### 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 – CHAIRKARLA BROWN – VICE CHAIRJEAN JOSEYEVAN BRANNING

**DATE**: Monday, October 23, 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, October 23, 2023 at <u>frontdesk@lavta.org</u>. Please include "Public Comment - 10/23/2023" 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.

### How to listen and view meeting video:

- From a PC, Mac, iPad, iPhone or Android device click the link below: <u>https://zoom.us/j/85868238171</u> Passcode: PS1362Mtg
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   Webinar ID: 858 6823 8171
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To comment by video conference, click the "Raise Your Hand" button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.

Livestream online at: Livermore Amador Valley Transit Authority YouTube Channel

No option to make Public Comment on YouTube live stream.

### How to listen only to the meeting:

 For audio access to the meeting by telephone, use the dial-in information below: Dial: 1 (669) 900-6833
 Webinar ID: 858 6823 8171
 Passcode: 622062

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

### To submit written comments:

• Provide public written comments prior to the meeting by email, to <a href="mailto:frontdesk@lavta.org">frontdesk@lavta.org</a>

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, October 23, 2023 to  $\underline{\text{frontdesk@lavta.org}}$ . Please include "Public Comment - 10/23/2023" 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 September 25, 2023 Meeting of the P&S Committee.

**Recommendation:** Approval

### 5. Wheels in Motion – Outreach Results

**Recommendation:** Staff recommends that the Projects and Services Committee receive the presentation and provide feedback to staff.

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

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

- 7. Preview of Upcoming P&S Committee Agenda Items
- 8. Matters Initiated by Committee Members
- 9. Next Meeting Date is Scheduled for: November 27, 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

10/20/2023

LAVTA Administrative Services Department	Date
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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 SEPTEMBER 25, 2023 LAVTA PROJECTS AND SERVICES COMMITTEE MEETING

### 1. Call to Order

Committee Chair David Haubert called the meeting to order at 4:17pm.

### 2. Roll Call of Members

### Members Present

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

### <u>Members Absent</u> Evan Branning, City of Livermore

### 3. Meeting Open to Public

No comments.

### 4. Minutes of the August 28, 2023 Meeting of the P&S Committee.

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

### 5. 2023 Fixed Route Customer Satisfaction Survey

Staff provided data results on the Fixed Route Customer Satisfaction Survey. LAVTA received 301 responses from the survey and LAVTA is still tallying the School Tripper Route responses. LAVTA's average scoring across all quality-ofservice was 4.47; slightly higher than 2019 survey results.

The Projects and Services Committee discussed this item with staff and provided feedback.

The Projects and Services Committee considered and approved forwarding the findings of LAVTA's 2023 Customer Satisfaction Survey to the Board for their review and approval.

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

### 6. Clipper Bay Pass Phase 2 Agreement

Executive Director Christy Wegener provided information about the Fare Integration Task Force and an overview of the first and second phase of Clipper® BayPass pilot. The Clipper® BayPass Phase 2 pilot will launch in January 2024.

The Projects and Services Committee discussed this item with staff. The Committee requested staff advocate for a Tri-Valley employer or institution to participate in Phase 2 of the pilot.

The Projects and Services Committee recommended forwarding to the Board of Directors to authorize the Executive Director to sign the Clipper BayPass Phase 2 Participation Agreement.

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

### 7. Preview of Upcoming P&S Committee Agenda Items

### 8. Matters Initiated by Committee Members

Vice Chair Karla Brown requested that all Committee Members do their best to have an alternate attend a meeting in their absence for quorum purposes. Staff will provide this request to all Board and Committee members.

### 9. Next Meeting Date is Scheduled for: October 23, 2023

### 10. Adjourn

Meeting adjourned at 4:46pm

AGENDA

**ITEM 5** 

Livermore Amador Valley Transit Authority

## STAFF REPORT

SUBJECT: Wheels in Motion – Outreach Results

- FROM: Mike Tobin, Director of Operations Christy Wegener, Executive Director
- DATE: October 23, 2023

### **Action Requested**

Staff recommends that the Projects and Services Committee receive the presentation and provide feedback to staff.

### Background

As part of the Wheels in Motion effort to reimagine LAVTA's existing mainline fixed route service, a survey instrument was created to solicit input and feedback from the community and Wheels riders regarding three different service scenarios:

- 1. Scenario 1 Bus schedules and routes would remain essentially unchanged.
- 2. Scenario 2 Buses would come more often on the Rapid routes, but service on other routes would be reduced or eliminated.
- 3. Scenario 3 Most buses would come every 20-40 minutes to align with the new BART schedule. Service would be restored in several areas that are currently unserved.

### Discussion

### Methodology

The survey outlined each of the three scenarios and then asked respondents a series of questions including whether or not they "Liked", "Disliked", or "Neither Liked nor disliked" the changes that were included in each scenario. The survey was opened on September 7<sup>th</sup> and was closed on October 8<sup>th</sup>. Surveys were issued in both English and Spanish. To promote the survey, LAVTA staff attended multiple outreach events throughout the Tri-Valley during the month of September to engage with the community and to answer questions regarding the different service scenarios being considered. Staff also

held operator outreach events as well as presented to the Tri-Valley Accessible Advisory Committee.

### <u>Results</u>

A total of 228 participants completed the survey, and we are now pleased to provide you with a high-level summary of the survey results below in Table 1:

Scenario	Like	Neither like nor dislike	Dislike
Scenario 1	19%	35%	46%
Scenario 2	17%	26%	57%
Scenario 3	69%	16%	16%

### Table 1

From the survey results, it is evident that an overwhelming majority of respondents expressed a strong preference for Scenario 3. Respondents' support for this scenario primarily revolved around the idea of expanding coverage to historically underserved areas within the Tri-Valley region, specifically in West Dublin and South Livermore, as well as keeping commuter routes such as Route 20X and 580X, both of which run between the East Dublin/Pleasanton BART station and the Lawrence Livermore National Laboratory.

Staff will present the in-depth survey results and a comprehensive breakdown of participant feedback during the Committee meeting. Staff will also discuss next steps, including the staff recommendation for the preferred alternative, the timing for the public hearing, and the timeline for Board approval.

### Recommendation

Staff recommends that the Projects and Services Committee receive the presentation and provide feedback to staff.

Attachments:

1. Wheels in Motion Survey Instrument



### LAVTA Service Scenario Assessment Survey DRAFT August 30, 2023

The following draft survey questions will be used to assess Wheels riders' opinions and preferences for three LAVTA service scenarios. Once the draft is finalized, the questions will be transferred into a survey tool (Alchemer) and distributed to members of the public.

### [LANGUAGE]

### Please select your preferred language:

- o English
- o Tomar la encuesta en español



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### [INTRODUCTION]

### Welcome to the Wheels in Motion Survey!

The Livermore Amador Valley Transit Authority (LAVTA) operates the Wheels Bus in the Tri-Valley Area (Livermore, Dublin, and Pleasanton). We are launching a public outreach program called *Wheels in Motion* to gather input on possible bus service changes.

With the current bus routes, Wheels buses are scheduled to drop people off at the East Dublin/Pleasanton BART station so they can easily catch the BART train. However, starting in September, BART will be changing train frequency on the Dublin line from every 15 minutes to every 20 minutes and increasing service during off-peak times and weekends.

As a result of the BART schedule change, we're taking a fresh look at the Wheels schedules and routes and considering adjustments to better serve our riders and the transportation needs throughout the Tri-Valley. Once approved by our Board, these route changes would take effect in early 2024.

*Wheels in Motion* includes three different bus service scenarios for Wheels Local, Express and Rapid bus routes, each of which is summarized below:

Scenario 1 – Bus schedules and routes would remain essentially unchanged.

**Scenario 2** – Buses would come more often on the Rapid routes, but service on other routes would be reduced or eliminated.

**Scenario 3** – Most buses would come every 20-40 minutes to align with the new BART schedule. Service would be restored in several areas that are currently unserved.

You'll find more information about the scenarios in the survey questions below.

<u>Important note:</u> Our School Service bus routes will not change. This survey is only for our Local, Express, and Rapid bus routes.

### Please provide your input on these scenarios!

The purpose of this survey is to get your feedback on these scenarios to help us develop a better bus system for Wheels riders and Tri-Valley residents.

Participation in this survey is **voluntary** and the results will be **completely confidential**. This survey should take between 5-7 minutes to complete.

As a token of our appreciation, you will be entered into a raffle to **win one of ten \$50 Clipper Cards** for filling out the survey.

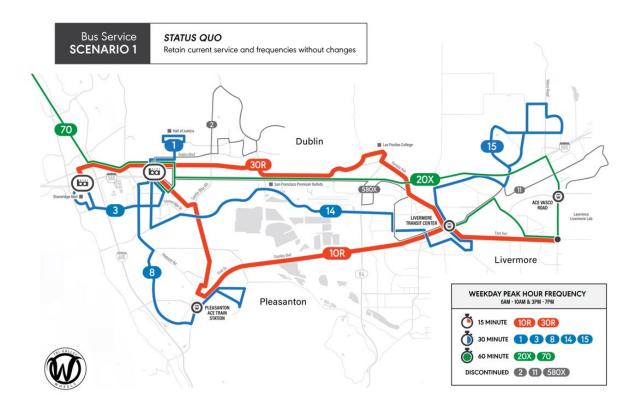
As you make comments, please provide as much detail as possible about what you like and don't like. Thanks so much for your help!

Start the survey!

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### **SCENARIO 1**



- All routes and schedules would stay the **SAME** as today
- Local routes 2,11 and express routes 580X: Would be formally ELIMINATED
- Local routes 1, 3, 8, and 14: Midday frequency would be formally REDUCED to hourly (every 60 minutes)
- Alignment with BART: Most weekday schedules would NOT BE TIMED to connect with the new BART train schedule
- Weekend schedule: No changes from the current weekend service

\*Peak hours are typically between 6 AM – 10 AM and 3 PM – 7 PM.

- 1. Overall, what do you think of Scenario 1?
  - o Dislike
  - Neither like nor dislike
  - o Like
- 2. Please tell us about how this scenario would affect your traveling needs:

# 3. Please indicate whether you like or dislike the following changes being considered in Scenario 1:

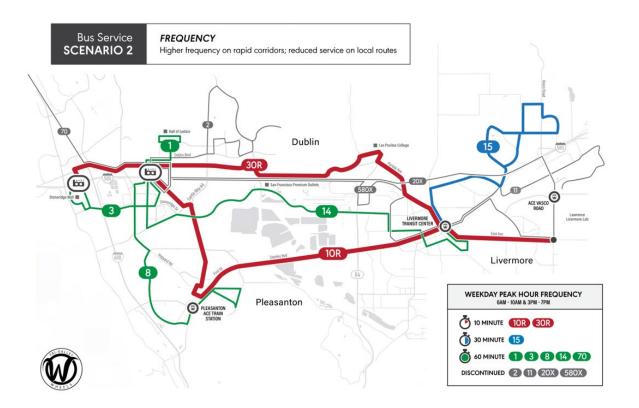
	Dislike	Neither like nor dislike	Like
All routes and schedules would stay the <b>SAME</b> as today	0	0	0
Local routes 2,11 and express routes 580X: Would be formally <b>ELIMINATED</b>	0	0	0
Local routes 1, 3, 8, and 14: Midday frequency would be formally <b>REDUCED</b> to hourly (every 60 minutes)	0	0	0
Alignment with BART: Most weekday schedules would <b>NOT BE</b> <b>TIMED</b> to connect with the new BART train schedule			
Weekend schedule: No changes from the current weekend service	0	0	0

### 4. Do you have any general comments about Scenario 1?

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### **SCENARIO 2**



- Rapid Routes 10R and 30R: Peak-hour\* frequency would INCREASE from every 15 minutes to every 10 minutes. Off-peak, these routes would continue to run every 15 minutes.
- Local routes 1, 3, 8, and 14: Peak-hour\* frequency would DECREASE to hourly (every 60 minutes)
- Local routes 2, 11, and all Express routes (including 20X, 70X, and 580X): Would be ELIMINATED
- Alignment with BART: Rapid routes 10R and 30R would BE TIMED TO CONNECT with the new BART train schedule during peak hours\*
- Weekend schedule: Rapid routes 10R and 30R would be **INCREASED** to every 20-40 minutes on Saturdays; all other weekend service would stay the **SAME** as now

\*Peak hours are typically between 6 AM – 10 AM and 3 PM – 7 PM.

### 5. Overall, what do you think of Scenario 2?

o Dislike

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o Neither like nor dislike

- o Like
- 6. Please tell us about how this scenario would affect your traveling needs:

# 7. Please indicate whether you like or dislike the following changes being considered in Scenario 2:

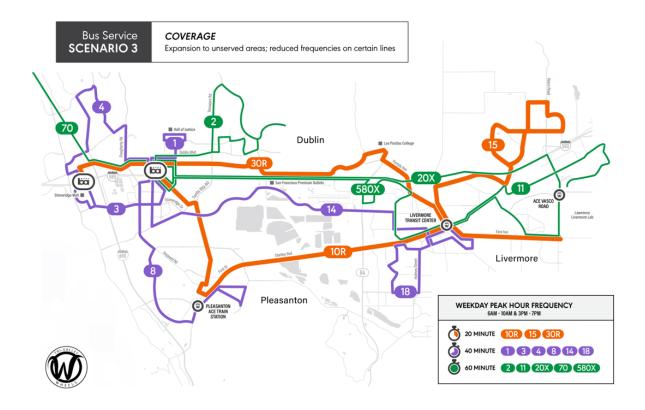
	Dislike	Neither like nor dislike	Like
Rapid Routes 10R and 30R: Peak-hour* frequency would <b>INCREASE</b> to every 10 minutes. Off- peak, these routes would continue to run every 15 minutes	0	0	0
Local routes 1, 3, 8, and 14: Peak-hour* frequency would <b>DECREASE</b> to hourly (every 60 minutes)	0	0	0
Local routes 2 and 11, and all Express routes (including 20X, 70X, and 580X): Would be <b>ELIMINATED</b>	0	0	0
Alignment with BART: Rapid routes 10R and 30R would <b>BE TIMED TO</b> <b>CONNECT</b> with the new BART schedule during peak hours*	0	0	0
Weekend schedule: Rapid routes 10R and 30R would be <b>INCREASED</b> to every 20-40 minutes on Saturdays; all other weekend service would stay the <b>SAME</b> as now	0	0	0

### 8. Do you have any general comments about Scenario 2?

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### **SCENARIO 3**

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- Rapid routes 10R and 30R: Frequency would be slightly REDUCED from every 15 minutes to every 20 minutes
- Local routes 1,3, and 8: Peak-hour\* frequency would be REDUCED slightly from every 30 minutes to every 40 minutes
- Local service: In East Dublin, West Dublin and to Sunset/Granada in Livermore would be ADDED
- Alignment with BART: All routes would BE TIMED TO CONNECT with the new BART train schedule

• Weekend schedule: Rapid route 10R would be **INCREASED** to every 20 minutes and 30R would be **INCREASED** to every 40 minutes on Saturdays; all other weekend service would stay the **SAME** as now

\*Peak hours are typically between 6 AM – 10 AM and 3 PM – 7 PM.

- 9. Overall, what do you think of Scenario 3?
  - o Dislike
  - Neither like nor dislike
  - o Like
- 10. Please tell us about how this scenario would affect your traveling needs:
- 11. Please indicate whether you like or dislike the following changes being considered in Scenario 3:

	Dislike	Neither like nor dislike	Like
Rapid routes 10R and 30R: Frequency would be slightly <b>REDUCED</b> from every 15 minutes to every 20 minutes	0	0	0
Local routes 1,3, and 8: Peak-hour* frequency would be <b>REDUCED</b> slightly from every 30 minutes to every 40 minutes			
Local service: In East Dublin, West Dublin and to Sunset/Granada in Livermore would be <b>ADDED</b>			
Alignment with BART: All routes would <b>BE</b> <b>TIMED TO</b> <b>CONNECT</b> with the new BART train schedule	0	0	0
Weekend schedule: Rapid route 10R	0	0	0

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would be INCREASED to every 20 minutes and 30R would be INCREASED to every 40 minutes on Saturdays; all other weekend service would stay the SAME as now		
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### 12. Do you have any general comments about Scenario 3?

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### **COMPARING SCENARIOS**

Now we would like to know your overall preference for the three scenarios.

## 13. Rank the scenarios in order of preference – 1 being the best and 3 being the worst.

Choose an item.	<b>Scenario 1</b> – Bus schedules and routes would remain essentially unchanged.
Choose an item.	<b>Scenario 2</b> – Buses would come more often on the Rapid routes, but service on other routes would be reduced or eliminated.
Choose an item.	<b>Scenario 3</b> – Most buses would come every 20-40 minutes to align with the new BART schedule. Service would be restored in several areas that are currently unserved.

## 14. Please specify the reasons for ranking the scenarios in this order and any general comments you may have:

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### **DEMOGRAPHICS**

Please tell us a little bit about yourself. Your responses to these questions are **OPTIONAL** and answers will be kept completely confidential.

### 15. How often do you ride the Wheels bus?

- o Never
- Rarely (once in 6 months)
- Sometimes (once in 1-2 months)
- Often (once a month or more)

### If yes:

- 16. Have you used Wheels to connect to one or more of the following? Select all that apply.
- BART
- ACE Rail
- □ Other Wheels buses
- Other (please specify): \_\_\_\_\_

### 17. What is your home ZIP code?

### 18. How old are you?

- o Under 18
- o **18-29**
- o **30-49**
- o **50-69**
- o **70+**
- Prefer not to say

### 19. What is your household income?

- o **\$0-\$25,000**
- o **\$25,000-\$50,000**
- o **\$50,00-\$100,000**
- o **\$100,000-150,000**
- o **\$150,000+**
- Prefer not to say

### 20. How many people live in your household (Adults and children)?

### 21. Would you like to be entered into the raffle for one of ten \$50 clipper cards?

- o Yes
- o **No**

If yes:

	-	nformation below. NOTE: Your information will be kep nly used to contact you about the raffle prize.
	ame:	, , , , , , , , , , , , , , , , , , , ,
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Pf	none Number:	

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Thank you for taking our survey! If selected, you will be contacted by our team with more information.

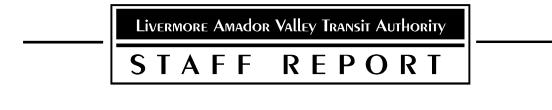
Please visit our website <u>https://wheelsbus.com/</u> to learn more.

If you have any questions or want to share anything else with us, email us at research@conveyinc.com.

----- END OF SURVEY ------

AGENDA

ITEM 6



- 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 revaluating 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 ( $\sim$ 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 Fransisco. 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**

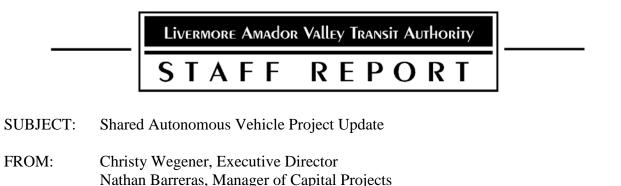
There is no fiscal impact associated with this informational update.

### 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



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 3<sup>rd</sup> 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:	<b>RM2 Project 32 History</b> 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:
	<ol> <li>Project 32.1, Eastbound I-580 Improvements (eastbound HOV lane, allocated \$36 million in RM2 funds),</li> <li>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</li> <li>Project 32.3, the Dublin Transit Center Parking Garage project, (allocated \$7 million in RM2 funds).</li> <li>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)</li> </ol>
	Approximately \$2.7 million in RM2 funds remains unprogrammed in Project 32. The Alameda County Transportation Commission (Alameda CTC) is the project sponsor.
	<b>LAVTA SAV Project Proposal</b> 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 23 <sup>rd</sup> , 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.

even What

Therese W. McMillan

AGENDA

ITEM 7

## LAVTA COMMITTEE ITEMS - November 2023 - March 2024

## **Projects & Services Committee**

<b>November</b> Minutes SAV Project Zero Emissions Bus Implementation Plan Update	Action X X	Info X
<b>December</b> Minutes *Typically December committee meetings are cancelled	Action X	Info
<b>January</b> Minutes Go Tri-Valley Program Recommendations	Action X X	Info
<b>February</b> Minutes DAR Customer Satisfaction Survey	Action X X	Info
March Minutes	Action X	Info