

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE WHOLE

COMMITTEE MEMBERS

DAVID HAUBERT – CHAIR
JEAN JOSEY

KARLA BROWN – VICE CHAIR
EVAN BRANNING

DATE: Monday, November 27, 2023

PLACE: LAVTA Offices, Diana Lauterbach Room
1362 Rutan Court, Suite 100, Livermore

TIME: 4:00 p.m.

TELECONFERENCE LOCATIONS

Scott Haggerty Heritage House
4501 Pleasanton Avenue
Pleasanton CA. 94566

Agenda Questions: Please call the Front Desk at (925) 455-7555 or send an email to frontdesk@lavta.org

Documents received after publication of the Agenda and considered by the Projects and Services Committee 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.

MEETING PROCEDURE

This Projects and Service Committee meeting will be conducted in person and on the web-video communication platform, Zoom. In order to view and/or participate in this meeting remotely, members of the public will need to download Zoom from its website, www.zoom.us.

We encourage members of the public to access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment. It is recommended that anyone wishing to participate in the meeting remotely complete the download process before the start of the meeting.

Public comments will also be accepted via email until 1:00 p.m. on Monday, November 27, 2023 at frontdesk@lavta.org. Please include “Public Comment – 11/27/2023” 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.

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

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To submit written comments:

- Provide public written comments prior to the meeting by email, to frontdesk@lavta.org

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, November 27, 2023 to frontdesk@lavta.org. Please include “Public Comment – 11/27/2023” 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 and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the Committee on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Members of the audience may address the Committee on items on the Agenda at the time the Chair calls for the particular Agenda item.
- Public comments should not exceed three (3) minutes.
- Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.

4. Minutes of the October 23, 2023 Meeting of the P&S Committee.

Recommendation: Approval

5. Zero Emissions Bus Transition Update

Recommendation: Staff recommend the Projects and Services Committee hear the item and provide feedback to staff.

6. Shared Autonomous Vehicle Project: Grant Update and Next Steps

Recommendation: Staff requests that the Committee direct staff to pursue reprogramming SAV Phase 2 RM2 funding to another eligible project, contingent on concurrence of corresponding funding agencies.

7. Preview of Upcoming P&S Committee Agenda Items

8. Matters Initiated by Committee Members

9. Next Meeting Date is Scheduled for: December 25, 2023

10. Adjourn

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.

In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.

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

/s/ Jennifer Suda

LAVTA Administrative Services Department

11/22/2023

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*

AGENDA

ITEM 4

MINUTES OF THE OCTOBER 23, 2023
LAVTA PROJECTS AND SERVICES COMMITTEE MEETING

1. Call to Order and Pledge of Allegiance

Committee Vice Chair Karla Brown called the meeting to order at 4:02pm.

2. Roll Call of Members

Members Present

Jean Josey, City of Dublin
David Haubert, Alameda County
Karla Brown, City of Pleasanton
Evan Branning, City of Livermore

3. Meeting Open to Public

No comments.

4. Minutes of the September 25, 2023 Meeting of the P&S Committee.

[David Haubert, from Alameda County, Zoom disconnected during Minutes of the September 25, 2023 Meeting of the P&S Committee.]

Approved: Josey/Branning
Aye: Josey, Brown, Branning
No: None
Abstain: None
Absent: Haubert

5. Wheels in Motion – Outreach Results

[David Haubert, from Alameda County, Zoom reconnected during Wheels in Motion – Outreach Results.]

Staff provided a PowerPoint presentation that briefed the Committee on the Wheels in Motion outreach results. The presentation covered methodology, findings, and a question and answer opportunity. LAVTA received 228 responses to the survey and scenario three was preferred by the public. LAVTA will request the Board of Directors to set a public hearing for December 4, 2023 and throughout November the public comment period and public hearing will be promoted. Staff informed that after the public hearing a staff report requesting Board approval on the preferred network will be presented at the January 2024 Board meeting.

The item was discussed by Projects and Services Committee and staff. Committee members requested alignment with ridership information for route changes to see how many people are riding each route, Route 4 should be Central Dublin and it was pointed out that West Dublin still has no transportation coverage.

The Projects and Services Committee received the presentation and provided feedback to staff.

This was an informational item only.

6. Shared Autonomous Vehicle Project Update: Survey and Request for Information Results

Staff provided a PowerPoint presentation that briefed the Committee on the Shared Autonomous Vehicle (SAV) deployment for Phase 2. The presentation covered a brief overview of the scope and grant funding, reassessing the SAV usage with survey and RFI results, and next steps with project options. LAVTA provided the Committee two options: 1. To continue to advance design phase 2 of the SAV and wait to expend remaining RM2 money until a commercially available SAV meets LAVTA's requirements in the USA; 2. Reprogram remaining RM2 funding to a different eligible capital project and close out existing grants with updated deliverables.

The Projects and Services Committee heard the item and provided feedback to staff. The Committee preferred to concentrate on more important projects and to look at possibly MTC or other agencies to contribute to this project, if it continues.

This was an informational item only.

7. Preview of Upcoming P&S Committee Agenda Items

8. Matters Initiated by Committee Members

Vice Chair Karla Brown reported that an Alameda CTC subcommittee approved 5.9 million for Atlantis and now it will go to their Board for final approvals.

9. Next Meeting Date is Scheduled for: November 27, 2023

10. Adjourn

Meeting adjourned at 5:14pm

AGENDA

ITEM 5

STAFF REPORT

SUBJECT: Zero Emissions Bus Transition Update

FROM: Christy Wegener, Executive Director

DATE: November 27, 2023

Action Requested

This is an informational update.

Background

On December 14, 2018, the California Air Resources Board (CARB) finalized its Innovative Clean Transit (ICT) regulation in support of the State's efforts to meet its health-based air quality standards, address community needs, and fight climate change. The rule requires California public transit agencies to transition to zero-emission bus (ZEB) fleets by 2040, in part by mandating the percentage of new bus procurements that must be ZEBs for each year of the transition period (2023–2040). For small transit agencies:

- Starting January 1, 2026, 25% of all new bus purchases must be zero-emission
- Starting January 1, 2029, 100% of all new bus purchases must be zero-emission
- Starting March 2021 through March 2050, annual compliance reports are due to CARB

The ICT regulation required each transit agency to submit a Board-approved ZEB Rollout Plan before ZEB purchase requirements take effect, to ensure “a successful and orderly transition to a ZEB fleet by 2040.” The Rollout Plan provides estimated timelines and costs for bus purchases, infrastructure upgrades, workforce training, and other developments, representing a financially unconstrained assessment of both rolling stock and infrastructure needs.

The Board approved LAVTA's ICT Rollout Plan in April 2022, which identified hydrogen fuel-cell electric buses (FCEBs) as the preferred ZEB technology due to a variety of cost and other factors, and outlined a plan to replace 100% of the Agency's diesel hybrid buses with FCEBs beginning in 2025, well in advance and in excess of the ICT deadline and regulatory minimums. The ICT Plan identified a capital funding shortfall of \$61.8 million for both fleet and fueling needs relative to a baseline scenario for continued purchase and operation of hybrid buses, indicating a substantial need to seek additional outside funding to support the transition.

In June 2022, LAVTA's Board adopted the FY2022 – FY2027 Short Range Transit Plan (SRTP), which the Metropolitan Transportation Commission (MTC) requires Bay Area transit agencies to prepare in order to align operating and capital needs for future programming of the region's various transit funding sources, especially federal formula funds MTC programs to maintain the region's transit systems in a state of good repair. The 2022 SRTP included a 10-year Capital Improvement Program (CIP) for FY2022 – FY2031, including a fleet replacement

schedule calling for new bus purchases as vehicles in LAVTA's current fleet reach the end of their useful life as follows:

Year	Fleet Size	# of Replacement Buses	% of Fleet	# Hybrid	# FCEB	Procurement Status
FY2022	60	16	27%	16	0	Completed
FY2023	68	12	18%	8	4	In Process
FY2028	68	20	29%	0	20	Future
FY2029	68	20	29%	0	20	Future

In October 2022, based on infrastructure needs identified in the ICT Rollout Plan, the State of California awarded LAVTA \$6.6 million in federal discretionary grant funds to construct a hydrogen fueling station at LAVTA's Atlantis facility, which is expected to be completed by the end of 2025. Nevertheless, nearly \$54 million in incremental costs of purchasing FCEBs to support the full transition from diesel-electric hybrids have yet to be identified.

Discussion

Staff are now preparing for the agency's next 12-bus procurement by updating cost estimates based on recent purchases by other agencies and analyzing available funding sources. Currently, the programming available to LAVTA in MTC's Transit Capital Priorities Program (TCP), which programs the region's federal formula funds for replacement bus purchases, assumes a mixed composition of 4 FCEBs and 8 diesel-electric hybrids in accordance with LAVTA's CIP. LAVTA's ability to request additional federal formula funding for 12 FCEBs is hampered by shortfalls in the regional bus capital program relative to needs of the region's bus operators, mainly due to significant price increases faced by all transit agencies in the current bus market across all types of technologies.

In light of the limitations of oversubscribed federal formula funds currently available, other transit agencies report adjusting their bus procurement plans by reducing the quantity of buses purchased (especially for agencies whose services are still substantially below pre-pandemic levels), deferring purchases to extend the life of existing vehicles, and/or buying less expensive diesel-based buses instead of costlier alternatives to maintain full fleet capacity near-term.

Consistent with federal law, MTC provides a maximum of 80% of the cost of replacement buses using federal funds, but in recent years LAVTA has been covering a greater share of the price of diesel-hybrid buses using its local match funds, as the costs of buses as delivered has exceeded amounts authorized by MTC, which sets price maximums using a regional bus/van price list. With a mixed fleet replacement currently programmed in the TCP, LAVTA is expecting to receive \$10,041,600 in federal funding (80%) and provide \$2,510,400 in Transportation Development Act (TDA) funding to cover the minimum local match (20%).

If LAVTA elects to purchase 12 FCEB buses in FY25 instead of 4, based on current programming and pricing assumptions in the TCP, an additional \$3,192,000 would be required at minimum from TDA reserves to cover the cost difference, but the actual amount could be greater. Additionally, given the cost of hydrogen is currently approximately 5 times the cost of diesel, staff would expect to see a significant increase in operating costs with moving 18% of the fleet to hydrogen beginning in FY26. Staff continues to anticipate operating costs for FCEBs will

decline in future years as major public investments in hydrogen infrastructure meant to drive down costs are built out, but near-term costs remain high compared to existing technologies. LAVTA's TDA funds also cover the bulk of the agency's operating expenses.

Concurrent with the procurement planning and budgeting activities currently under way, staff anticipates federal and state discretionary funding opportunities will be announced soon that, if LAVTA is successful in securing these funds to cover the incremental costs associated with purchasing 8 additional FCEBs, would enable LAVTA to accelerate the adoption of FCEB technology from 4 to 12 buses in 2025 and also build out the facilities needed to support the next phase of transition to ZEBs in 2028/2029. However, if unsuccessful in securing competitive funds, LAVTA would be responsible for covering the incremental costs with its own resources.

Next Steps

After receiving Committee input, staff will finalize the procurement plans and budget, including applying for discretionary funding as available to support a more accelerated transition to FCEBs, and return in early FY25 to seek authorization for the 12-bus purchase.

Fiscal Impact

There is no fiscal impact associated with this informational update.

Recommendation

Staff recommend the Projects and Services Committee hear the item and provide feedback to staff.

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: Shared Autonomous Vehicle Project: Grant Update and Next Steps

FROM: Christy Wegener, Executive Director

DATE: November 27, 2023

Action Requested

Staff requests that the Committee direct staff to pursue reprogramming Shared Autonomous Vehicle (SAV) Phase 2 Regional Measure 2 (RM2) funding to another eligible project, contingent on concurrence of corresponding funding agencies.

Background

At the October 2023 Projects and Services Committee meeting, staff presented the results of the SAV Request for Information (RFI) and from the residential and employer survey conducted in late summer 2023 (Attachment 1). As noted during the meeting, there was one response received from the RFI and the vendor was deemed non-responsive to LAVTA's requirements. The survey results showed mixed support for the SAV service.

Given the RFI and survey results, as well as due to the lack of identified operating funding, at the October meeting staff identified two potential paths forward for the project for the Committee's consideration. One option was to continue to advance the design phase of the SAV Phase 2 project and wait to request allocation of the remaining RM2 funding programmed for the construction phase until there is a commercially available SAV in the United States that meets LAVTA's SAV Phase 2 requirements. Another option was to explore alternatives with the Metropolitan Transportation Commission (MTC) and other stakeholders for reprogramming the remaining RM2 funds to a different eligible capital project and close out existing grants with updated deliverables that could be useful to our funding partners.

Last month, Committee members discussed the Project and generally agreed that given the lack of available technology, as well as the lack of operating funding identified, it was reasonable to consider closing out the project. Staff is returning to the Committee now to seek specific direction on repurposing the remaining grant funding, where applicable.

Discussion

There are two active grants that have supported the SAV Phase 2 project, only one of which would be potentially impacted by the Committee's direction.

MTC IDEA Grant – In February 2018, the City of Dublin, in partnership with LAVTA, received a \$385,000 grant from MTC to be used for Systems Engineering and Concept of Operations to advance the Project, as well as to support the SAV procurement. This grant uses

Federal Highway Administration funds and expires at the end of December 2023, and no extensions are possible due to restrictions of the funding source. LAVTA staff, in coordination with the City of Dublin and the consultant team, have submitted a proposal to MTC for a final deliverable to close out this project and document the lessons learned for the benefit of other public agencies.

MTC RM2 Grant – In September 2021, LAVTA, in partnership with the Alameda County Transportation Commission (ACTC), obtained approval from MTC to program the remaining RM2 Project 32 capital balance of \$2.695 million to the SAV Phase 2 project. MTC approved an initial allocation of \$150,000 for the Project’s design phase in October 2021. MTC also reserved the remaining unallocated RM2 funds totaling \$2.545 million for procurement of three SAVs and construction of a mobility hub, contingent on LAVTA completing the design phase and identifying a locally committed operating funding plan for the post-construction phase.

Regional Measure 2 funds come from tolls collected on the Bay Area’s state-owned bridges and are administered by MTC. The RM2 enabling legislation states that capital projects eligible for RM2 funding under Project 32 must be used for “I-580 (Tri Valley) Rapid Transit Corridor Improvements.” Staff is now returning to the Committee to request official direction to pursue another eligible project to sponsor for the \$2.695 million in RM2 funds previously programmed to the SAV Phase 2 project.

Next Steps

After direction from the Committee is received, staff will work with ACTC and MTC to identify an eligible project and seek reprogramming of the funds, subject to Alameda CTC and MTC approval. Staff will then return to the Committee and the Board for approval of a resolution in support of a new project consistent with RM2 requirements once identified with project partners.

Fiscal Impact

There is no fiscal impact associated with this update. LAVTA has not spent any of the RM2 funds allocated to the SAV project.

Recommendation

Staff requests that the Committee direct staff to pursue reprogramming SAV Phase 2 RM2 funding to another eligible project, contingent on concurrence of corresponding funding agencies.

Attachments:

1. October 2023 and February 2023 SAV Staff Reports

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F R E P O R T

SUBJECT: Shared Autonomous Vehicle Project Update: Survey and Request for Information Results

FROM: Christy Wegener, Executive Director
Nathan Barreras, Manager, Capital Projects

DATE: October 23, 2023

Action Requested

Staff will present an update of the Shared Autonomous Vehicle (SAV) project and receive Committee direction. No action is requested at this time.

Background

In February 2023, staff presented the Projects and Services Committee with an update on the SAV project, including an overview of current opportunities and challenges associated with moving the project forward into full Phase 2 operations, which would require a full funding plan for both capital and operating needs. A copy of that staff report summarizing the project history and background since its inception in 2017 is included as Attachment 1. Prior funding for work on the project to date has been provided from regional funding partners including the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) through grants from both the Innovative Deployments to Enhance Arterials (IDEA) program co-sponsored with the City of Dublin, as well as Regional Measure 2 (RM2) capital funds.

At the time, Committee members expressed an interest in advancing the project and exploring all options to secure operating funding, among other suggestions and questions for staff's consideration. Staff has since been reevaluating the use case for the SAV Phase 2 project, including reassessing ridership demand, operational costs, operating models, funding options, as well as better understanding the state of SAV availability in the U.S.

Discussion

To reassess demand and cost in a post-pandemic reality, the project team surveyed the local businesses at the terminus of the proposed SAV route to determine whether there was significant enough potential ridership to warrant operating the service. The survey included questions about commuting patterns, in-office requirements, and home zip code. 188 surveys were completed fully and were collected.

Survey data indicated that the majority of respondents have a hybrid in-office schedule, with the vast majority (~75%) working from home on Monday and Friday, and commuting to the office park mostly on Tuesday, Wednesday, w/ a drop-off on Thursdays. Survey data indicated that the

majority of survey respondents (~70%) lived in Alameda County. In terms of current commute, while driving alone was the most-cited way to get to/from work, just over 10% reported using BART/ public transit. The SAV Project as a concept received favorable scores when respondents were asked if they would use BART more if there was an SAV connector.

An additional survey was conducted among the residents at Dublin Crossing, which is a residential development of a mix of densities adjacent to the SAV Phase 2 route. It was discovered that most residents commute 3 days a week to work distributed throughout Alameda County/San Francisco. Another discovery determined most residents commute to work via driving alone and 22% of residents utilize BART. The residential survey captured 119 completed responses.

Given there was support for the SAV route, the project team wanted to better understand the state of the SAV marketplace; particularly, is there an all-electric, level 4 SAV that can operate at least 25 mph on public roads in mixed-flow traffic that can be purchased in the United States. To better understand the marketplace, the project team drafted a Request for Information (RFI) that was issued in early September. The RFI was sent to 20 SAV vendors, manufacturers and technology partners to determine if current technology could meet the requirements for LAVTA's Phase 2 SAV project. LAVTA received a single response to the RFI before the deadline, and the parameters could not be met by the sole vendor.

Based on the best information currently available and the prior direction of this Committee, staff has identified two potential paths forward with the project for Committee consideration. One option is to continue to advance the design phase of the SAV Phase 2 project and wait to expend the remaining RM2 money until there is a commercially available SAV in the United States that meets LAVTA's SAV Phase 2 requirements. A significant risk to consider with this approach is that MTC will require a fully funded and committed operating plan as a condition of allocating the RM2 funds for construction and vehicle acquisition, and there is no guarantee a significant delay of uncertain duration for vehicle procurement would be acceptable under the terms of their existing allocation guidance. Another option is to explore alternatives with MTC and other stakeholders for reprogramming the remaining RM2 funds to a different eligible capital project and close out existing grants with updated deliverables that could be useful to our funding partners.

Staff intends to return to the Committee in November with a recommendation for the future of the SAV project.

Fiscal Impact

There is no fiscal impact associated with this informational update.

Recommendation

Staff recommend the Projects and Services Committee hear the item and provide feedback to staff.

Attachments:

1. February 2023 SAV Project Update Staff Report

 The logo for the Livermore Amador Valley Transit Authority Staff Report. It features a central rectangular box with a black border. Inside the box, the text "LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY" is written in a smaller, black, sans-serif font at the top. Below this, the words "STAFF REPORT" are written in a larger, bold, black, sans-serif font. The box is flanked by two horizontal lines, one on each side.
 LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
STAFF REPORT

SUBJECT: Shared Autonomous Vehicle Project Update

FROM: Christy Wegener, Executive Director
Nathan Barreras, Manager of Capital Projects

DATE: February 27, 2023

Action Requested

Staff will present an update of the Shared Autonomous Vehicle (SAV) project and receive Committee direction. No action is requested at this time.

Background

In 2017, LAVTA initiated the SAV project with the goal of testing a new technology for first/last mile connections from Dublin to the East Pleasanton/Dublin BART Station in order to grow ridership, reduce BART parking demand, and improve safety.

Phase 1

After several years of administrative, planning, engineering and coordination work from a team of project partners, Phase 1 of testing/demonstration and deployment began in June 2020 in the vicinity of the East Dublin/Pleasanton BART Station. During the Phase 1 testing of various aspects of SAV operations and safety, evaluations were conducted and SAV operated autonomously on a very short route for over 400 miles accident-free over several months. With respect to COVID-19 precautions, limited reservations opened in November 2020 for the public to book transportation on the SAV route, allowing up to three passengers per trip. In total, approximately 150-200 trips were taken on the SAV in Phase 1.

Phase 2

As Phase 1 was underway, staff developed a concept for Phase 2 of SAV testing that would build on the lessons learned from Phase 1 and expand testing with a vehicle that could travel higher speeds in mixed traffic. Phase 2 focus expanded the testing/demonstration and service deployment area to include business centers and residential communities near the East Dublin/Pleasanton BART Station, including traveling along and/or crossing Dublin Boulevard in Dublin. Phase 2 envisioned SAV passenger service on weekdays, to and from a central business park (Zeiss) and the East Dublin/Pleasanton BART Station.

To support the Phase 2 work, LAVTA, in partnership with the City of Dublin and Alameda County Transportation Commission (Alameda CTC) received several grants. The Metropolitan Transportation Commission (MTC) awarded an IDEA grant to the City of Dublin in 2021 to complete the systems engineering and the concept of operations for the Phase 2 SAV route. In 2021, an additional \$2.7M was allocated to Phase 2 through MTC via a Regional Measure 2

(RM2) grant with Alameda CTC as the project sponsor. The RM2 monies were scoped for the design of a multi-modal mobility hub at the eastern terminus of the Phase 2 route, to procure three SAV vehicles for passenger service, and to procure/install SAV communications equipment at traffic signals on the route. The RM2 project description also includes a vision of the overall SAV project, including construction of the mobility hub and a commitment to SAV passenger service as the final milestone of the project (Attachment 1). The mobility hub design work (\$150k) is underway and is expected to be complete by the end of 2023; however, the remaining grant funds (\$2.5M) won't be approved until LAVTA has identified an operational funding plan. It is estimated that the cost to maintain and operate the SAV service will be up to \$1.2 million on a yearly basis depending on the approach of turnkey or ownership of the SAV vehicles, as well as the level of service.

Discussion

In order to proceed with the full SAV Phase 2 plan, up to \$1.2 million in operating costs per year needs to be identified. LAVTA is working with the City of Dublin staff, who has indicated that the City has implemented Transportation Demand Management (TDM) requirements on several large businesses to reduce vehicle trips as part of their business development entitlements. With the support of the City of Dublin, LAVTA may pursue feasibility of accessing some of this private funding for SAV operations.

Other funding sources may include Transportation for Clean Air (TFCA) monies and Alameda CTC's Measure BB funds from Technology, Innovation and Development Program. Staff will pursue all available funding options, but if new operating funds cannot be identified by the end of 2023, staff may recommend reallocating the remaining RM2 monies to another eligible project in the 580 corridor.

If funding is secured for operations, LAVTA may procure a turnkey solution via RFP to allow risk and liability to shift over to a 3rd party vendor. Costs for a turnkey solution can be estimated at approximately \$300,000 yearly for a base level of service, up to \$1.2M for the full SAV service vision. The cost of procuring SAVs will depend on the specifications and vehicle requirements. Leasing vehicles may also be an option.

Staff intends to return to the Board with an update in summer 2023.

Fiscal Impact

There is no fiscal impact associated with this informational update

Recommendation

Staff recommends the Committee hear the item and provide feedback to staff.

Attachments:

1. RM2 SAV Project Description

Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2021

Agenda Item 2d - 21-1146

MTC Resolution No. 3664, Revised

Subject: Regional Measure 2 (RM2) Project 32: Allocation of \$150,000 in RM2 funds to the Livermore Amador Valley Transit Authority (LAVTA) for the Shared Autonomous Vehicle Project.

Background: **RM2 Project 32 History**
The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of four subprojects for which MTC has already allocated funds:

1. Project 32.1, **Eastbound I-580 Improvements** (eastbound HOV lane, allocated \$36 million in RM2 funds),
2. Project 32.2, **I-580/I-680 Interchange Modifications and Westbound I-580 Improvements** (HOV connectors between I-580 and I-680, and an I-580 westbound HOV lane, allocated \$17 million in RM2 funds); and
3. Project 32.3, the **Dublin Transit Center Parking Garage project**, (allocated \$7 million in RM2 funds).
4. Project 32.4, the **LAVTA Rapid Bus Stop Improvement Project** (programmed \$2.3 million in RM2 funds for improvements at rapid bus stops serving BART)

Approximately \$2.7 million in RM2 funds remains unprogrammed in Project 32. The Alameda County Transportation Commission (Alameda CTC) is the project sponsor.

LAVTA SAV Project Proposal

This item proposes to add a fifth subproject, 32.5, for the LAVTA Shared Autonomous Vehicle (SAV) Project, and allocate \$150,000 in RM2 funds to LAVTA for the design phase of the project. A second RM2 allocation of the remaining \$2.5 million for the construction phase would likely be recommended for Commission consideration next year.

LAVTA proposes to implement a fixed-route SAV service between Dublin/Pleasanton BART Station and the Zeiss Innovation center and Ross Headquarters business park, one mile from the BART station. Employment at the recently expanded business park is expected to be approximately 3,000. LAVTA has successfully road-tested a version of the SAV service in the area. Phase 2 of the project, proposed to be funded by RM2, includes procurement of three new SAVs, local infrastructure upgrades to support the SAVs, and new passenger facilities near the Ross Headquarters business park to serve as the route endpoint. The total cost for these improvements is \$3.3 million.

As sponsor for RM2 Project 32, Alameda CTC approved the allocation request and designated LAVTA as the implementing agency for the remaining \$2.7 million in RM2 funds for the Shared Autonomous Vehicle project at its Commission meeting on September 23rd, 2021.

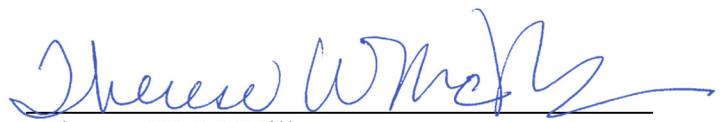
Issues:

The total cost of the Phase 2 SAV project is higher than the RM2 funds available for the project. LAVTA is seeking additional capital funding sources, but in case additional funds are not secured, the project could be scaled down, by acquiring two vehicles instead of three, to be delivered with only RM2 funds.

LAVTA has not yet secured funds to operate the SAV service. They have identified potential funding partners in the private businesses that would be served by the new route and are considering other State and Federal operations funding. Ensuring that capital investments for expansion of service are adequately funded for operations is an ongoing area of concern. Staff will continue to monitor LAVTA's progress on this and may take operations funding into consideration when evaluating future requests for construction funding for this project.

Recommendation: Refer MTC Resolution No. 3664, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3664, Revised.


Therese W. McMillan

AGENDA

ITEM 7

LAVTA COMMITTEE ITEMS - December 2023 - April 2024

Projects & Services Committee

December	Action	Info
Minutes	X	
*Typically December committee meetings are cancelled		
January	Action	Info
Minutes	X	
Go Tri-Valley Program Recommendations	X	
LRTP (Tentative)	X	
February	Action	Info
Minutes	X	
DAR Customer Satisfaction Survey	X	
March	Action	Info
Minutes	X	
April	Action	Info
Minutes	X	