

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

KARLA BROWN – CHAIR

DAVID HAUBERT - VICE CHAIR

SCOTT HAGGERTY

STEVEN SPEDOWFSKI

DATE: Monday, April 27, 2015

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

TIME: 4:00p.m.

AGENDA

1. Call to Order

2. 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.

3. Minutes of the March 23, 2015 Meeting of the P&S Committee.

Recommendation: Approval

4. Wheels Employer Pass Overview

Recommendation: None-information only.

5. Relocation of Livermore Historic Train Depot to Livermore Transit Center

Recommendation: Information only

6. Preview of Upcoming P&S Committee Agenda Items

7. Matters Initiated by Committee Members

8. Next Meeting Date is Scheduled for: Tuesday, May 26th at 3:00pm (just before the F&A Committee meeting).

9. 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.

<i>/s/ Diane Stout</i>	<i>4/22/15</i>
<i>LAVTA Administrative Services Department</i>	<i>Date</i>

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 3



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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

KARLA BROWN – CHAIR

DAVID HAUBERT - VICE CHAIR

SCOTT HAGGERTY

STEVEN SPEDOWFSKI

DATE: Monday, March 23, 2015

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

TIME: 4:00p.m.

MINUTES

1. Call to Order

Committee Vice Chair David Haubert called the meeting to order at 4:00pm.

Members Present

Jerry Pentin, Councilmember, City of Pleasanton

David Haubert, Mayor, City of Dublin

Steven Spedowfski, Councilmember, City of Livermore

Scott Haggerty, Supervisor, Alameda County

Members Absent

Karla Brown, Vice Mayor, City of Pleasanton

2. Meeting Open to Public

None.

3. Minutes of the February 23, 2015 Meeting of the P&S Committee.

Approved: Spedowfski/Haubert

Aye: Haubert, Spedowfski, Haggerty

No: None

Abstain: Pentin

4. Dial-A-Ride Operations Policy Modification

The Projects & Services Committee recommend modifying the language under 3.5,

Eligibility Denials and Appeals, removing the references that appeals may be made to the Board of Directors. The Committee asked that the final appeals decision be made by the Executive Director. The Projects & Services Committee recommends forwarding to the full Board to approve the proposed changes to the Dial-A-Ride Operations Policy, Resolution 14-2015.

Approved: Haggerty/Pentin
Aye: Haubert, Spedowski, Pentin, Haggerty
No: None

5. Para-Taxi Program Update

The Projects & Services Committee recommend forwarding to the full Board for approval the proposed changes to the Para-Taxi program. Changes include limiting the reimbursement period for submitting receipts to within 90 days of trip and the period for requesting the reissuance of a lost reimbursement check to 90 days. Resolution 15-2015.

Approved: Haggerty/Pentin
Aye: Haubert, Spedowski, Pentin, Haggerty
No: None

6. Amendment 1 to the Encroachment Agreement With City of Pleasanton

The Projects and Services Committee forward a recommendation to the full Board to approve the First Amendment to Bus Shelter Encroachment and Maintenance Agreement. This item will be listed on the consent agenda for Board's approval.

Approved: Pentin/Haggerty
Aye: Haubert, Spedowski, Pentin, Haggerty
No: None

7. Current Studies in the Tri-Valley

This item was for information only. LAVTA Planning staff will continue to have an advisory role in these studies and will keep the Board informed as needed. Scott Haggerty asked that the Goods Movement Study be included on this list and be followed as well.

8. Accommodation for the 2015 Pleasanton Summer School Program

The Projects & Services Committee endorse and forward a recommendation to the full Board for a repeat of last year's accommodation for the PUSD summer school in 2015, operating routes 601/602 and 604 as outlined. The Committee asked for staff to hold discussions with the Livermore and Dublin High Schools about summer school services for their programs. Resolution 17-2015.

Approved: Haggerty/Pentin
Aye: Haubert, Spedowski, Pentin, Haggerty
No: None

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

The Projects & Services Committee forward a recommendation to the full Board to approve extra service during the Alameda County Fair and the Livermore Fourth of July fireworks show. Resolution 12-2015 and Resolution 13-2015.

Approved: Haggerty/Pentin

Aye: Haubert, Spedowski, Pentin, Haggerty

No: None

10. On-Time Performance Improvement Action Plan

This item was informational in response to a request by the P&S Committee. Staff outlined three steps that will be taken to help improve the On-Time Performance (OTP) of the bus system. 1) Complete installation and fine tune critical software that is needed to monitor time points. 2) Work with operators and fine tune time points within the schedule for routes 10 and Rapid. 3) Identify top two worst performing routes (routes 3 and 54) and make adjustments to schedules to improve OTP by 10%. Unless otherwise directed by the Board, staff will implement the OTP Action Plan.

11. Preview of Upcoming P&S Committee Agenda Items

12. Matters Initiated by Committee Members

Committee Vice Chair David Haubert requested an update on the status of where staff is at with implementing a student bus pass.

13. Next Meeting Date is Scheduled for: April 27, 2015

14. Adjourn

Meeting adjourned at 4:52pm.

AGENDA

ITEM 4



STAFF REPORT

SUBJECT: Wheels Employer Pass Overview

FROM: Dennis Mochon, Senior Marketing and Communications Specialist

DATE: April 26, 2015

Action Requested

Information item only. No action required.

Background

This report is intended to provide the Committee with an overview of comparable local agency employer pass programs and the recommendation for Wheels employer pass program and next steps needed for implementation.

Discussion

As part of the FY 2015 Marketing Plan, Wheels staff is exploring options for implementation of an employer pass program for employees of companies in the Tri-Valley. Staff reviewed three Bay Area agencies who have an employer pass program including AC Transit, County Connection and SamTrans. The programs have different pricing based on the number of employees and service levels. Each require that all employees participate and are included in the overall pricing agreements.

The following is pricing for the programs and LAVTA's proposed pricing. Each is identified by basic bus service levels like LAVTA and specific employee levels within a company.

50+ Employees

AC Transit	N/A (100 minimum)
County Connection	\$140
SamTrans	N/A (100 minimum)
LAVTA	\$120

101+ Employees

AC Transit	\$81
County Connection	\$140
SamTrans	\$125
LAVTA	\$75

501+ Employees

AC Transit	\$70
County Connection	\$140
SamTrans	\$125
LAVTA	\$60

1001+ Employees

AC Transit	\$62
County Connection	\$140
SamTrans	\$125
LAVTA	\$45

5001+ Employees

AC Transit	\$53
County Connection	\$140
SamTrans	\$125
LAVTA	\$30

Next Steps

Staff is in the process ground truthing the recommended pass pricing with Tri-Valley employers to determine potential interest. In addition, staff will do budget modeling to assess financial impact of the program. Staff will return with this information and any revisions to the Committee for recommendation in May.

Budget

No budgetary impact at this time.

Recommendation

None-information only.

AGENDA

ITEM 5



STAFF REPORT

SUBJECT: Relocation of Livermore Historic Train Depot to Livermore Transit Center

FROM: Michael Tree, Executive Director

DATE: April 27, 2015

Action Requested

None – Information only

Background

For several years the City of Livermore (“City”) has been working with the Transit Agency to relocate the community’s historic train depot to the Livermore Transit Center (“Transit Center”). The evolution of the project can be seen within the two attachments to this staff report.

More recently, the City has been culminating the environmental effort on the project and working with staff on the final placement location at the Transit Center. At the Project and Services Committee meeting staff will provide a verbal update to the project.

Attachments:

1. LAVTA Staff Report dated December 16, 2013
2. Minutes from meeting dated December 16, 2013

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Relocation of Livermore's Historic Train Depot

FROM: Paul Matsuoka, Executive Director

DATE: December 16, 2013

Action Requested

Approve the location of the Historic Train Depot and direct the Executive Director and Legal Counsel to take all necessary steps to assist Livermore city staff in relocating the building.

Background

LAVTA was last briefed by the City staff on February 1, 2010. At the time, the preferred location for relocating the train depot was in the corner of LAVTA's Transit Center property, abutting the railroad and parking garage property lines. During the public discussion about the potential location of a BART downtown station, planning for the relocation of the train depot was placed on a back burner. Now that the BART station location decision has been made, the location of the train depot has returned. Livermore has now received some grant monies from MTC and the train depot relocation has become active again.

Discussion

Livermore staff have discussed several locations for placement of the depot with the City Council and with LAVTA staff. The Council requested City staff to re-evaluate the corner location, with other options that would improve the visibility of the depot in the future. City and LAVTA staff have been meeting, discussing various options, and have come to a tentative agreement on a preferred location. LAVTA staff is checking with FTA staff to ensure that this preferred location site poses no issues from a federal perspective. At this time, we have not confirmed any definitive position from FTA.

City staff will attend the December Board meeting to describe this location with the LAVTA Board and to gain your approval to move forward.

Budget

NA

Next Steps

LAVTA staff will continue to seek FTA's approval of the train depot relocation site. Assuming that there are no negative impacts from FTA on LAVTA, staff will continue to work with City staff to implement this project.

Recommendation

Staff recommends that the Board approve the location of the historic train depot on transit center property, contingent on no negative impacts from FTA, and direct the Executive Director and Legal Counsel to take all necessary steps to assist Livermore city staff in relocating the building.

Attachments:

1. Report from Livermore staff
2. Livermore street layout
3. Aerial map/drawings of Depot/Transit Center

Submitted: _____



December 10, 2013

Mr. Paul Matsuoka
Executive Director
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

Subject: Southern Pacific Railway Depot Relocation

Dear Mr. Matsuoka:

On February 1, 2010 the Livermore Amador Valley Transit Authority (LAVTA) Board was last briefed on the status of relocating Livermore's historic Southern Pacific Railway Depot to the LAVTA Transit Center. Due to various circumstances, over three years have passed since the agencies discussed in detail the potential relocation of the train depot to the Transit Center. However, on October 8, 2013 the City of Livermore and LAVTA staff reconvened to discuss previously considered site alternatives and analyzed new alternative locations at the Transit Center.

The following is a summary of the events that have lead up to consideration of the Transit Center as a potential relocation site for the Depot.

Background

The Southern Pacific Railway Depot was constructed in 1892, directly adjacent to the south side of the Southern Pacific tracks. In the 1970's, Southern Pacific (which had not provided passenger service since the 1940's) moved their freight service to the Western Pacific (now Union Pacific) tracks to the north. Southern Pacific closed the Depot and was planning to demolish it but it was saved from demolition by concerned citizens who later formed the Livermore Heritage Guild.

In the 1980's, the land surrounding the Depot was developed into a typical grocery anchored shopping center. That shopping center, including the land under the Depot, has been approved for redevelopment. For site development to proceed, the Depot must be relocated.

On September 7, 2006, City staff requested the Livermore Historic Preservation Commission provide direction regarding the relocation of the Depot. The Commission provided staff with preliminary policy direction that the Depot may potentially be

Mr. Paul Matsuoka
LAVTA
December 10, 2013
Page 2 of 6

relocated if treated appropriately within specific parameters; and stated that the Transit Center location and use is optimal and preferred.

The Livermore Planning Commission considered this matter on September 16, 2006, and recommended that the Livermore City Council approve the relocation of the Depot subject to the Historic Preservation Commission's preliminary policy direction.

On October 30, 2006, the City Council approved the relocation of the Depot, subject to the requirements of the Downtown Specific Plan, in compliance with the Secretary of the Interior's Standards for Rehabilitation, and consistent with the preliminary policy guidance of the Historic Preservation Commission.

On February 23, 2007, City and LAVTA staff met to discuss the possibility of relocating the Depot to the LAVTA Transit Center. At that time staff discussed two potential locations at the Transit Center:

Site alternative number one: Depot to be placed at the center of the transit center bus turnaround. This alternative proposed that the Depot structure replace the existing Transit Center structures (exclusive of the long covered platform extending to the east, which would remain). This alternative provided the best public visibility of the Depot structure from adjacent roadways and properties. Additional site modifications, including landscape improvements surrounding the Depot would be incorporated.

Site alternative number two: Depot to be placed parallel with the rail line. This alternative was lower in impact to existing LAVTA functions, and placed the Depot in alignment with the rail line, helping to maintain the historical relationship of the Depot to the railroad tracks. Additional site modifications, including landscape improvements and modifications to existing pathways connecting the Depot to the Transit Center and the drop-off lot would also be incorporated.

In August 2007 City staff presented the two Transit Center site alternatives to the Historic Preservation Commission and the Planning Commission. Both Commissions indicated a preference for site alternative number two placing the Depot parallel with the rail line at the Transit Center site.

On October 1, 2007 the LAVTA Board considered the two site alternatives. The Board moved for staff to proceed with collaborative work with the City to bring the Depot to the Transit Center and to present detailed options as they develop.

The City then hired a Historic Consultant to prepare a Relocation and Rehabilitation Plan for the Depot. This document was completed in 2009 and included a historic resource evaluation, core historic structure report, and design drawings for project entitlement. On February 1, 2010 the LAVTA Board received a briefing on this report and the status of relocating Livermore's historic train depot to LAVTA's transit center.

Due to various circumstances it has been over three years since the agencies discussed in detail the potential Depot relocation to the Transit Center. Concerns included a potential BART station downtown which would have required full reconfiguration of the transit center (the BART station is now planned for a location at Isabel Avenue/I-580), funding issues due to the dissolution of the redevelopment agency, and concerns about site alternatives at the transit center,

These issues have been evaluated and solutions have been identified. The BART extension to downtown is no longer an alternative and therefore plans to reconfigure the Transit Center to include the Depot can proceed without fear of displacement by the BART project. Funding issues have been minimized because the City successfully transferred federal grant funds from an inactive project to this project which will pay for necessary studies, site preparation, Depot relocation, and exterior and interior rehabilitation. And finally, staff reevaluated the Transit Center site alternatives and recommends a newly identified site alternative.

Site alternative number two was previously selected as the preferred site location because it did not impact the existing Transit Center ticket building and other structures and because it re-established the historic alignment of the Depot by placing the Depot parallel with the railroad tracks. However, this location raised concerns about limited community visibility. By placing the building into a corner of the Transit Center site with limited visibility from the Downtown, residents would be unlikely to view and appreciate the historic building. Additionally, this lack of visibility led to concerns about potential vandalism of the Depot.

Preferred Site Alternative

To alleviate these concerns staff is proposing a new alternative which maintains the parallel alignment with the railroad tracks but is located near the southwest corner of the Transit Center near the entrance at Railroad Avenue in the existing parking area (Attachment 1). This location will have minimal impacts on LAVTA's operations, create sightlines to the Depot from Railroad Avenue, and create a marque entryway to the Transit Center with the focus on the Depot. This location will reduce the likelihood of vandalism because the building will be more visible. Additionally, this location will

significantly benefit from the ultimate realignment of Railroad Avenue. Railroad Avenue's future realignment will improve the connection to the Transit Depot, eliminate visual obstacles between Railroad Avenue and the Depot, and create a new, visually prominent location in the Downtown Core.

Site Design

The Preferred Alternative includes modifications to the Transit Center's pedestrian environment, landscaping, circulation system, and parking. By placing the Depot near the southwest corner of the Transit Center, this alternative will allow for the creation of a marque entryway to the Transit Center including signage, ample landscaping, and pedestrian amenities.

In order to accommodate the Preferred Alternative, modifications to LAVTA's bus apron will be required. Specifically, the apron will be expanded on the west side turn around, maintaining the required bus turning radius, and straightening the passenger waiting area to coincide with the new alignment. The western overhang, bike lockers, and various passenger amenities will be relocated to coordinate with the new alignment; no amenities or overhang coverage will be lost.

The Preferred Alternative also requires reconfiguration of auto circulation within the Transit Center parking area. The reconfiguration creates a more efficient travel pattern by establishing a two lane entry/exit for passenger vehicles and reducing the areas of potential conflict between autos and buses by approximately 64%.

Finally, the reconfiguration will impact the existing parking at the Transit Center but allows for the preservation of the overall number of parking spaces for transit users. The proposal includes new parking spaces adjacent to the Depot to replace the existing parking spaces. To rectify the loss of parking due to the reconfiguration the City proposes to construct additional parking for use by Transit Center patrons at the Parking Garage surface lot adjacent to the Transit Center.

Land Ownership

The City proposes to purchase the land necessary to house the Depot and prefers to maintain ownership of the Depot. The City is requesting approximately 20,800 square feet of right-of-way at the southwest corner of LAVTA's property (Attachment 2). This area will be used to locate the Depot building, provide for surrounding landscaping and entryway features, and will extend to Railroad Avenue to be contiguous to City road right-of-way which allows access to the parcel.

Parking must be added to the triangular piece of right-of-way at the northwest corner of LAVTA's property to replace parking lost due to the placement of the Railroad Depot. While LAVTA could create parking on this triangle, it would be necessary to mix

auto and bus traffic in the bus turnaround to gain access within the parcel. Rather than doing this, the City is requesting ownership of the triangular piece (approximately 2,200 square feet) to expand the existing surface lot at the Parking Garage and will provide auto access as currently designed through the Garage. The new parking can be designated exclusively for Transit Center patrons and/or leased back to LAVTA in perpetuity.

Both LAVTA and City staff recommend a Parcel Map be prepared to identify the land to be sold to the City for this project and propose LAVTA sell the land to the City for \$1 (in 1994 the City sold the entire Transit Center to LAVTA for \$1). Staff of both agencies believe this arrangement will retain all LAVTA Transit Center functionalities and exclude LAVTA from any future Depot leasing/maintenance liabilities. The City will be responsible to prepare the necessary Parcel Map in order to record the new parcel configuration. All necessary access easements between the City and LAVTA will be included on the Parcel Map.

Once the site location is finalized and land ownership issues are resolved, construction is anticipated to begin in 18-24 months and last for approximately 12 months. Sensitive to LAVTA's operations, this project will have as little impact on bus operations and parking as possible; City staff will coordinate construction phasing plans with LAVTA staff before implementation.

Use

Future use of the Depot will be confirmed when the final site location is approved. In discussion of potential uses two main goals are being highlighted: 1. the use should produce sufficient revenue to maintain the building, and 2. the use should maximize the hours that the building is occupied. The Depot could be utilized for many uses, including but not limited to public meeting space, transit related uses, LAVTA office space, museum, retail services, and office space (Chamber of Commerce, Livermore Downtown, non-profits, visitor center, etc.). The City has the ability to manage tenant leases but also would be open to LAVTA managing subleases to tenants of your choosing. Under a scenario like this, the City could lease the building to LAVTA at a low cost, and in return LAVTA would use their sublease revenue to maintain the building.

Recommended Action/Next Steps

Staff recommends LAVTA Board approve the Transit Center site Preferred Alternative. As site analysis proceeds and various reports are completed, staff will return to the City's Historic Preservation Commission and the Planning Commission for additional review and guidance, culminating in a final relocation and rehabilitation plan. City staff will continue to work closely with LAVTA staff on all aspects of this project.

Mr. Paul Matsuoka
LAVTA
December 10, 2013
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Sincerely,



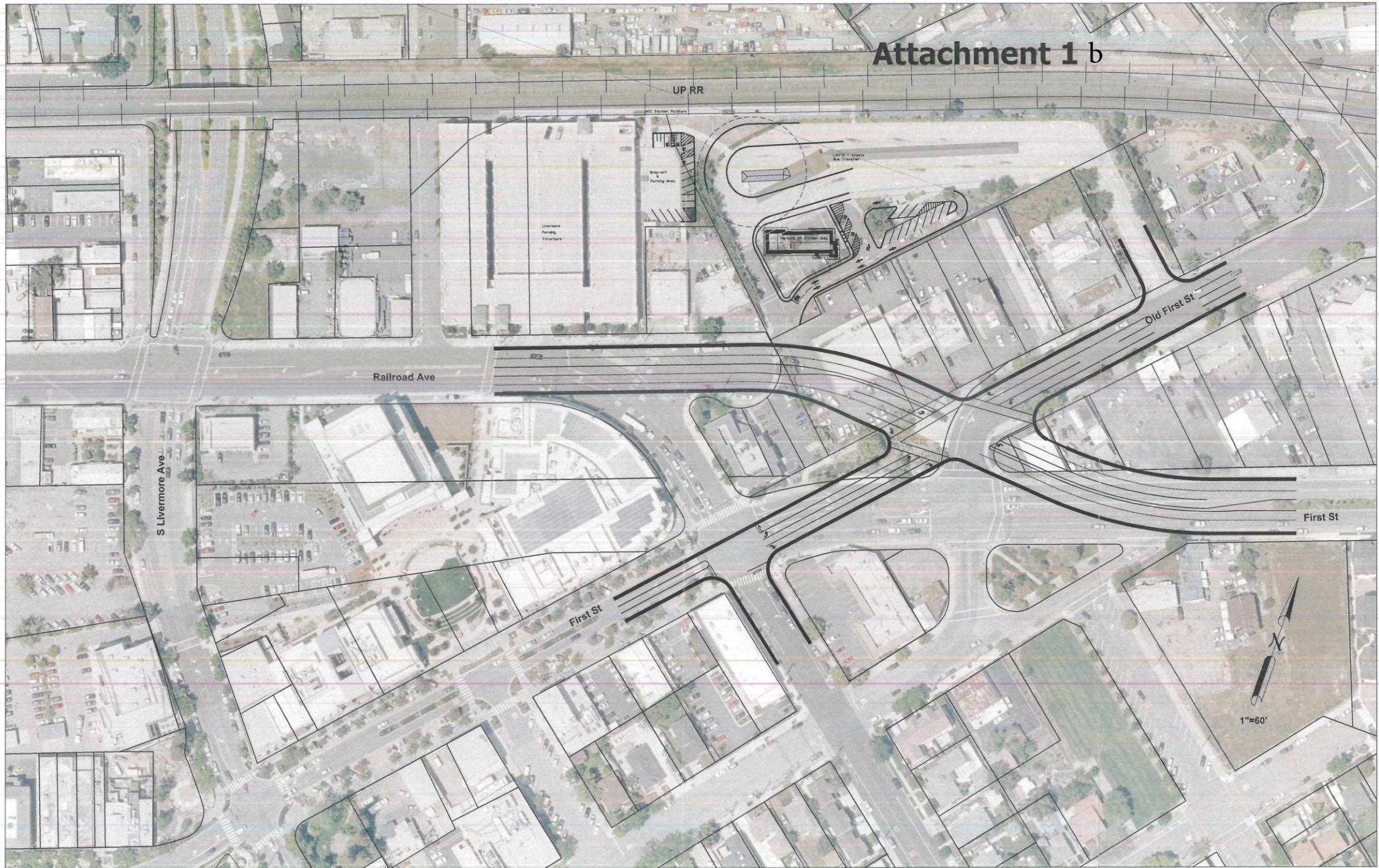
Debbie Bell
Associate Transportation Planner
Community & Economic Development Department
(925) 960-4541

cc: Paul Spence
Cheri Sheets
Rosy Ehlert

Enclosures

1. Preferred Alternative
2. Proposed Right-of-Way Map

Attachment 1 b





Total Area= 23,000 SF (0.53 ACRES)

CITY OF
LIVERMORE
CALIFORNIA
COMMUNITY DEVELOPMENT DEPARTMENT - ENGINEERING DIVISION

**LIVERMORE RAILROAD DEPOT
RIGHT OF WAY REQUIREMENTS**

DATE: 11/20/2013

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

BOARD OF DIRECTORS MEETING

DATE: December 16, 2013
PLACE: Diana Lauterbach Room LAVTA Offices
1362 Rutan Court, Suite 100, Livermore CA
TIME: 4:00 pm

MINUTES

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Chair Jerry Thorne at 4:00 pm.

2. Roll Call of Members

Members present

Karla Brown – Councilmember, City of Pleasanton
Bob Woerner – Vice Mayor, City of Livermore
Scott Haggerty – Supervisor, County of Alameda
Don Biddle – Vice Mayor, City of Dublin
Jerry Thorne – Mayor, City of Pleasanton
Laureen Turner – Councilmember, City of Livermore

Members absent

Tim Sbranti – Mayor, City of Dublin

3. Meeting Open to Public

No Comments.

4. Officer Tamm Recognition

Chair Jerry Thorne recognized Sergeant Penelope Tamm for her dedicated service and ongoing efforts in collaborating with Wheels during special events and road closures.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows :

- A. Minutes of the November 4, 2013 meeting of the Board of Directors**
- B. Treasurer’s Report for the month of October 2013**
- C. Set Board of Director Meeting Dates for 2014**
- D. Regional Measure 2 (RM2) Resolution; LAVTA Trapeze Upgrade**

Resolution 29-2013.

Consent agenda approved: Biddle/Turner, unanimous vote.

6. Relocation of Livermore's Historic Train Depot

Debbie Bell, a Planner from the City of Livermore, provided a description and the preferred plans in relocating the historic train depot on transit center property. Contingent on no negative impacts from FTA, the Executive Director and Legal Counsel will take all necessary steps to assist Livermore city staff in relocating the building. The preferred site for the depot was approved by the Board.

Approved: Woerner/Turner, unanimous vote.

7. Board of Directors Workshop Report

Staff provided a presentation to the Board as a follow up to the November 4th workshop. Highlighted in this presentation were the recommended goals taken from the workshop compiled into report form. Staff asked for further guidance in preparation of the FY 2015 Annual Work Plan. The Board provided feedback which will be incorporated into the report. This report will become the basis for preparing the outline for the Annual Work Plan that is slated for Board of Directors review in February 2014.

8. 2014 Legislative Program

Staff briefly outlined the proposed 2014 Legislative Program. The Board requested changes be made to the 2014 Legislative Program before adopting. Scott Haggerty asked that LAVTA also include in the program LAVTA's commitment to working with employers of 50 or more to help them comply with SB1339 to have a transportation management plan. The Board approved Resolution 27-2013 adopting the modified 2014 Legislative Program.

Approved: Biddle/Turner, unanimous vote.

9. Contract with Gillig

Staff briefed the Board on the Central Contra Costa Transit Authority consortium that LAVTA joined for the purpose of purchasing new buses. As a member of the consortium, LAVTA will be able to order and purchase buses to their specifications. LAVTA will have its own separate contract with Gillig for this purpose. The Board approved the master contract with Gillig Corporation permitting future bus purchases, pursuant to Resolution 28-2013.

Approved: Biddle/Brown, unanimous vote.

10. Commercial #2

*An audio visual problem prevented the commercial from being presented.

11. Matters Initiated by the Board of Directors

Laureen Turner stated she will not be at the January 6th 2014 Board meeting. Karla Brown asked that the Wheels website be updated more frequently.

12. Executive Director's Report

Paul Matsuoka shared that the Projects and Services committee had a discussion on an issue Tim Sbranti raised about youth passes. Also mentioned was that LAVTA will be bringing the Paratransit service contract award recommendation to the January 2014 Board meeting. He stressed the importance of having Board approvals in January to permit a long transition period of three months leading up to the April change-over date in contractors.

Meeting adjourned to closed session at 5:32 pm

13. Closed Session pursuant to Government Code Section 54957(b):

PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Title: Executive Director

14. Closed Session pursuant to Government Code Section 54957.6

CONFERENCE WITH LABOR NEGOTIATOR

Agency Representative: Chair Jerry Thorne

Unrepresented Employee: Executive Director

15. Reconvene to OPEN SESSION

Meeting reconvened at 6:30 pm.

16. Next Meeting Date is Scheduled for: January 6, 2014

17. Adjournment

Meeting adjourned at 6:30 pm.

AGENDA

ITEM 6



LAVTA COMMITTEE ITEMS - APRIL - JUNE 2015

Projects & Services Committee

April	Action	Info
Minutes	X	
Relocation of Livermore Historic Train Depot		X
Draft Employer Pass Program		X
May	Action	Info
Minutes	X	
WAAC Appointments	X	
Marketing Work Plan	X	
Quarterly Performance Report on Operations and Marketing		X
Final Employer Pass Program	X	
June	Action	Info
Minutes	X	