

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

SCOTT HAGGERTY – CHAIR	KARLA BROWN
DAVID HAUBERT – VICE CHAIR	STEVEN SPEDOWFSKI

DATE: Monday, October 26, 2015

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

TIME: 4:00p.m.

AGENDA

- 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 September 28, 2015 Meeting of the P&S Committee.**

Recommendation: Approval
- 5. Try Transit to School Results**

Recommendation: None – information only.
- 6. Wheels Forward: Service Design Guidelines**

Recommendation: Staff recommends the P&S Committee forward these service design guidelines to the Board for approval.

7. Wheels Forward: Service Alternatives

Recommendation: None – information only

8. Preview of Upcoming P&S Committee Agenda Items

9. Matters Initiated by Committee Members

10. Next Meeting Date is Scheduled for: November 23, 2015

11. 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.

<u>/s/ Jennifer Suda</u>	<u>10/26/15</u>
<u>LAVTA Administrative Services Department</u>	<u>Date</u>

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



LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
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PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

SCOTT HAGGERTY– CHAIR	KARLA BROWN
DAVID HAUBERT - VICE CHAIR	STEVEN SPEDOWFSKI

DATE: Monday, September 28, 2015

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

TIME: 4:00p.m.

MINUTES

1. Call to Order

Committee Chair Scott Haggerty called the meeting to order at 4:00 pm.

Members Present

Scott Haggerty – Supervisor, County of Alameda
Karla Brown – Vice Mayor, City of Pleasanton
Steven Spedowfski – Councilmember, City of Livermore

Members Absent

David Haubert – Mayor, City of Dublin

2. Meeting Open to Public

No comments.

3. Minutes of the August 24, 2015 Meeting of the P&S Committee.

Approved: Brown/Spedowfski
Aye: Brown, Haggerty, Spedowfski
No: None
Abstain: None
Absent: Haubert

4. Tri-Valley Regional Rail Advisory Group

Staff presented the background of the Tri-Valley Regional Rail Working Group

that was formed in 2006. The group ended their meetings in 2009. In September 2015 Altamont Commuter Express (ACE) staff presented information to the LAVTA Board regarding the opportunities and challenges relating to passenger rail improvements in the near future for the Tri-Valley, including the future intermodal connection of ACE and BART. Supervisor Haggerty presented his views regarding the need for a current Tri-Valley Regional Rail Advisory Group consisting of members from the cities of Livermore, Pleasanton, Dublin, and Tracy, the counties of Alameda and San Joaquin, and transportation agencies LAVTA, ACE and BART. Supervisor Haggerty also recognized the interest of Congressman Eric Swalwell, as represented by Tim Sbranti at the meeting. The Committee approved recommendation for approval of this item regarding the formation and membership of the proposed Tri-Valley Regional Rail Advisory Group to the Board for consideration.

Approved: Brown/Spedowski
Aye: Brown, Haggerty, Spedowski
No: None
Abstain: None
Absent: Haubert

5. Paratransit Comprehensive Assessment

Staff provided information on a plan to complete an overall assessment of LAVTA's Paratransit service delivery model and an evaluation of Paratransit services in the Tri-Valley and asked for feedback from the Committee. Discussion included the increasing annual number of paratransit trips and costs to provide those trips, including the fact that paratransit service is heavily subsidized by fixed route funding. There are several areas that may be examined for modification including service area, functional assessments, subscription trips, group trips, negotiating pickup time, and fares. This report will be provided to the LAVTA Board with a request for direction at the October, 5, 2015 meeting.

6. Clipper Card Implementation

Staff presented information from conversations with the most recent small operation group that implemented Clipper. This included the challenges and lessons learned and how LAVTA and their small operator groups was dealing with any of those challenges during this implementation.

This item was informational only.

7. On-Time Performance Improvement Action Plan

Staff provided an update to efforts in the area of improving on-time performance, including the successful increases in OTP on particular routes.

This item was informational only.

8. Comprehensive Operational Analysis/Short and Long Range Plans

Staff provided an update on the COA Study, including the schedule for the next round of public meetings and meetings with the various advisory committees. Staff indicated the consultant team will present service alternatives to the Committee at their October meeting.

This item was informational only.

9. Preview of Upcoming P&S Committee Agenda Items

10. Matters Initiated by Committee Members

None.

11. Next Meeting Date is Scheduled for: October 26, 2015

12. Adjourn

Meeting adjourned 4:41pm.

AGENDA

ITEM 5



STAFF REPORT

SUBJECT: Try Transit to School Results

FROM: Christy Wegener, Director of Planning and Communications

DATE: October 26, 2015

Action Requested

Informational item only. No action required.

Background

Try Transit to School is a two week promotional initiative that targets middle and high school students in the Tri-Valley. The purpose of this campaign is to promote environmentally sustainable transportation solutions to the youth population and increase ridership and awareness of bus routes that serve public middle and high schools. During this two week initiative, Wheels offers free rides on all regular fixed routes seven days a week. Students simply board any Wheels bus and their ride is free. Try Transit to School generally takes place the second and third week after school starts up in the fall, and this year, the campaign was held from September 7-18, 2015.

Discussion

During this two week period in September, approximately 15,500 trips were recorded as free rides system-wide, roughly the same ridership of last year's campaign. For school trippers, an additional 3,348 trips were recorded during the two-week period, or 30% over existing daily tripper ridership. The ridership data was gathered based on farebox data that operators manually collected.

The agency promoted the event through traditional media channels, including the website and Facebook, as well as through the Tri-Valley schools. During the course of the summer, Staff held quite a few outreach events to publicize the fall service changes, where they also promoted the Try Transit program.

Budget

The foregone fare revenue amounted to approximately \$31,000.

Next Steps

Try Transit is an annual promotion so it will occur next year as well.

Recommendation

None – information only.

AGENDA

ITEM 6



STAFF REPORT

SUBJECT: Wheels Forward: Service Design Guidelines

FROM: Christy Wegener, Director of Planning and Communications

DATE: October 26, 2015

Action Requested

Approve and forward to the Board for approval.

Background

Wheels Forward is a comprehensive operational analysis (COA) of the Wheels bus system, a project that was initiated in March 2015. The goal of Wheels Forward is to improve the Wheels bus system in the Tri-Valley so that it that better serves current and future travel patterns, more closely links transit planning with land use planning; and improves the efficiency, effectiveness, and overall operation of the bus system. This goal may be achieved through a combination of changes to route alignments, schedules, and the overall design of the transit network, as indicated by planning analysis, public feedback, stakeholder and Board guidance.

The purpose of the service design guidelines is to provide an overall policy framework for the future planning decisions on Wheels bus service. Service design guidelines aim to resolve the tension between competing transit goals and will help inform future Wheels Forward service planning recommendations.

Discussion

Since the COA has kicked off, several activities have taken place to gather input service design guidelines for the Wheels system.

Board Retreat: A Board retreat was held on July 15th where the vision for Wheels was discussed along with a dialog about the service tradeoffs. During the retreat, the Board discussed service tradeoffs and provided the following input:

- Coverage vs Productivity: Lean more heavily towards productivity (more service, fewer areas that would result in higher ridership).
- Frequency vs Span of Service: Focus on higher frequencies during core/commute hours, with longer headways in off-peak as appropriate.
- Weekday vs Weekend: Prefer seven day service, given existing conditions data.
- One-Seat vs Transfers: General understanding of desire to simplify trips, but strong feeling that an improvement in reliability and the wait experience (real-time info, security, etc) can help mitigate concerns with transfers.

- Route Directness vs Access: Less specialization. Prefer passengers walking to the main road rather than having buses meet them at the front door. This results in faster service.
- More Stops vs Fewer Stops: Feeling that less stops on the Rapid is important to speed up the bus. However, reducing stops on other routes needs to be well thought out when paired with the emphasis on more direct routes. Don't want a net loss of passengers due to length of walk to stop-- stops should be situational based on land use and ridership.
- Local Market vs Regional Service: Strong desire to focus on the local market, with several members noting that regional connections should be served, though perhaps through funding or operating agreements with partner agencies as appropriate rather than assuming LAVTA must serve them directly.
- Existing Service Area vs Expansion Projects: Focus on improving existing service area, with some acknowledgement that the service area may change slightly to take advantage of new opportunities, e.g. land use developments.

Public Meetings: Three public workshops were held at the end of July where those in attendance at the meeting provided feedback on service tradeoffs. Over 100 people attended the three workshops. At the meetings, the following service comments were noted:

- Service improvements: Improve connections (frequency) to BART
- Route structure: Make routes less meandering and more efficient
- Other improvements: Operate the Rapid on weekends, improve weekend evening services, offer better service to the Outlets, add service to Stoneridge Creek retirement community (in Pleasanton), and service to Mountain House.

During the community meetings, the public was asked to place stickers on a large board indicating their preferences for service tradeoffs. The following tradeoffs were noted:

- Frequency vs. Coverage: Meeting attendees overwhelmingly marked frequency over coverage (70% frequency, 13% neutral, 17% coverage)
- Frequency vs. Span: Meeting attendees marked more service during rush hour over longer service hours (42% rush hour service, 29% neutral, 29% longer hours)
- Days of Service: Meeting attendees preferred service seven days a week over weekday-only service (45% seven days/week, 28% neutral, 24% weekdays only)
- Local or Regional: Meeting attendees preferred concentrating resources on local services (58% local, 12% neutral, 30% regional)
- Directness: Meeting attendees favored more direct routes with shorter rides and longer walks to get to the bus stop (62% direct, 12% neutral, 16% longer bus rides with less walking)
- Transfers: Meeting attendees were split on the number of transfers (43% favored more routes with fewer transfers, 43% favored fewer routes with more transfers, and 14% were neutral)
- Stop Spacing: The public was split on stop spacing (46% favored more stops with a shorter walk to the stop, 50% favored fewer stops with a longer walk to the stop, 4% were neutral)
- Service Expansion: Meeting attendees favored expanding service into new areas (62% favored expansion, 35% favored improving existing service, 3% were neutral)

Rider Survey: A survey was administered on Wheels buses during the months of June and July. A total of 821 surveys were collected on weekdays and 291 were collected on weekends. The survey included questions about what improvements current riders valued the most. Current riders expressed the following preferences:

- More frequent service (29%)
- Buses run earlier/later in the day (14%)
- Lower fares (9%)
- Improve on-time performance (7%)
- Faster service

Online Tradeoffs Survey: An online survey was posted on WheelsForward.com and 226 people responded to the survey. Results indicated that:

- Respondents strongly support providing more frequent service for a shorter span over less frequent service for a longer span
- Respondents strongly support providing more weekday service at the expense of weekend service
- Respondents strongly support providing faster service with longer walks to stops as opposed to slower service with shorter walks to stops
- Respondents support improving existing service over expanding to new areas

Stakeholder Meeting: A Stakeholder Advisory Group was formed and had their first meeting in July. At their first meeting, the stakeholders discussed their understanding of the Wheels bus system and its functionality. The group discussed their preferences for more direct, frequent Tri-Valley bus service that is easier to navigate than the existing Wheels system.

General Public Outreach: In addition to all of the above, general outreach has been completed to gather information on service preferences and requests. An online comment form was available on WheelsForward.com and over 50 comments were submitted. Many commenters requested better (more direct, more frequent) service to existing destinations, including BART, the Outlets and Las Positas College. Improving connectivity with BART received several comments, as did requests to run the Rapid 7-days a week. There were also several emails received about adding service to Mountain House.

Analysis

During the public outreach and open comment period, the planning team noted there were conflicting comments received for some of the service trade-offs (weekday versus weekend service, expanding service to new areas versus improving existing service). The scenarios that have been developed aim to provide options to address even conflicting service preferences.

The planning team has developed a series of proposed service design guidelines that include elements that address a fundamental decision point in transit planning: how much service to allocate to areas based on ridership demand and productivity goals (i.e., maximizing the number of passengers per hour of service), and how much service to allocate to areas based on coverage goals (i.e., providing widespread access through a geographically-dispersed system). As stated above, service design guidelines attempt to resolve the tension between competing goals in transit: coverage vs. productivity; equity vs. cost-effectiveness; distance to stops vs. travel time; direct access vs. direct routes.

Wheels currently has a highly coverage-oriented system that in general does not respond to higher levels of transit demand with the type of service that will support higher productivity. The proposed Service Design Guidelines include elements that more explicitly link transit service levels to the level of transit demand in a specific corridor or area and open the door to productivity-oriented services.

Service Design Guidelines

Several principles of transit service design are proposed for use in scenario development and service planning. These principles reflect well established best practices in transit service planning as well as feedback from existing Wheels riders and potential riders, as well as the Board and community stakeholders. The proposed principles are:

- **Headways/Frequency:** There is a clear role for a frequent BART feeder network within the Wheels Bus system. An effort should be made to maximize frequency on major arterials that act as extensions to the BART system (Dublin Blvd., Santa Rita Road, Stanley Blvd.) For frequent primary routes, provision of service that operates every 15 minutes is an important psychological breakpoint. Fifteen minute or better service meets every BART train. Also, at headways of 15 minutes or better, many riders will not need to refer to the schedule, because wait time is minimal.
- **Direct Alignments:** Routes should be designed to operate as directly as possible to maximize average speed for the bus and minimize travel time for passengers while maintaining access to service. Even if a trip requires transferring between two routes, it is likely to be faster than a trip using a circuitous route. Less direct alignments may be appropriate for coverage-based services; however, route alignments should still be easily understood, and an effort should be made to provide the most direct alignments possible while meeting coverage goals. To the extent possible, remove the loops in the service area and convert those areas to bi-directional lines. Loops require longer travel time to get from point A to point B and are often a source of confusion for riders.
- **Route Alignment:** Routes should ideally operate along the same alignment in both directions to make it easy for riders to know how to return to their trip origin location. Exceptions can be made in cases where such operation is not possible due to one-way streets, turn restrictions, or near the end of a route where the bus must turn around. In those cases, routes should be designed so that the opposite directions parallel each other as closely as possible.
- **Spacing Between Routes.** To maximize use of operating resources and avoid duplication of services, routes should in most cases be spaced to duplication of service in the same corridor.
- **Route Deviations:** Routes should not deviate from the most direct alignment unless there is a compelling reason.
- **Transfers.** If routes are to be made relatively direct and frequent, it may not always be necessary to provide “one-seat” rides between riders’ origins and destinations.

Connections should be designed to be as seamless as possible, with relatively frequent service and timed connections at key hubs (BART, Transit Center)

- **Route Consistency:** Routes should follow the same pattern when in operation. Route variants that only operate during parts of the day or on weekends should be avoided if possible to improve ease of understanding.

- **Stop Spacing:** The distance between stops is a key element in balancing transit access and service efficiency. More closely spaced stops provide customers with more convenient access as they are likely to experience a shorter walk to the nearest bus stop. However, transit stops are also the major reason that transit service is slower than automobile trips, since each additional stop with activity requires the bus to decelerate, come to a complete stop, load and unload riders, and then accelerate and re-merge into traffic. Where possible, stops should be located one quarter to one third of a mile apart.

Next Steps

Three service scenarios have been developed and will be presented at a series of community meetings on October 27, 28 and 29. Each of the scenarios incorporates a degree of the service design guidelines presented above, but all include high-frequency service to BART. The final service scenario presented for approval in 2016 will incorporate both Board and public comment, as well as the approved service design guidelines.

Recommendation

Staff recommends the P&S Committee forward these service design guidelines to the Board for approval.

AGENDA

ITEM 7



STAFF REPORT

SUBJECT: Wheels Forward: Service Alternatives

FROM: Christy Wegener, Director of Planning and Communications

DATE: October 26, 2015

Action Requested

This is an information item for review and discussion.

Background

As a part of the Wheels Comprehensive Operational Analysis (COA), the Planning Team has developed three service alternative scenarios.

Discussion

The primary goal of the LAVTA Comprehensive Operational Analysis (COA) is to improve transit service in the Tri-Valley area. Convenient and cost-effective transit service requires an appropriate balance of coverage, frequency, and service span.

Prior to developing any recommendations, existing ridership, on-time performance, travel patterns, and demographic data were analyzed. Public meetings, stakeholder meetings, an on-line survey, and a non-user household telephone survey all indicated that later service, more frequent service, and better connections to BART are some of the improvements desired most by riders and non-riders.

The outreach and market assessment indicate that there is more demand for service than there are existing resources. These initial recommendations are intended to offer options for improving service within the existing budget.

Each of the three initial scenarios that have been developed are designed to address existing mobility challenges, find the most productive markets, and address operational issues. Four common themes are introduced that guided the development of the scenarios.

- **Improve Ridership and Farebox Recovery Ratio of the Rapid** – The Metropolitan Transportation Commission (MTC) has a mandated 20% farebox recovery ratio (the percentage of costs covered by fares). The Rapid currently only has a farebox recovery ratio of 14-15%. Reducing duplication of service with other routes, changing the alignment to focus on the most productive areas, and adding new ridership destinations are all strategies recommended in the scenarios.
- **Improve Access to BART** – The market research and household telephone survey clearly indicated that BART was a primary destination for Tri-Valley residents. Parking at the BART stations is at capacity, and residents are looking for other options. Improving access was a primary goal of the scenarios.
- **Reduce Duplication of Service** – An examination of the existing system map shows significant overlaps of service. One route in a given corridor is easier for potential

riders to understand and reduces the chances that multiple routes are chasing the same market. The scenarios reduce duplication of service between the Rapid, local routes, and County Connection service.

- **Simplify the Service** – The existing service consists of many routes that are one-way loops and include deviations. In addition, several routes have one alignment on weekdays and another on weekends, which is confusing to potential customers. The scenarios focus on reducing one-way loops, making service more direct, and operating consistently seven days a week.

The overall goal of the scenarios is to improve ridership and utilization of the service. The three scenarios developed are as follows:

- Scenario 1 – Coverage: The goal of this scenario is to maintain as much of the existing route coverage while also improving ridership potential. (Attachment 1)
- Scenario 2 – Core: The goal of this scenario is focus more on core routes through the Tri-Valley area. (Attachment 2)
- Scenario 3 – Hybrid: The goal of this scenario is create a hybrid between the two previous scenarios. (Attachment 3)

Next Steps

The three scenarios will be presented at a series of community meetings on October 27, 28 and 29.

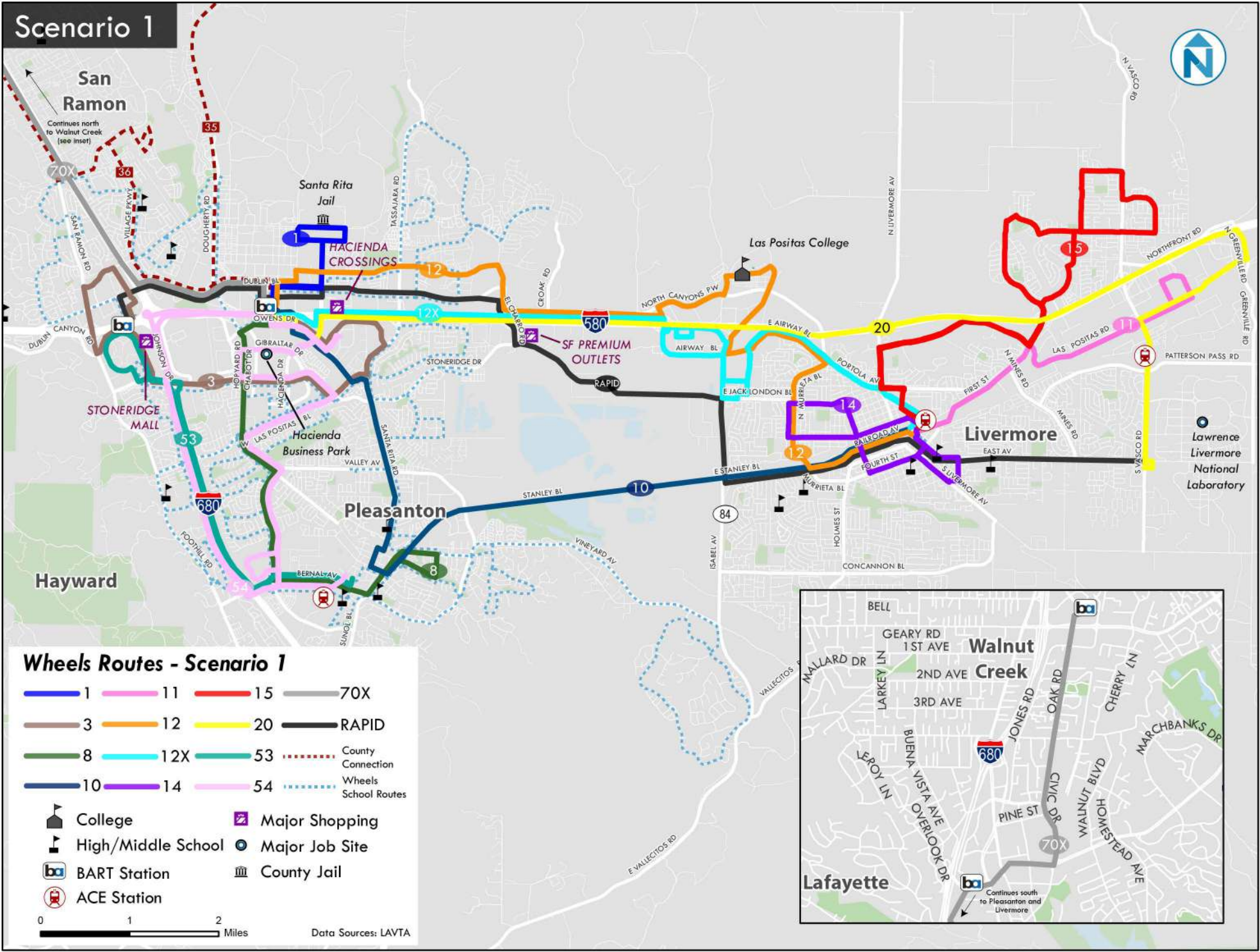
Recommendation

None – information only

Attachments

1. Map - Scenario 1
2. Map - Scenario 2
3. Map – Scenario 3
4. Scenario service level summaries

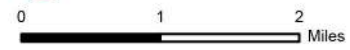
Scenario 1



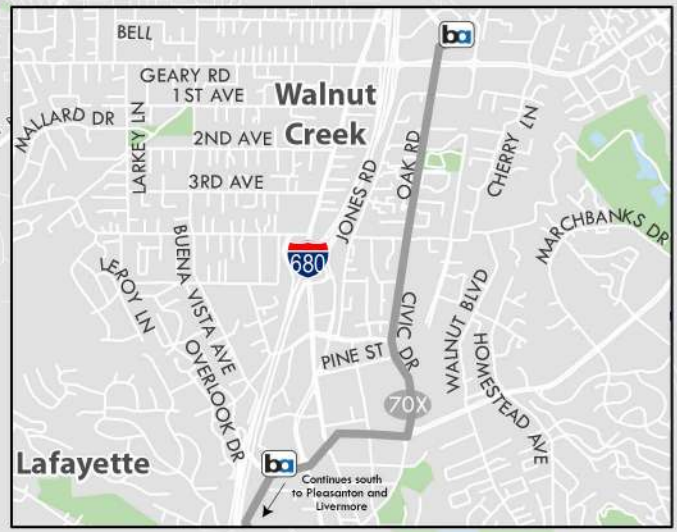
Wheels Routes - Scenario 1

- 1 11 15 70X
- 3 12 20 RAPID
- 8 12X 53 County Connection
- 10 14 54 Wheels School Routes

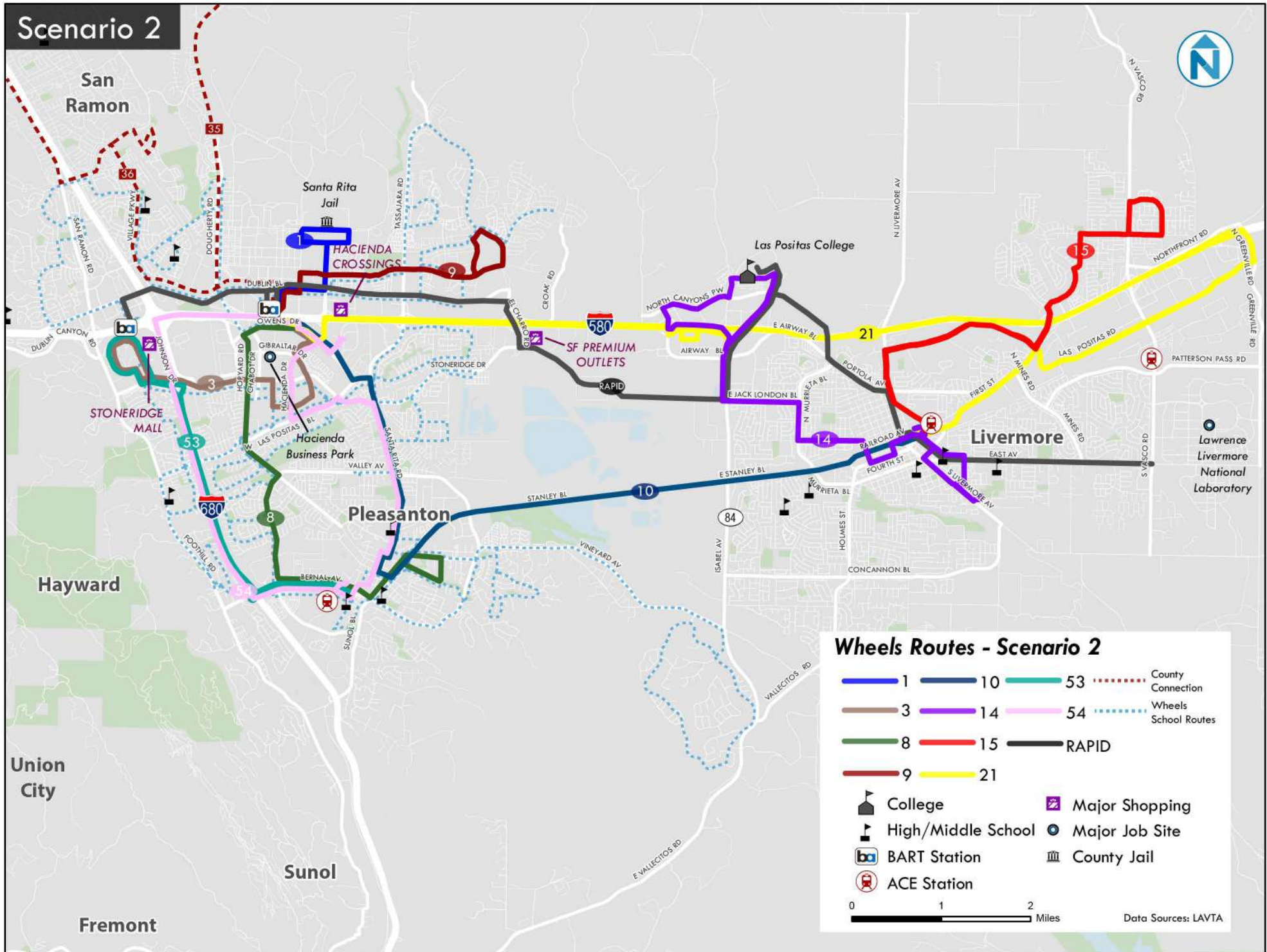
- College
- High/Middle School
- BART Station
- ACE Station
- Major Shopping
- Major Job Site
- County Jail



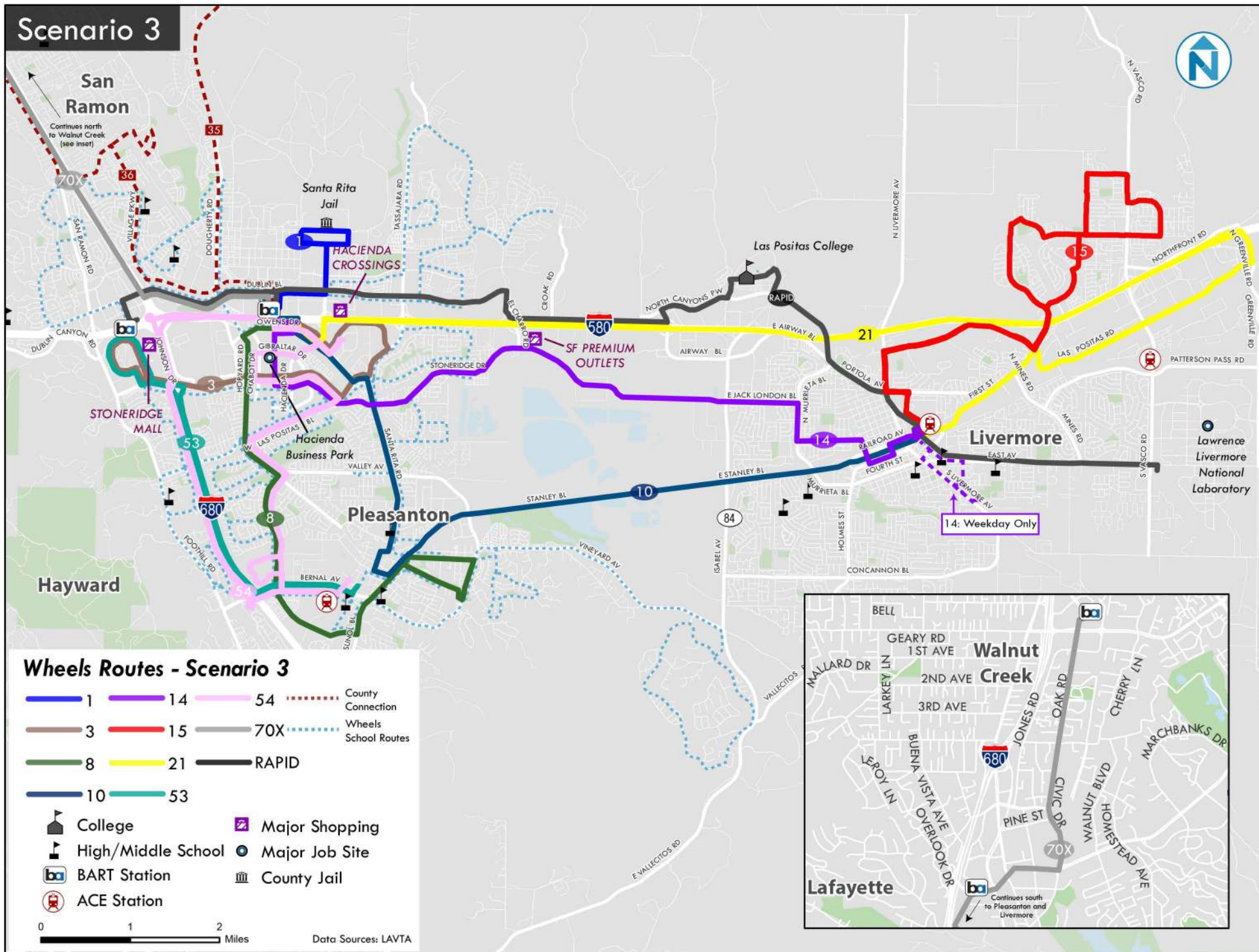
Data Sources: LAVTA



Scenario 2



Scenario 3



SCENARIO 2

Route	Frequency (Minutes between Arrivals)					Span		
	Weekday AM and PM Peak	Weekday Midday	Weekday Evening	Saturday	Sunday	Weekday	Saturday	Sunday
Rapid	15	15	30	60	60	5 AM – 11 PM	5 AM – 10 PM	5 AM – 10 PM
Route 1	30	30	30	30	30	6 AM – 9 PM	8 AM – 9 PM	8 AM – 9 PM
Route 2	–	–	–	–	–	–	–	–
Route 3	30	60	30	30	30	6 AM – 9 PM	8 AM – 9 PM	8 AM – 9 PM
Route 8	30	30	30	60	60	7 AM – 9 PM	8 AM – 9 PM	9 AM – 2 PM
Route 9	30	30	30	–	–	8 AM – 8 PM	–	–
Route 10	15	15	30	15	30	5 AM – 1 AM	6 AM – 1 AM	6 AM – 1 AM
Route 11	–	–	–	–	–	–	–	–
Route 12	–	–	–	–	–	–	–	–
Route 12X	–	–	–	–	–	–	–	–
Route 14	30	30	30	60	60	7 AM – 8 PM	7 AM – 8 PM	7 AM – 8 PM
Route 15	30	60	60	60	60	6 AM – 12 AM	6 AM – 10 PM	7 AM – 9 PM
Route 20	–	–	–	–	–	–	–	–
Route 21	30	–	–	–	–	6 AM – 9 AM 4 PM – 6 PM	–	–
Route 51	–	–	–	–	–	–	–	–
Route 53	75	–	–	–	–	6 AM – 9 AM 4 PM – 7 PM	–	–
Route 54	60	–	–	–	–	7 AM – 8 AM 4 PM – 6 PM	–	–
Route 70X	–	–	–	–	–	–	–	–
Route 70XV	–	–	–	–	–	–	–	–

SCENARIO 3

Route	Frequency (Minutes between Arrivals)					Span		
	Weekday AM and PM Peak	Weekday Midday	Weekday Evening	Saturday	Sunday	Weekday	Saturday	Sunday
Rapid	15	15	30	60	60	5 AM – 11 PM	5 AM – 10 PM	5 AM – 10 PM
Route 1	30	30	30	60	60	6 AM – 9 PM	8 AM – 9 PM	8 AM – 9 PM
Route 2	–	–	–	–	–	–	–	–
Route 3	30	60	60	60	60	6 AM – 9 PM	8 AM – 9 PM	8 AM – 9 PM
Route 8	30	30	30	60	60	6 AM – 9 PM	8 AM – 9 PM	8 AM – 9 PM
Route 9	–	–	–	–	–	–	–	–
Route 10	15	15	30	30	30	5 AM – 1 AM	6 AM – 1 AM	6 AM – 1 AM
Route 11	–	–	–	–	–	–	–	–
Route 12	–	–	–	–	–	–	–	–
Route 12X	–	–	–	–	–	–	–	–
Route 14	30	60	60	60	60	7 AM – 8 PM	8 AM – 9 PM	8 AM – 9 PM
Route 15	30	60	60	60	60	6 AM – 12 AM	6 AM – 10 PM	7 AM – 9 PM
Route 20	–	–	–	–	–	–	–	–
Route 21	30	–	–	–	–	6 AM – 9 AM 4 PM – 6 PM	–	–
Route 51	–	–	–	–	–	–	–	–
Route 53	75	–	–	–	–	6 AM – 9 AM 4 PM – 7 PM	–	–
Route 54	60	–	–	–	–	7 AM – 8 AM 4 PM – 6 PM	–	–
Route 70X	30	–	–	–	–	6 AM – 8 AM 4 PM – 6 PM	–	–
Route 70XV	–	–	–	–	–	–	–	–

AGENDA

ITEM 8



LAVTA COMMITTEE ITEMS - OCTOBER 2015 - MARCH 2016

Projects & Services Committee

	Action	Info
October		
Minutes	X	
Try Transit To School Results		X
Service Design Guidelines	X	
Comprehensive Operational Analysis Alternatives		X
November		
Minutes	X	
Dial A Ride Passenger Survey Results		X
Quarterly Operations Report		X
Quarterly Marketing Report		X
January		
Minutes (November)	X	
Draft SRTP		X
Draft COA Recommendations		X
February		
Minutes	X	
Quarterly Operations Report		X
Quarterly Marketing Report		X
March		
Minutes	X	
Alameda County Fair and Fourth of July Service	X	
Pleasanton Summer School Service	X	