25,000.00	1	\$ 25,000.00	30%	\$32,500	
1.12	(Da) Bus Curb Concrete		1			\$383,630	
1.121	AC and Base Removal	\$ 3.00	7200	\$ 21,600.00	30%	\$28,080	Square Feet
1.122	Sidewalk / Concrete Removal	\$ 5.00	1000	\$ 5,000.00	30%	\$6,500	Square Feet
1.123	Curb / Curb and Gutter Removal	\$ 5.00	450	\$ 2,250.00	30%	\$2,925	Linear Feet
1.124	PCC Paving w/AB (Bus)	\$ 25.00	9500	\$ 237,500.00	30%	\$308,750	Square Feet
1.125	PCC Paving w/AB (Sidewalk)	\$ 10.00	2000	\$ 20,000.00	30%	\$26,000	Square Feet
1.126	Curb / Curb and Gutter w/AB	\$ 25.00	350	\$ 8,750.00	30%	\$11,375	Linear Feet
1.13	Waste bins	\$ 1,000.00	2	\$ 2,000.00	30%	\$2,600	-
1.14	Display Cases	\$ 6,000.00	1	\$ 6,000.00	30%	\$7,800	-
1.15	Lighting and Security	\$ 50,000.00	1	\$ 50,000.00	30%	\$65,000	-
1.16	Misc. Electrical	\$ 87,000.00	1	\$ 87,000.00	30%	\$113,100	-
1.17	PG&E Service	\$ 15,000.00	1	\$ 15,000.00		\$15,000	-
1.18	Security Pole	\$ 3,400.00	1	\$ 3,400.00	30%	\$4,420	
<b>2.0</b>	<b>Construction</b>					<b>\$413,149</b>	
2.1	Direct and Indirect					<b>\$413,149</b>	
2.11	Overhead and Profit				10%	\$100,768	
2.12	Preliminary Engineering				2%	\$20,154	
2.13	Final Design				12%	\$120,922	
2.14	Project Management				7%	\$70,538	
2.15	Construction Management				7%	\$70,538	
2.16	Liability and Insurance				2%	\$20,154	
2.17	Legal Permits, Review, Surveys				1%	\$10,077	
	<b>Total</b>			<b>\$483,500</b>	<b>21%</b>	<b>\$1,420,829</b>	<b>FY2020</b>

## Appendix H – Conceptual Cost for Wayfinding Signage at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$37,700</b>	
1.1	Digital Signage	\$ 3,500	6	\$ 21,000	30%	\$27,300	5 default new signs, 1 sign at new bay
1.2	Broadband	\$ 8,000	1	\$ 8,000	30%	\$10,400	
<b>2.0</b>	<b>Construction</b>					<b>\$15,457</b>	
2.1	Direct and Indirect					<b>\$15,457</b>	
2.11	Overhead and Profit				10%	\$3,770	
2.12	Preliminary Engineering				2%	\$754	
2.13	Final Design				12%	\$4,524	
2.14	Project Management				7%	\$2,639	
2.15	Construction Management				7%	\$2,639	
2.16	Liability and Insurance				2%	\$754	
2.17	Legal Permits, Review, Surveys				1%	\$377	
	<b>Total</b>					<b>\$53,157</b>	<b>FY2020</b>

## Appendix I – Conceptual Cost Estimate for Bicycle and Scooter Improvements at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$19,500</b>	
1.1	Bike Lockers	\$ 1,500	10	\$ 15,000	30%	\$19,500	
1.2	Scooter Improvements	\$ -	0	\$ -	0%	\$0	No up-front costs
<b>2.0</b>	<b>Construction</b>					<b>\$7,995</b>	
2.1	Overhead and Profit				10%	\$1,950	
2.2	Preliminary Engineering				2%	\$390	
2.3	Final Design				12%	\$2,340	
2.4	Project Management				7%	\$1,365	
2.5	Construction Management				7%	\$1,365	
2.6	Liability and Insurance				2%	\$390	
2.7	Legal Permits, Review, Surveys				1%	\$195	
	<b>Total</b>					<b>\$27,495</b>	<b>FY2020</b>

## Appendix J – Conceptual Cost Estimate for Sidewalk Covers at Dublin/Pleasanton BART

Item	Description	Unit Cost	Quantity	Based Total	Contingency	Total Amount	Comment
<b>1.0</b>	<b>Stop Infrastructure</b>					<b>\$325,000</b>	<b>2020 YOE</b>
1.1	Canopy Structure (Pedestrian)	\$ 15.00	5,000	\$ 75,000.00	30%	\$97,500	Square Feet
1.2	Canopy Structure (Iron Horse Trail)	\$ 15.00	11,000	\$ 165,000.00	30%	\$214,500	Square Feet
1.3	Lighting	\$ 10,000.00	1	\$ 10,000.00	30%	\$13,000	-
<b>2.0</b>	<b>Construction</b>					<b>\$133,250</b>	<b>2020 YOE</b>
2.1	Overhead and Profit				10%	\$32,500	
2.2	Preliminary Engineering				2%	\$6,500	
2.3	Final Design				12%	\$39,000	
2.4	Project Management				7%	\$22,750	
2.5	Construction Management				7%	\$22,750	
2.6	Liability and Insurance				2%	\$6,500	-
2.7	Legal Permits, Review, Surveys				1%	\$3,250	-
	<b>Total</b>			<b>\$250,000</b>	<b>13%</b>	<b>\$458,250</b>	<b>FY2020</b>

# **AGENDA**

## **ITEM 7**

**STAFF REPORT**

SUBJECT: LAVTA's Operating & Capital Budget for FY 2022

FROM: Tamara Edwards, Director of Finance

DATE: June 7, 2021

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**Discussion**

Attached for your approval is the draft LAVTA Operating Budget for FY 2022 (July 1, 2021 through June 30, 2022). The operating budget includes revenues and expenses required to operate Fixed Route, Dial-a-Ride, and other projects such as Go Dublin, Go Tri-Valley and the shared autonomous vehicle. The total operating budget of \$21,201,502 reflects an overall increase of 1.83% from the FY 2021 budget, a breakdown of this increase is below. A large portion of these projects are covered by dedicated grants and allocations. Due to the decrease in revenues, particularly taxes-based revenues and fares the operating budget was balanced with drawdown from the LAVTA reserve funds. However, LAVTA has ample funds in reserve, and even with this drawdown the authority maintains more than the board approved goal of 3-6 months of operating funds. Additionally, the FY2022 Capital Budget has been enclosed for your review.

Fund	\$ Increase over prior year	% Increase over prior year	% Share of the overall budget increase
Fixed Route	-9,193	-.05	-2%
Paratransit	40,376	2%	11%
Go Tri-Valley	12,000	20%	3%
SAV	337,591	62%	89%

Planning for the FY 2022 budget again utilized a system wide approach to clearly align the budget with the mission, vision and goals established in the Strategic Plan.

**Operating Budget Provisions**

The largest budget line items for LAVTA are purchased transportation and fuel. This year's budget reflects the contracted increase in Paratransit and Fixed Route purchased transportation. For FY21 LAVTA budgeted \$2.80 per gallon for fuel, however the average price per gallon that LAVTA paid in FY 21 (to date) is \$1.81. With the current volatility of fuel prices and the current economic uncertainty the amount per gallon for FY 22 was budgeted at \$2.80 per gallon.

Additionally, this budget includes the addition of a new Senior Capital Projects Specialist position to help accomplish the numerous capital projects the agency is facing in FY 22 and beyond.

The budget does not reflect any grant awards not currently in hand. The reason behind this involves the timing of grant applications and awards. Many awards will be announced after



the beginning of the fiscal year, rather than budget based on an assumption of receiving the awards and then backfilling if awards are not received, LAVTA budgets based on what is in hand and then adds additional funds to our reserve account at the end of the year from the grants received. Once grants have been applied for and received staff will update the Board in regard to the additional revenues. This budget also does not include any funds from the American Rescue Plan Act (ARPA), although MTC staff is working on a plan to distribute funds from this to the transit operators, LAVTA has not yet been notified as to the amount we will receive. However, LAVTA does expect to receive funds that will then allow the agency to replace funds drawn down from reserves.

At the meeting, staff will review with the committee the line item budgets for revenues and expenses, highlighting changes from the prior year budget and areas of particular importance.

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the Operating and Capital Budget for FY 2022.

Attachments:

1. Operating and Capital Budget FY 2022
2. Resolution 19-2020 Operating and Capital Budget FY2022

*Approved:* \_\_\_\_\_

**WHEELS**  
**Livermore Amador Valley Transit Authority**  
**Fiscal Year 2022**  
**Budget Message**

**Summary Outlook for FY2022**

LAVTA's FY2022 Budget is \$21,201,502 which is 1.83% higher than the adopted FY2021 budget. The draft budget assumes LAVTA will provide 141,262 fixed route service hours and 31,511 service hours for paratransit. The Budget for FY2022 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

FY2022's major highlight will be recovery from COVID-19, with ridership expected to be significantly lower than the previous year as communities and the economy recover from the devastating pandemic. The focus will be on growing ridership in a safe manner as social distancing and other factors continue to be explored and debated. Staff has maintained a consistent number of revenue hours in the budget to both be conservative and to recognize that while some service may be reduced due to demand, other service may increase to accommodate a return of ridership amongst continuing social distancing mandates.

All operators in FY2022 will continue to improve their customer skills with the MV Platinum Customer Connection course and will participate in monthly safety meetings where the concepts will be reinforced. Additionally, the agency will adopt a new Safety Plan and Safety Management System to ensure that safety continues as the agency's top priority.

In FY2022 the Marketing Department will consider a return to SmartTrips individualized marketing on the Rapid routes, will upgrade the agency's website and will promote the new Go Tri-Valley program. Continued focus will be on Las Positas College and the middle and high school students to promote the pass programs and safety.

The Planning Department will continue several studies, including a zero emissions plan for buses, and updates to the agency's short- and long-range plans. Finally, LAVTA staff will continue to provide administrative support for the Tri-Valley – San Joaquin Valley Regional Rail Authority and manage partnerships participating in the shared autonomous vehicle project.

During FY2022, LAVTA will conclude its demonstration project with County Connection. This project features the usage of the same paratransit contractor for a better customer experience and cost savings. It is expected that the outcome would be to either make the partnership permanent or re-bid the LAVTA paratransit contract.

LAVTA's capital program in FY2022 will focus on several high priority projects, including upgrades at the Livermore Transit Center, continued bus stop improvements to Rapid stops, continued planning and design work on the future LAVTA Operations and Maintenance

facilities (nicknamed the “Atlantis” project), and bus purchases. Additional miscellaneous work includes continued development of the Shared Autonomous Vehicle project that will include the construction of micro Mobility Hubs, the upgrade of traffic-signal technologies and the procurement of new, faster shared autonomous vehicles for Phase II. Finally, the agency will continue to work with the County of Alameda on the development and construction of the Dublin Parking Garage.

### **FY21 Perspective**

FY2021 Adopted Budget was \$20,820,728 million, which was 1.1% higher than FY20. However, in June 2020 Staff brought to the board updated revenue projections in light of the COVID pandemic along with a variety of possible service scenarios based on evolving conditions. LAVTA was also able to comply with the Board’s policy to maintain reserves equivalent to 3-6 months of operating costs.

For the first nine months of FY2020, the major highlight was a double digit ridership growth within the fixed route system. Additionally, the Go Dublin pilot and parataxi program were experiencing moderate growth. However, in the current COVID-19 environment that began in mid-March ridership dropped approximately 90% and the focus since has been on basic service levels and maintaining social distancing while facilitating the recovery from the pandemic.

Additionally, the shared autonomous vehicle project in Dublin initiated Phase 1 testing in Dublin and was able to log more than 500 miles without an incident. Phase 1 is expected to end in early FY 2022, with Phase 2 currently in the planning stages.

The capital program had several areas of focus in regard to major capital projects, including the advancement of the Rapid bus stop project on Santa Rita in Pleasanton, the continued work to upgrade the transit signal priority system at 66 intersections, the planning of the Dublin Parking Garage, and the planning work for Valley Link.

### **Accomplishments in FY21**

In addition to the on-going workload of the agency, staff was busy this year on the following issues and projects.

#### **Policy Related Matters**

- Adopted FY 2021 Legislative Program and monitored key legislation
- Provide administrative support for the Tri-Valley – San Joaquin Valley Regional Rail Authority, including the completion of the CEQA environmental work and 15% design.

#### **Fixed Route Service**

- Monitored ridership on fixed route system during pandemic
- Completed a survey to assess customer needs during the pandemic
- Managed safety efforts on fixed route buses during pandemic, including the installation of hand sanitizers on all buses and at all facilities, installation of safety

barriers on all buses between riders and operators, purchase and usage of disinfecting devices for fixed route buses, etc.

#### Paratransit Service

Initiated the paratransit demonstration project with County Connection, saving the agency approximately \$200,000 over the next best alternative.

#### Capital Projects

Completed the Rapid bus stop project on Santa Rita Rd in Pleasanton

Completed the transit signal priority project on Rapid routes

Worked with Kimley Horn on continue design work for Atlantis

#### Marketing

Provided for an extensive campaign on how LAVTA/Wheels is providing a safe environment on buses during the pandemic.

#### Audits/Reviews

Completed the annual Financial Audit (CAFR)

#### Financial Management

Continued grants status reports to the Board

Received GFOA's Award of Excellence for Financial Reporting for FY21 CAFR

Leased portion of Atlantis to Google for bus storage

Entered into an additional revenue generating contract for with ATT Mobile

### **Major Features of FY2022's Operating Revenues**

Looking forward to next year's budget, this section outlines what staff sees forthcoming on the revenue side. LAVTA's primary revenue source is TDA, which is projected by Alameda County's forecasters to increase slightly over FY21 actuals. Another critical revenue source is STA funding, which is also estimated to increase slightly, however, both are still less than the amounts prior to the pandemic.

### **Major Features of FY22's Operating Expenditures**

The expenditure budget for FY2022 is \$21,201,502 which is \$380,774 more (1.83%) than the budget for FY21. The Fixed Route contract had a slight increase this year, based on the escalators in the contract. A new Paratransit contract began in April featuring a demonstration project with County Connection. The costs associated with the County Connection contract are higher than the previous one with MV, although approximately \$200,000 lower than the next best alternative after re-bidding the contract in FY 2021. Similar to the revenue side, LAVTA's expenditure side is also driven by a handful of sources. For example, the O&M contracts, diesel fuel, taxes, utilities, and insurance make up about 80% of LAVTA's expenditures. Major matters regarding expenditures are described below.

O&M Services: FY2022 marks the fourth year of the multi-year contract for fixed route O&M services to MV Transportation, and the first year for the demonstration project where LAVTA shares the same paratransit contractor with CCCTA.

Fuel Prices: For FY2022, fuel is assumed to be \$2.80 per gallon, which is higher than the average that LAVTA has seen in the current fiscal year. However, fuel prices can be extremely volatile, so the budget reflects the trends from the last three years. Total fuel costs and taxes on fuel are approximately \$1.48 million.

Personnel Costs: The FY2022 budget assumes one additional FTE (a capital projects specialist to help expedite LAVTA's many capital projects) added to the 15 FTEs currently at the agency. As in prior years, although not FY21, LAVTA will continue to implement merit-based increases based on staff's performance evaluations.

Administrative Costs: Staff is proposing a FY2022 Budget that keeps most budgeted line items, which staff has some control over, similar to the amounts in the FY2021 Budget.

### **Major Features of the Capital Budget**

The Capital Budget is expected to increase by \$16,734,600 over last year, primarily due to the addition of a bus purchase to replace 16 fixed route buses. Last year, themes that dominated the Capital Budget will continue through FY22. They are (1) a continued emphasis on a State of Good Repair (SGR), and (2) continued improvements that improve speed and reliability to the Rapid corridors, as well as upgraded and attractive Rapid stops.

### **Strategic Plan Guidance and Projects for FY2022**

The agency's Strategic Plan establishes an overall vision and mission, and contains a series of goals and strategies to guide the future development of services and projects. Although the goals of agency strategies will be updated through the short- and long-range planning in 2022, the following are the current strategies of the agency:

#### ***Goal: Service Development***

##### **Strategies:**

- (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
- (5) Explore innovative fare policies and pricing options
- (6) Provide routes and services to promote mode shift from personal car to public transit.

***Goal: Marketing and Public Awareness***

Strategies:

- (1) Continue to build the Wheels brand image identity and value for customers
- (2) Improve the public image and awareness of Wheels
- (3) Increase 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

***Goal: Community and Economic Development***

Strategies:

- (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 and requirements

***Goal: Regional Leadership***

Strategies:

- (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

***Goal: Organizational Effectiveness***

Strategies:

- (1) Promote system wide continuous quality improvement
- (2) Continue to expand the partnership with contract staff
- (3) HR development with focus on employee quality of life and strengthening of technical resources
- (4) Enhance and improve organizational structures, processes and procedures
- (5) Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions.

***Goal: Financial Management***

Strategies:

- (1) Develop budget in accordance with strategic plan
- (2) Explore and develop revenue generating opportunities
- (3) Maintain fiscally responsible long-range capital and operating plans



**Summary**

To summarize, this FY2022 Budget supports 141,262 hours of fixed route service and 31,511 service hours for paratransit for next year. The Budget assumes that fares are not raised.

At the end of FY22, the forecast is to have \$19.49 million in reserves of which \$7 million is committed to the Atlantis Facility project. In January 2009, the Board adopted a policy to gradually build up reserves, targeting a range of 3 to 6 months of operating expenses, and attaining this goal by the end of FY2012. The FY2012 Budget achieved that goal and the Budgets since then continue to maintain it.

## **OPERATING REVENUES**

LAVTA services are supported by two primary types of operating revenues:

- Revenues generated by the agency either through the provision of transit service (farebox and contract fares) or through supplementary activities such as advertising and ticket concessions.
- Federal, State and Local transportation funding assistance programs including Transportation Development Act (TDA), State Transit Assistance (STA), Federal Transit Administration grants, Bridge Toll Revenues (RM2), Motor Vehicle Registration Surcharge (TFCA), and Measure B/BB sales tax revenue.

A brief description of each budget line item follows:

### **Passenger Fares**

Revenues derived from the farebox are forecast to be slightly higher for fixed route based on some anticipated recovery from the COVID-19 Pandemic. Revenue is also generated from an agreement with Hacienda Business Park.

### **Contract Services**

LAVTA receives revenues from the San Joaquin Regional Rail Commission (SJRRRC) to subsidize the ACE shuttle service (ACE passengers then ride free). Revenue from an agreement with BART to supply paratransit services to the BART station for connections with East Bay Paratransit are also included. Additionally, there are contracted Fare Revenues from Las Positas college student body based on the student pass, and fares from the Alameda County Transportation Commission (ACTC) for their student pass pilot program. These are budgeted based on school going back in session in the fall but with a decrease in ridership over the pre-pandemic numbers.

### **Concessions, Advertising, Interest and T-Mobile, AT&T and Google Agreements**

LAVTA currently contracts with Lamar Outdoor Advertising for use of exterior bus advertising space. LAVTA also receives revenues from an agreement with ACE to sell train tickets at the transit center. Interest is generated on unspent revenue in our LAIF account. The agreement with T-Mobile, and AT&T for the lease of space for a cell tower and the agreement with Google to park at the Atlantis Facility are included.

### **Transportation Development Act Funds (TDA)**

These funds are derived from a ¼ cent sales tax and distributed by the Metropolitan Transportation Commission (MTC) to Alameda County and all of its incorporated cities.

LAVTA is eligible for two different programs within this funding source:

TDA 4.0 which provides general transit assistance and can be used for capital and operating expenses for both fixed route and paratransit and TDA 4.5 which is exclusively for paratransit services.

The total amount requested in TDA 4.0 funds for operations for FY2 is \$11,282,017 additionally the amount requested in TDA 4.5 funds is \$159,119.

LAVTA also receives a portion of BART's TDA 4.0 apportionment to help support feeder service to the Dublin/Pleasanton station. These funds help subsidize routes that run between Livermore and the BART stations. This year LAVTA will receive \$104,953 from this source.

#### **State Transit Assistance Funds (STA)**

STA is distributed to jurisdictions for fixed route service in two ways – as a revenue-based and a population-based subsidy for transit capital and operating needs.

The amount of population-based STA requested by LAVTA for 2022 is \$1,177,548 and LAVTA has requested revenue based STA funding of \$712,236.

Additional STA comes to LAVTA in the form of a paratransit allocation and as part of the feeder bus agreement with BART. LAVTA's apportionment of STA paratransit for FY 22 is \$87,852, and through BART LAVTA will receive \$661,131.

LAVTA will also receive some STA this year from SB1, for the Student Pass program (budgeted under special contract fares) of \$135,259.

#### **Regional Measure and 2 (RM2)**

Regional Measure 2 increased the toll on Bay Area bridges by \$1. Funds from these increases were designated to fund projects to improve transit in the Bay Area. LAVTA has received \$409,489 in RM2 funding for the Rapid service.

#### **Federal Transit Administration (FTA) Section 5307**

FTA Section 5307 funds are distributed by MTC to transit operators in the region. These funds are available to LAVTA to fund bus replacement projects, and ADA paratransit. A provision of FTA legislation allows regional capital funds to be used for ADA paratransit operating purposes. This year's allocation for LAVTA's paratransit service is estimated at \$422,316. The amount LAVTA expects to receive for bus purchases is \$11,575,437.

Additionally, funding through the CRSSA Act is available to many Bay Area Transit Operators. LAVTA did not qualify, however, thanks to MTC other federal funding was made available and LAVTA will receive an additional \$1,636,697 in FTA funds for operating.

#### **Measure B**

Voters in Alameda County re-authorized a one-half cent sales tax dedicated to funding transportation projects. This measure was originally passed in 1992. A portion of the revenues from this measure are dedicated to supporting paratransit services throughout the County. Funds are distributed to eligible recipients based on a population formula that includes the number of elderly and disabled persons in the jurisdiction, as well as the number of low-income persons. This year LAVTA's Measure B allocation for paratransit is \$139,703. Another portion of these revenues helps support fixed route service; LAVTA is

expected to receive \$764,547 in fixed route revenues for FY 2022.

**Measure BB**

Additionally, voters in Alameda County voted for an addition sales tax increase for transit projects. This measure BB is anticipated to provide an additional \$926,640 in funds for Fixed Route service and \$460,317 for Paratransit service.

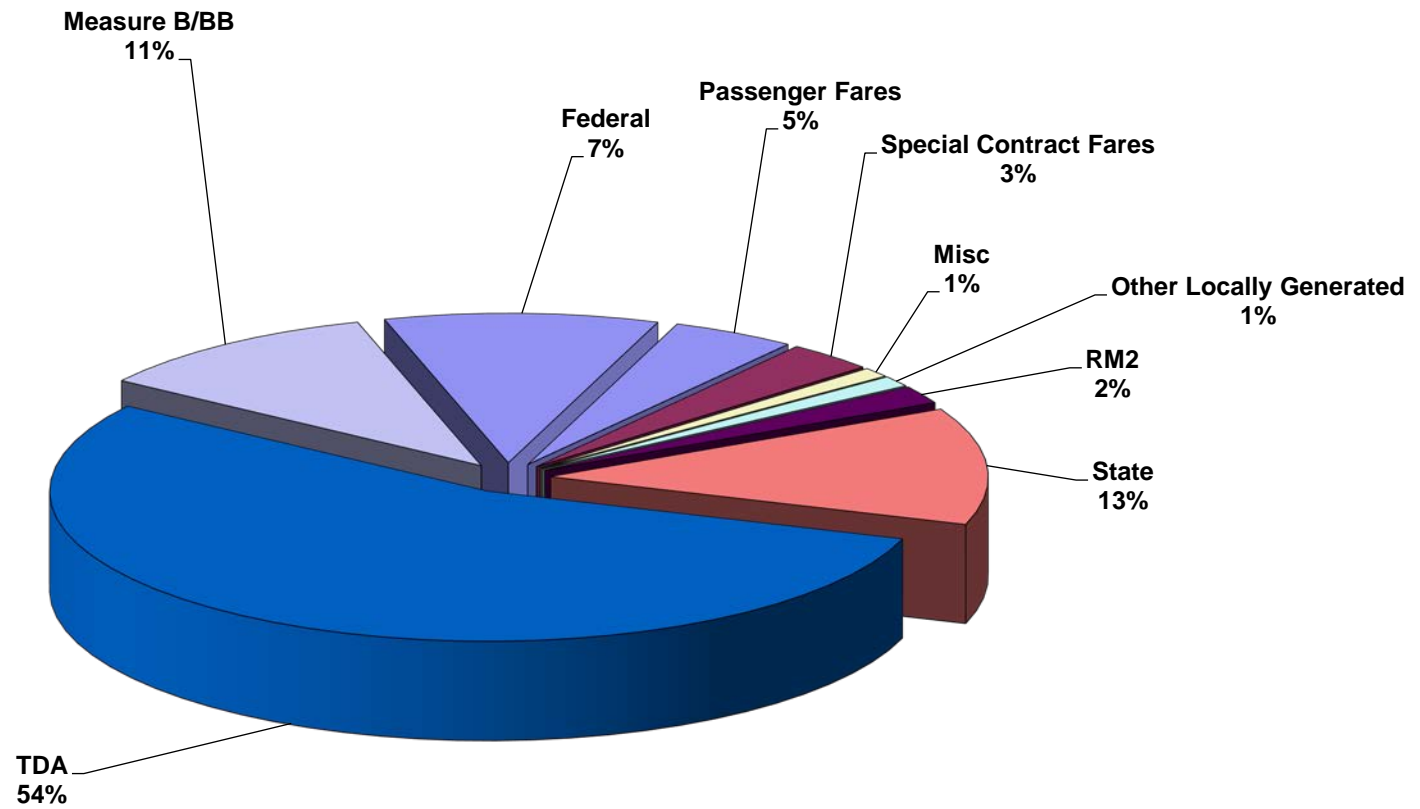
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**LAVTA  
FY2022 BUDGET  
OPERATING REVENUES**

		FIXED ROUTE FUND	PARATRANS. FUND	WOD	TOTAL FY2022	BUDGET FY2021	% CHANGE
401	Passenger Fares:	\$786,428	\$187,500		\$973,928	\$1,140,773	-15%
402	Business Park Revenue	\$200,376			\$200,376	\$246,067	-19%
402	05 Special Contract Fares:	\$462,065	\$30,000		\$492,065	\$652,548	-25%
406	01 Concessions	\$105,967		\$0	\$105,967	\$57,984	83%
406	03 Advertising	\$42,000	\$	-	\$42,000	\$95,000	-56%
407	04 Interest	\$25,000			\$25,000	\$25,000	0%
407	03 Google Lease	\$48,000		\$0	\$48,000	\$48,000	0%
407	99 Clipper Fees and cards	\$0			\$0	\$0	0%
409	Transit Development Act (TDA)						
	91 Article 4.0	\$9,745,608	\$934,628	\$601,781	\$11,282,018	\$9,941,237	13%
	92 Article 4.5		\$159,119		\$159,119	\$123,996	28%
	95 BART 4.0	\$104,953			\$104,953	\$82,398	27%
	96 RM2	\$409,489			\$409,489	\$580,836	-30%
	01 TFCA BRT	\$245,000			\$245,000	\$238,500	3%
	01 BAAQMD	\$0		\$0	\$0	\$300,006	-100%
411	State Transit Assistance (STA)						
	01 Operating-Population Based	\$0			\$0	\$1,124,122	-100%
	01 Block Small Operator	\$1,177,548			\$1,177,548	\$1,259,035	-6%
	01 Operating-Revenue Based	\$715,023			\$715,023	\$295,448	142%
	01 Regional Paratransit	\$87,852	\$0		\$87,852	\$93,932	-6%
	01 STA Lifeline	\$33,815			\$33,815	\$54,232	-38%
	05 Regional BART	\$661,131			\$661,131	\$588,554	12%
	01 CalTrans	\$0			\$0	\$250,000	-100%
413	Federal Transit Administration Section 5307	\$1,724,697	\$422,316		\$2,147,013	\$1,500,325	43%
464	01 Measure B and BB	\$1,691,187	\$600,020	\$0	\$2,291,207	\$2,122,736	8%
<b>TOTAL REVENUE</b>		<b>\$18,266,138</b>	<b>\$2,333,583</b>	<b>\$601,781</b>	<b>\$21,201,502</b>	<b>\$20,820,729</b>	<b>1.83%</b>



## OPERATING REVENUE FY2022



## **OPERATING EXPENDITURES**

### **Salaries and Wages**

This category includes salaries for all staff members, including 11.5% towards PERS 457 Retirement Plan (for Executive Director only). In addition, employee salary increases are included in this line item however increases for employees are based on performance/merit only.

One new position was added to the budget. This position is to help with completing our Capital Projects.

### **Personnel Benefits**

This category includes contributions to California Public Employees Retirement System (CalPERS), premiums for Medical, Dental, Vision, Disability and Life Insurance programs, Workers Compensation Insurance, Unemployment expense and Automobile Allowance (for the Executive Director only). Also included is the health annuity for retirees, and the amount necessary to prefund LAVTA's annual OPEB obligation.

### **Professional Services**

Compensation for Board Members per Bylaws of LAVTA for attendance at meetings of the Board of Directors, Committees of the Board of Directors and other LAVTA business is included here. Additionally, on an on-going basis LAVTA contracts out for a variety of professional services including: legal counsel, financial services (for the annual audit), and graphic design. This category also includes the expenses associated with the testing of the SAV.

### **Non-Vehicle Maintenance**

This line item includes the expenses to cover the cost of hiring professional maintenance vendors to assist in the cleaning of the Maintenance, Operations and Administration building (MOA), Transit Center facility and grounds, and cleaning of bus stops. In addition, this line item includes the cost of preventative maintenance for the facilities, office equipment such as the accounting system, copy machines, and phones. Costs also include computer support, including the annual contracts for the AVL system and a map platform update, and the cost of the bus shelter maintenance program.

### **Communications**

Postage, Federal Express, and courier charges are in this category of expenses.

### **Fuel and Lubricants**

Costs for all diesel and unleaded gas for buses and vans are budgeted here. This line item is budgeted for FY 2022 at \$2.80 per gallon; fuel for non-revenue vehicles is budgeted at \$4.20 per gallon. This line item also contains a \$100,000 contingency to account for unstable and volatile gas prices.

### **Office/Operating Supplies**

This category includes copy machine paper, consumable office supplies, letterhead, envelopes and any other miscellaneous office supplies needed.

**Printing**

The line item for printing covers the cost for printing public information materials, i.e. Wheels map and schedules, fare media, brochures and the production of exterior route and schedule displays are in this line item.

**Utilities**

Utilities include expenses to cover electricity, gas, water, sewer, garbage, and telephone bills. .

**Insurance**

This line item includes insurance on facility contents, employee dishonesty bonds, and property insurance on the MOA, Transit Center and Atlantis facilities. It also includes premiums for casualty, general liability and physical damage insurance. LAVTA has a \$25,000 self-insured retention which has been assumed by our fixed route contractor. Due to LAVTA's "experience modification factor" LAVTA is seeing a decrease in insurance expenses for FY 22.

**Taxes and Fees**

Fees for fuel taxes and underground storage tank fees are budgeted here.

**Purchased Transportation Service**

Purchased transportation service is the largest of the budgeted line items. This line item includes the total operating costs and fixed monthly management fee based on the agreements between LAVTA and MV, and LAVTA and CCCTA, which includes all materials, supplies, lubricants, vehicle parts and labor for provision of operation and maintenance services. This line item increased from last year's budget due to the increase in contract costs for the fixed route contract with MV Transportation and an increase in contract costs for the new Paratransit services contract with CCCTA. It should be noted that the demonstration project with CCCTA provided a \$200,000 savings from the next best alternative in the request for proposal process for paratransit services.

Additionally, expenses have been budgeted for the "Go Tri-Valley" services and shared autonomous vehicle operations, which may occur in FY 23 through a public-private partnership.

**Miscellaneous**

This line item includes membership dues for the American Public Transit Association, California Transit Association, CALACT, and the Dublin, Pleasanton, and Livermore Chambers of Commerce. Also included are promotional items related to special events, and any miscellaneous items not included elsewhere are budgeted here.

**Professional Development**

Professional development covers the expenses for transportation, meals, conference registration fees and lodging for attendance at transit conferences, training seminars, workshops and other required business meetings are included here. This category also includes expenses associated with job specific development classes.

**Advertising**

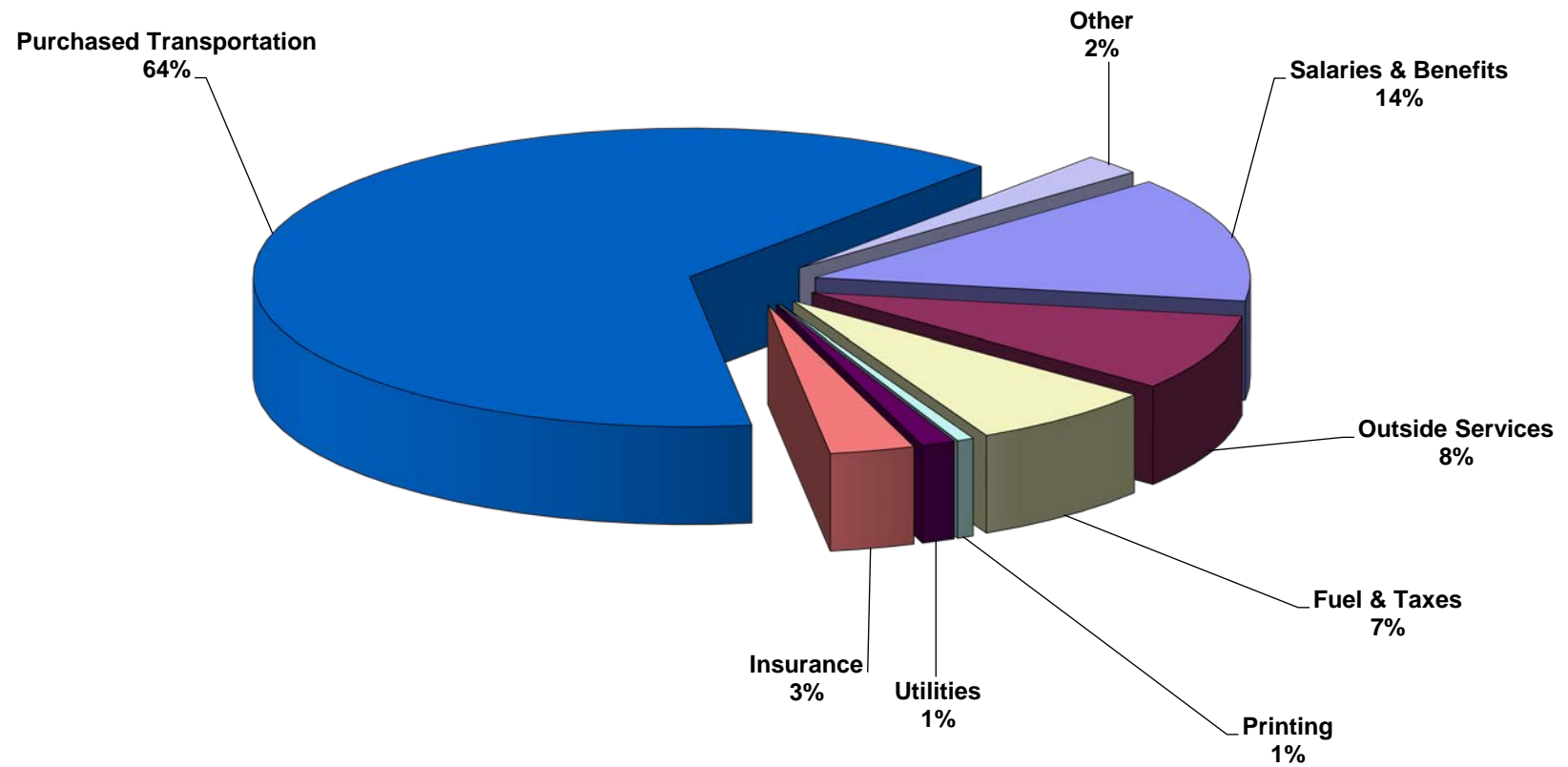
The advertising budget includes any advertising done for LAVTA including radio, newspaper, flyers etc.

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**LAVTA  
FY2022 BUDGET  
OPERATING EXPENDITURES**

			GENERAL FUND	PARATRANSIT FUND	Wheels On Demand	TOTAL FY 22	BUDGET FY21	% CHANGE
501	02	Salaries and Wages	\$1,597,725	\$172,262	\$74,045	\$1,844,031	\$1,724,066	7%
502	00	Personnel Benefits	\$983,765	\$58,371	\$7,736	\$1,049,871	\$944,210	11%
503	00	Professional Services	\$610,725	\$48,825	\$158,000	\$817,550	\$1,108,380	-26%
503	05	Non-Vehicle Maintenance	\$897,664	\$14,468	\$0	\$912,131	\$864,315	6%
503	99	Communications	\$7,500	\$2,000	\$0	\$9,500	\$9,500	0%
504	01	Parts, Fuel and Lubricants	\$1,386,600	\$0	\$0	\$1,386,600	\$1,386,600	0%
504	03	Non Contracted Vehicle Maintenance	\$3,000	\$0	\$0	\$3,000	\$3,000	0%
504	99	Office/Operating Supplies	\$61,600	\$6,680	\$0	\$68,280	\$64,917	5%
504	99	Printing	\$115,320	\$17,000	\$0	\$132,320	\$85,614	55%
505	00	Utilities	\$259,128	\$3,958	\$0	\$263,086	\$351,235	-25%
506	00	Insurance	\$659,434	\$6,661	\$0	\$666,095	\$682,703	-2%
507	99	Taxes and Fees	\$91,440	\$0	\$0	\$91,440	\$302,000	-70%
508	01	Purchased Transportation	\$11,207,472	\$1,990,623	\$360,000	\$13,558,095	\$12,971,210	5%
509	00	Miscellaneous	\$182,266	\$10,236	\$0	\$192,502	\$133,479	44%
509	02	Professional Development	\$84,500	\$2,500	\$0	\$87,000	\$69,500	25%
509	08	Advertising	\$118,000	\$0	\$2,000	\$120,000	\$120,000	0%
TOTAL TRANSIT OPERATIONS AND MAINTENANCE			\$18,266,138	\$2,333,583	\$601,781	\$21,201,502	\$20,820,728	1.8%

## OPERATING EXPENDITURES FY 2022





## **CAPITAL IMPROVEMENT PROGRAM**

### **Facilities Rehab and Repair**

#### **Office and Facility Equipment**

This budget item will be used to upgrade and replace existing office and/or facility equipment as needed.

#### **Shop Repairs and Replacements**

The current MOA facility was built in 1991 and on-going repairs have been required in the past. Some of the equipment is now in need of total replacement, this line item reflects minor replacements, and larger repairs for FY22.

#### **Transit Center Upgrades and Improvements**

Now that the Historic Railroad Depot has been moved and is being refurbished LAVTA needs to do some upgrades and repairs to the rest of the transit center.

#### **Bus Shelter and Stops**

Funds for this project will be used to rehabilitate or improve selected bus stop locations, and move bus stops to new locations. Additionally, bus stop branding will need to be updated as the rebranding project commences. This year LAVTA is receiving funds to improve the BRT stops.

#### **Doolan Tower Upgrade**

The Doolan Tower houses LAVTA's radio equipment and is a key component of LAVTA's AVL system. Many upgrades were completed in FY21, however, LAVTA has discovered a need to add a generator to the location to assist during power outages.

#### **Atlantis**

In FY 2021, with new funding opportunities for the project finally on the horizon, LAVTA engaged Kimley-Horn & Associates to update the site planning and concept design documents and complete 30% schematic designs for the Atlantis Operations & Maintenance Facility, including sufficient detail of site improvements to provide information on the recommended location and sizes of offices, hallways, shops, employee facilities, storage rooms, vehicle bays, vehicle parking structure, wash facility, building risers, and utility areas (including communications). Final schematic designs were delivered in March 2021. The project included in FY 2022 would deliver 100% bridging documents for the Atlantis facility, ready to advertise and award for a design-build construction contract should funding become available to construct the facility, and/or to facilitate securing such funding via future funding opportunities. The bridging documents would constitute 60% plans, specifications & estimates (PS&E) for the construction of new administration/operations and maintenance buildings, plus site improvements necessary to complete the facility.

## **Vehicle Rehab and Repair and Replacement**

### **Vehicle Repairs**

Funds associated with this project will be used for the replacement of engines and transmissions, battery packs on the Hybrid buses and other major components that have reached the end of their useful lives.

### **Bus Purchases**

With LAVTA's 2007, and 2009 buses reaching the end of their useful lives LAVTA will be replacing 16 buses.

## **Miscellaneous**

### **Transit Capital**

The funds associated with this line item will be used to cover miscellaneous projects that come up throughout the year.

### **Shared Autonomous Vehicle (SAV) and Mobility Hubs**

LAVTA, the City of Dublin, and the Metropolitan Transportation Commission have been partnering on deploying an SAV in the City of Dublin, with Phase 1 testing anticipated to conclude in June of 2021. For Phase 2 of the project, the goal is to expand the current route and serve more passengers traveling between East Dublin/Pleasanton BART and the businesses near the Ross Headquarters/Zeiss Innovation Center business park. The next phase includes:

- Acquisition of three (3) upgraded SAVs with more passenger and speed capacity.
- Design and construction of a passenger mobility hub at the business park.
- Implementing key stops along the route.
- Upgrades to local infrastructure, such as advanced traffic-signal technologies and additional streetside signage.

### **Dublin Parking Garage**

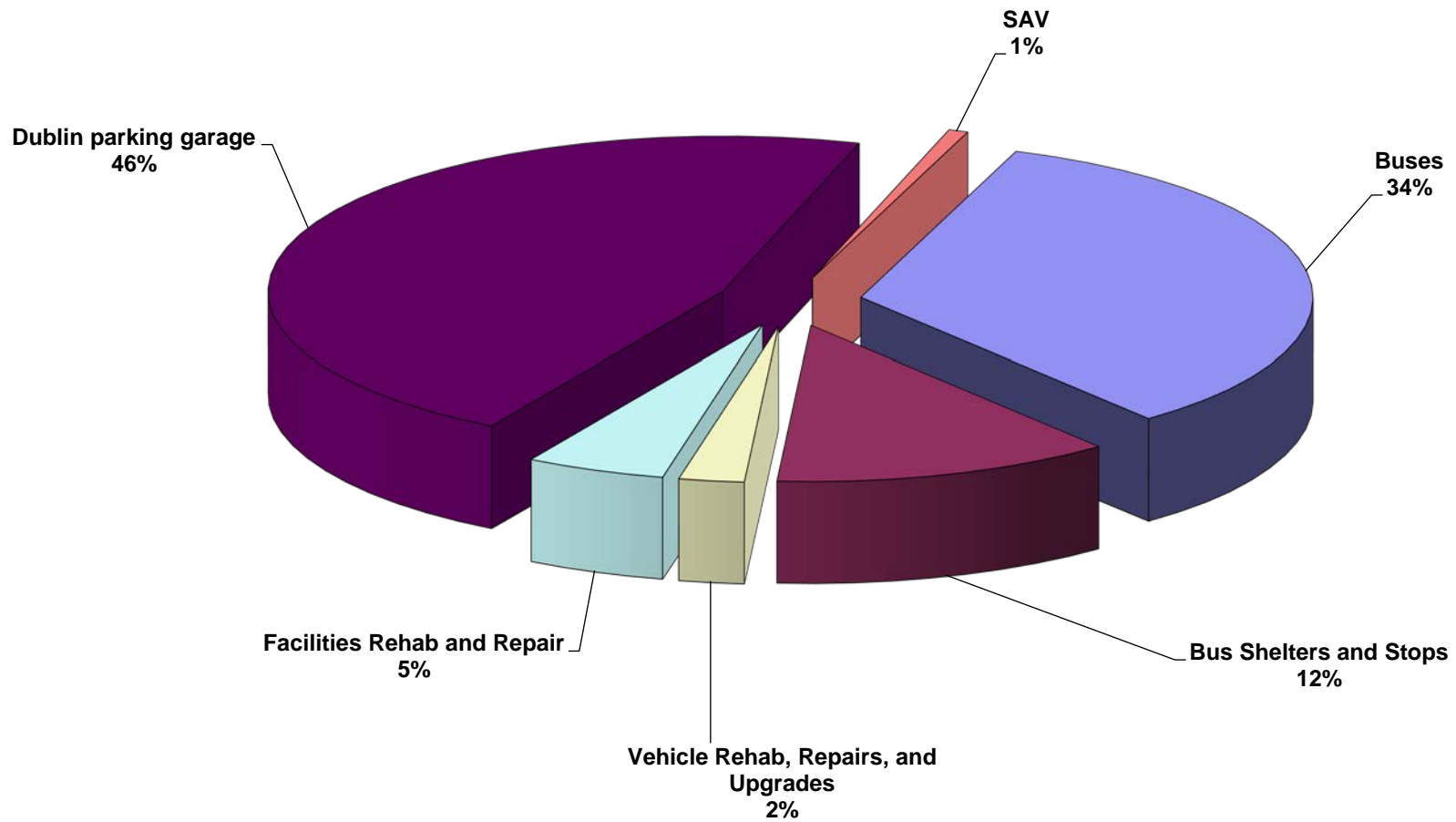
LAVTA is the project sponsor for the Dublin/Pleasanton Capacity Improvement and Congestion Reduction Program, which includes \$20,000,000 in state funding toward final design and construction of a 500+-space parking garage in Dublin near the Dublin/Pleasanton BART station on land owned by Alameda County. State funds are being provided by the Transit and Intercity Rail Capital Program (TIRCP) and passed through LAVTA to the Alameda County General Services Agency, who serves as lead agency on implementation of the project.

**LAVTA  
FY2022 BUDGET  
PROJECT DETAIL**

**Capital Improvement Program**

<b>Project</b>	<b>Federal FUNDS</b>	<b>BAAQMD</b>	<b>State</b>	<b>CTC CIP</b>	<b>TVTC</b>	<b>Bridge Tolls</b>	<b>TDA 4.0</b>	<b>Prop 1B</b>	<b>BUDGET FY22</b>
Transit Center Upgrades and Improvements	\$440,000						\$110,000	\$20,000	\$570,000
Bus Shelters, signs, and Stops	\$2,000,000		50,000			\$2,300,000	\$857,143		\$5,207,143
Buses	11,575,437						2,893,859		\$14,469,296
Office and Facility Equipment							\$100,000		\$100,000
Transit Capital							\$100,000		\$100,000
Shop Repairs and Replacements							\$41,900		\$41,900
Rutan Upgrades							\$200,000	\$100,962	\$300,962
Doolan tower upgrade including generator							\$124,000		\$124,000
Atlantis							\$902,000		\$902,000
SAV and mobility hubs							\$300,000		\$300,000
Dublin Parking Garage			\$20,000,000						\$20,000,000
Vehicle Repairs	\$206,000		\$37,845				\$756,420		\$1,000,265
<b>TOTAL</b>	<b>\$14,221,437</b>	<b>\$0</b>	<b>\$20,087,845</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300,000</b>	<b>\$6,385,322</b>	<b>\$120,962</b>	<b>\$43,115,566</b>

## FY 22 Capital Projects



**LAVTA**  
**RESERVES ANALYSIS**

**OVERVIEW OF THE ALLOCATION PROCESS**

***TDA***

Under the State Transportation Development Act (TDA), the Metropolitan Transportation Commission (MTC) is designated as the body that distributes funds from the County Local Transportation Fund (LTF) to each transit operator in the county. Each year this distribution process begins in February when MTC passes a resolution approving each transit operator's apportionment of TDA funds for the upcoming fiscal year. This resolution defines LAVTA's share of the funds available in Alameda County. The funds are apportioned based on population. LAVTA's service area contains approximately 14% of the total population in the county.

Through its planning process LAVTA determines how much of this apportionment to request for the year and submits a claim for these funds. MTC then passes a resolution allocating the requested funds.

The difference between the apportioned amount and the allocated amount is reserved for LAVTA's future use. This amount, called "prior year funds", "carryover" or "reserves", is also shown in the apportionment resolution. These funds are retained in accordance with the California Administrative Code, in the LTF at the County of Alameda based on terms and conditions determined by MTC.

**TDA RESERVES**

The following analysis calculates LAVTA's expected reserves at the end of FY2022 based on currently available information about FY 2021

<b>Projected Reserves at June 30, 2021</b>	<b>\$5,145,456</b> (Projected Carryover 2/24/21)
FY2022 Apportionment (estimated)	10,823,468 (FY22 revenue estimate 2/24/21)
<b>FY2022 TDA Funds Available for Allocation</b>	<b>\$15,968,924</b>

FY2022 Operating Request	\$11,822,017
FY2022 Capital Request	6,385,322
<b>FY2022 TDA Request for Allocation</b>	<b>\$18,207,339</b>

<b>Projected Reserves at June 30, 2022</b>	
Reserves at June 30, 2022	-\$2,237,863
Expiring Capital Allocations @June 30, 2021	0
FY 2021 Unexpended Funds (Due to LTF)	5,450,000 (estimate)
Prior year Due to LTF	\$16,277,964

<b><u>TOTAL TDA RESERVES</u></b>	<b><u>\$19,489,549</u></b>
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### STA

A second revenue source administered by MTC is State Transportation Assistance Funds, or STA. LAVTA receives apportionments of STA funds each year: Revenue based (calculated on LAVTA's locally generated revenue as a portion of the region's locally generated revenue) and Population based (based on LAVTA's share of population compared to other small and north county operators). The population-based apportionment is administered by ACTC. As with TDA, LAVTA receives an estimated apportionment in February, requests an allocation, and the difference is maintained in the County Treasury, as reserves.

### STA RESERVES

The following analysis calculates LAVTA's expected STA reserves at the end of FY2022 based on currently available information about FY 2021.

#### *Revenue Based*

<b>Reserves at June 30, 2021</b>	<b>\$418,864</b> (Projected Carryover 2/24/2021)
FY2022 Apportionment	293,372 (FY21 revenue estimate 2/24/2021)
<b>FY2022 Available STA Funds</b>	<b>\$712,236</b>
<b>FY2022 STA Request for Allocation</b>	<b>\$712,236</b>
<b>Reserves at June 30, 2022</b>	<b>\$0</b>

<b><u>TOTAL TDA and STA RESERVES</u></b>	<b><u>\$19,489,549</u></b>
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#### **Committed Reserves**

Atlantis Project	\$7,000,000
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<b><u>TOTAL Uncommitted Reserves</u></b>	<b><u>\$12,489,549</u></b>
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<b>3-6-month target</b>	<b>\$5,300,376 - \$10,600,751</b>
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**RESOLUTION NO. 19-2021**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING  
AND CAPITAL BUDGET FOR FISCAL YEAR 2022**

**WHEREAS** the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of June 7, 2021 reviewed the Operating and Capital Budget for Fiscal Year 2022 for this Authority.

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the Board of Directors that the Operating and Capital Budget for the Livermore Amador Valley Transit Authority for Fiscal Year 2022, attached hereto and incorporated herein as Attachment 1, is hereby adopted.

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to transfer funds within and between costs centers.

**APPROVED AND PASSED** this 7th day of June 2021.

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Bob Woerner, Chair

**ATTEST:**

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Michael Tree, Executive Director



## **AGENDA**

### **ITEM 8**

## STAFF REPORT

SUBJECT: Election of LAVTA Chair and Vice Chair

FROM: Michael Tree, Executive Director

DATE: June 7, 2021

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### Action Required

Elect a new Chair and Vice Chair of the LAVTA Board of Directors for FY22. Per the Bylaws, the Chair should represent Pleasanton and the Vice Chair should represent County.

### Background

Sections 4.03 and 4.04 of LAVTA Bylaws read as follows:

- 4.03** Term of Office. The Chair and Vice Chair shall serve one (1) year terms of office commencing on July 1 of each year. There shall be no limit on the number of terms that a Director may serve as Chair or Vice Chair. The Chair shall rotate among the four Members on an annual basis with a Pleasanton, County, Dublin, and Livermore sequence.
- 4.04** Qualifications. In casting votes for Chair and Vice Chair, members of the Board may consider the candidate's leadership qualities, ability to conduct meetings of the Board expeditiously and fairly, and willingness to represent and implement positions adopted by the Board when such positions are at variance with his/her political views, as well as any other factors deemed pertinent.
- 4.05** Nomination and Election of Officers Nomination and election of officers shall be carried out in such a manner and schedule as determined by the Board of Directors.

### Next Steps

Per the Bylaws of the Authority, the Chair shall appoint the members of the Committees and the Chair of each committee subject to Board approval. If there are fewer than three standing committees, the Chairs of committees will be from jurisdictions other than that of the Chair and Vice-Chair.

The following is the current membership of the two LAVTA committees:

#### *Project & Services Committee*

David Haubert (County of Alameda), Chair

Jean Josey (Dublin), Vice Chair

Karla Brown (Pleasanton)

Bob Woerner (Livermore)

*Finance & Administration Committee*

Melissa Hernandez (Dublin), Chair

Brittini Kiick (Livermore), Vice Chair

Kathy Narum (Pleasanton)

Board members should advise the Board Chair if they would like to be considered for a different committee assignment within the next two weeks. At the July Board meeting the Chair will bring back recommendations for both committee membership and Chair positions for Board consideration.

**Recommendation**

Nominate and elect a LAVTA Board Chair and Vice Chair for FY22 in accordance with the agency's bylaws.

*Submitted:* \_\_\_\_\_

## **AGENDA**

### **ITEM 9**

## EXECUTIVE DIRECTOR'S REPORT

June 2021

### ***Ridership***

During the month of May, we have continued to see slight increases in ridership. Our average weekday ridership thus far in May 2021 is about 1,630, compared to an average weekday ridership of about 1,500 in April of this year and 1,300 in March 2021. In April 2020, which marked our pandemic low point, our average weekday ridership was about 750. We have had five days thus far in May where ridership exceeded 1,700 for the first time in more than a year. When compared to our average weekday ridership of about 7,100 in the month prior to the start of the pandemic, we are now averaging just below 25% of our pre-COVID ridership.

### ***Incremental Restoration of Weekday Service Levels on Several Routes effective June 14***

With the State of California planning to fully reopen the economy on June 15, including the removal of all capacity limits and physical distancing requirements, we are set to resume some of our services that have been reduced for more than a year. Effective Monday June 14, we will be increasing weekday peak hour service to pre-COVID levels on the Routes 1, 3, 8, 10R, 14, and 30R. Route 15 will return to all-day pre-COVID service levels. The only exception is that service will continue to run until 11 pm.

### ***Tri-Valley Hub Network Integration Study Completed***

The Tri-Valley Hub Network Integration Study that is on today's Board agenda is the culmination of a two-year planning study. The purpose of the study, funded by the California State Transportation Agency (CalSTA), was to identify a transit hub in the Tri-Valley region that could serve to facilitate connections between existing and planned bus and rail services. From our perspective, the key takeaways from the study are:

- The identification of the Dublin/Pleasanton BART Station as the hub's location paves the way for grant funding opportunities for capital improvements at the station.
- Demand exists for frequent express bus service along the I-680 corridor to connect existing rail services. The recommended express bus service falls primarily in the service area of County Connection.
- The plan does not contain any commitment of funds on LAVTA's part without the existence of an identified funding source.

### ***Marketing Awards***

Each year, the American Public Transportation Association (APTA) conducts an AdWheel Awards competition to recognize the marketing and communications efforts of its members. Entries are judged by transit marketing professionals and the top

scoring entries in each category receive First Place Awards. We were recently notified that we were again selected to receive multiple First Place Awards.



LAVTA was selected for a First Place Award in the print media category for a brochure developed by our Operations and Innovation team that highlighted our Shared Autonomous Vehicle (SAV) project progress to date and Phase 2 opportunities for expanding the program. In

addition, we were selected for a First Place Award in the special event category for the launch of public passenger service on our SAV.

The First Place Awards will be presented at the APTA Marketing and Communications Conference in Philadelphia in October. First Place Award winners are eligible for the overall AdWheel Grand Awards, which will be presented at the APTA TRANSform Conference in Orlando in November.

We were also notified last week that the Shared Autonomous Vehicle public launch video had won a marketing award. The video was named as a winner of a Silver Telly Award in the Non-Broadcast Documentary category. The Telly Awards are an international competition that recognizes excellence in video and television.

### **Update on Regional Transit Recovery and Seamless Integration Activities**

LAVTA staff participates on two regional panels led by the Metropolitan Transportation Commission aimed at improving regional transit connectivity and integration, including advancement of various “Seamless Transit” principles that are gaining momentum across the region. The work of both groups is reaching their final stages in the coming months alongside development of a bill in the Legislature (AB 629, Chiu) to guide implementation of the work.

#### **Blue Ribbon Task Force**

The Blue Ribbon Task Force was established in May 2020 to guide the region’s transit system through the COVID-19 emergency and subsequent recovery. Since then, the panel comprising elected officials, transit agency staff, other public officials, and stakeholders including labor, business, and transit advocates, has adopted a set of equity principles and worked to deliver the Bay Area Public Transit Transformation Action Plan for MTC consideration by mid-2021. This month the Task Force aims to finalize recommended roles and responsibilities for a Regional Network Manager that would oversee fare integration policy, bus transit priority initiatives, and branding and wayfinding across the region’s transit systems. Additional responsibilities under consideration include network planning for both rail and bus, station hub design review, data coordination, marketing and public information, real-time information standards, paratransit, and mega-project delivery and oversight. A parallel legislative effort in AB 629 (Chiu) would require MTC to, among other things being explored by the Blue Ribbon Task Force, establish a regional transit priority network, and submit a progress report to the Legislature by the end of 2022 on implementation of recommendations from the Fare Coordination and Integration Study. The bill is expected to continue being refined with amendments into the summer as it moves through the Senate.

#### **Fare Coordination and Integration Task Force**

The Fare Coordination and Integration Task Force oversees the work of the Bay Area Fare Coordination and Integration Study being co-led by MTC and BART. The study launched in late 2019 with the goal of analyzing a business case for regional fare integration to determine whether better integration between operators would result in a more attractive system used by more riders. The study has proceeded in spite of the pandemic to finalizing a set of integrated fare policy options for modeling and analysis. Study leaders are now initiating outreach to transit boards as they begin the key task of conducting the Business Case Evaluation, including a May 26 Policymaker Webinar, with draft recommendations expected in July.

#### ***Valley Link Project***

During the month of May the Valley Link Board certified the environmental work for the Valley Link project and adopted the preferred project, which includes selection of the

Southfront station in Livermore and selection of the Stone Cut Alternative in the Altamont (straightening of track to improve train speed and reduce travel time). Next steps for the rail project include the federal environmental work and 30% design.

Attachments:

1. Board Statistics April 2021
2. FY21 Upcoming Items



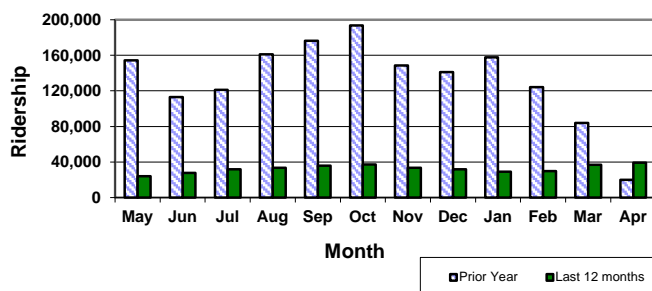
# Monthly Summary Statistics for Wheels

April 2021

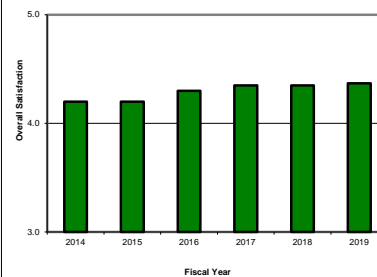
## FIXED ROUTE

	April 2021			% change from one year ago		
Total Ridership FY 2021 To Date	338,704			-75.0%		
Total Ridership For Month	39,197			97.7%		
Fully Allocated Cost per Passenger	\$23.43			-37.3%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	1,482	935	711	99.7%	92.4%	81.4%
Passengers Per Hour	5.4	6.3	4.9	63.7%	93.8%	86.7%
	April 2021			% change from last month		
On Time Performance	90.3%			-0.9%		

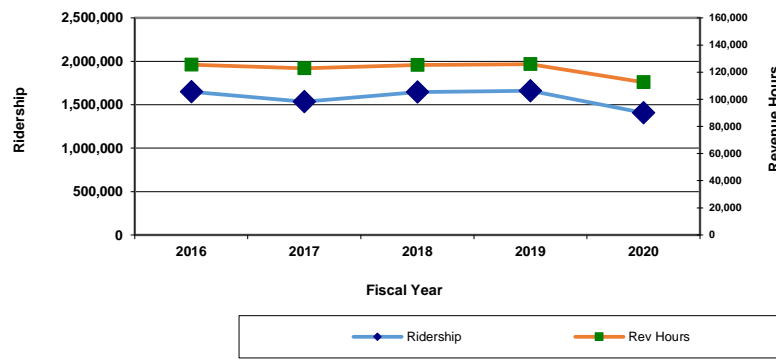
Monthly Unlinked Boardings  
Last 24 Months



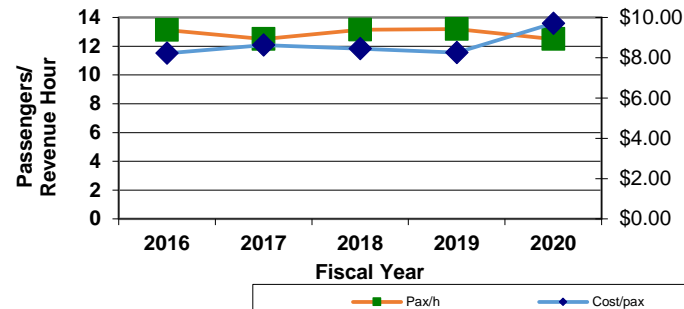
Historical Customer Service  
Survey Results



Annual Unlinked Boardings and Revenue Hours  
FY2016-2020



Full Cost Per Passenger and Passenger Per Hour  
FY2016-2020



# Monthly Summary Statistics for Wheels

April 2021

## PARATRANSIT

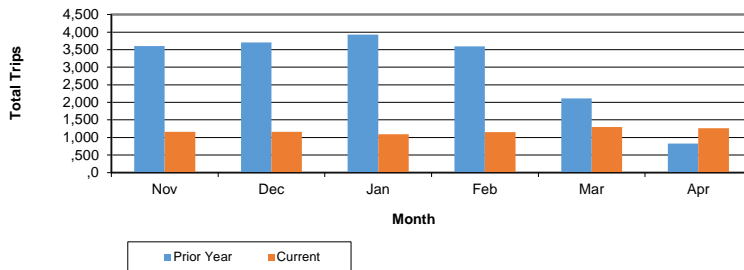
General Statistics	April 2021	% Change from last year	Year to Date
Total Monthly Passengers	1,263	52.0%	12,041
Average Passengers Per Hour	1.04	9.5%	1.09
On Time Performance	98.5%	0.7%	96.87%
Cost per Trip	\$86.58	43.5%	\$75.13
Number of Paratransit Assessments	0	n/a	0
Ave. Wait Time in Queue for Reservation	0.26	n/a	n/a

*\*There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application*

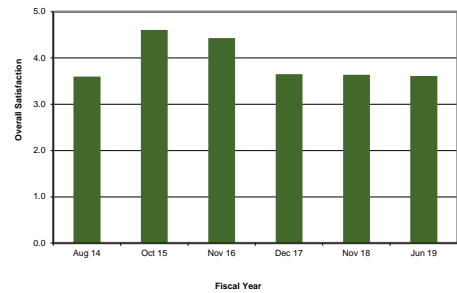
Missed Services Summary	April 2021	Year to Date
1st Sanction - Phone Call	0	2
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

*and doctor's verification until the in-person assessments can be resumed.*

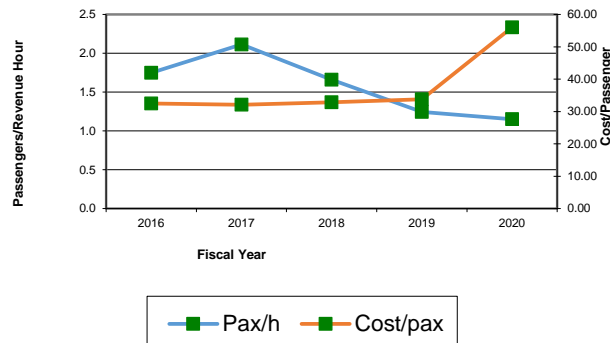
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2016-2020



**Monthly Summary Statistics for Wheels**  
**April 2021**

SAFETY								
ACCIDENT DATA	April 2021				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	3		0		12		0	
Preventable	2		0		8		0	
Non-Preventable	1		0		4		0	
Physical Damage								
Major	0		0		0		0	
Minor	3		0		10		0	
Bodily Injury								
Yes	0		0		0		0	
No	3		0		12		0	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$706.50							
To Date This Fiscal Year	\$7,541.94							
Budget	\$100,000.00							
% Expended	8%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	April 2021		Year To Date					
Praise	0		2					
Bus Stop	2		13					
Incident	0		2					
Trip Planning	1		12					
Fares/Tickets/Passes	1		13					
Route/Schedule Planning	5		26					
Marketing/Website	1		2					
ADA	1		7					
COVID Inquiries	0		9					
Lost/Found	1		5					
TOTAL	12		91					
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	0	0	0	8	1	0	0	2
Safety	0	0	0	21	0	0	0	4
Driver/Dispatch Discourtesy	0	1	1	6	0	0	0	0
Early	0	0	0	1	0	0	0	0
Late	1	0	0	5	0	0	0	0
No Show	0	0	0	1	0	0	0	3
Incident	0	0	0	0	0	0	0	1
Driver/Dispatch Training	1	0	0	6	0	1	1	9
Maintenance	0	0	0	0	0	0	0	0
Bypass	3	3	0	13	0	0	0	0
TOTAL COMPLAINTS	5	4	1	53	0	1	1	17
Valid Complaints								
Per 10,000 riders	1.28							
Per 1,000 riders					0.00			

## LAVTA COMMITTEE ITEMS - June 2021 - October 2021

### Finance & Administration Committee

#### June

	Action	Info
Minutes	X	
Treasurers Report	X	
LAIF	X	
Disposition of Surplus Property	X	

#### July

	Action	Info
Minutes	X	
Treasurers Report	X	
*Typically July committee meetings are cancelled		

#### August

	Action	Info
Minutes	X	
Treasurers Report	X	

#### September

	Action	Info
Minutes	X	
Treasurers Report	X	

#### October

	Action	Info
Minutes	X	
Treasurers Report	X	
Comprehensive Annual Financial Report	X	
TDA Triennial Audit (last in '19)	X	

## LAVTA COMMITTEE ITEMS - June 2021 - October 2021

### Projects & Services Committee

#### June

Minutes

TAAC Appointments

Public Transportation Agency Safety Plan (PTASP)

Pleasanton BRT Project Acceptance

Action

Info

X

X

X

X

#### July

Minutes

\*Typically July committee meetings are cancelled

Action

Info

X

#### August

Minutes

Action

Info

X

#### September

Minutes

DAR Customer Satisfaction Survey

Action

Info

X

X

#### October

Minutes

Winter Service Changes (effective February)

Action

Info

X

X