

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

**BOARD OF DIRECTORS MEETING**

**BOARD MEMBERS**

**DAVID HAUBERT – CHAIR**  
**GINA BONANNO**  
**KATHY NARUM**  
**BRITTNI KIICK**

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

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*Agenda Questions: Please call the Interim Executive Director at (925) 455-7566 or send an email to [frontdesk@lavta.org](mailto:frontdesk@lavta.org)*

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

**TELECONFERENCE**

**DECEMBER 5, 2022 – 4:00 PM**

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

This meeting will proceed via teleconference in accordance with Government Code Section 54953(e)(2), in order to protect the health and safety of staff, officials, and the general public. Councilmembers will not be physically in attendance, but will be available via video conference.

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

Public comments will also be accepted via email until 1:00 p.m. on Monday, December 5, 2022 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 12/5/2022” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

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

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

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

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

- From a PC, Mac, iPad, iPhone or Android device click the link below:

<https://zoom.us/j/86715841855>

Passcode: BOD1362Mtg

- To supplement a PC, Mac, tablet or device without audio, please also join by phone:  
Dial: 1 (669) 900-6833  
Webinar ID: 867 1584 1855  
Passcode: 761222

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

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

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

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

- For audio access to the meeting by telephone, use the dial-in information below:

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

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

**To submit written comments:**

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

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, December 5, 2022 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 12/5/2022” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

**1. Call to Order**

**2. Roll Call of Members**

**3. Meeting Open to Public**

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

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

**5. Consent Agenda**

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

**A. Minutes of the November 7, 2022 Board of Directors meeting.**

**B. Treasurer's Report for October 2022**

**Recommendation:** Staff recommends that the Board of Directors approve the October 2022 Treasurer's Report.

**C. Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference**

**Recommendation:** Staff recommends that the Board of Directors adopt Resolution 47-2022 declaring that LAVTA meetings will continue to be held via teleconference.

**D. Special MTC FY24-28 Short Range Transit Plan**

**Recommendation:** The Projects and Services Committee recommends that the Board approve the Special MTC FY24-28 Short Range Transit Plan (SRTP).

**E. TAAC Appointment for the Pleasanton Alternate Member Position**

**Recommendation:** Staff recommends the LAVTA board appoints Jennifer White for the Tri-Valley Accessible Advisory Committee (TAAC) Pleasanton Alternate member position for term expiring on June 30, 2023.

**6. Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF)**

**Recommendation:** Staff recommends that the Board of Directors adopt the attached Resolution 44-2022 reauthorizing investment of LAVTA monies in LAIF.

**7. Adoption of a Resolution Establishing an Unfunded Liability Management Policy**

**Recommendation:** Staff recommends that the Board of Directors adopt Resolution 45-2022 establishing a UAL Pension Management Policy.

**8. Funding Agreement with the City of Pleasanton for ADA Transportation Services**

**Recommendation:** Staff recommends that the Board of Directors approve Resolution 46-2022 allowing the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of Pleasanton to relinquish their TDA 4.5 funds and a percentage of the ACTC Measure BB funds and to complete the transfer of ADA transportation services from Pleasanton to LAVTA.

**9. Executive Director's Report**

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

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

**11. Next Meeting Date is Scheduled for: January 9, 2023**

**12. Adjournment**

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

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

/s/ Jennifer Suda

LAVTA, Executive Assistant

12/1/2022

Date

*On request, the Livermore Amador Valley Transit Authority will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. A written request, including name of the person, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service should be sent at least seven (7) days before the meeting. Requests should be sent to:*

*Interim Executive Director  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551  
Fax: 925.443.1375  
Email: [frontdesk@lavta.org](mailto:frontdesk@lavta.org)*

## **AGENDA**

### **ITEM 4**

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

**Tri-Valley Accessible Advisory Committee**

**DATE:** Tuesday, November 8, 2022

**PLACE:** Zoom Teleconference

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

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**DRAFT MINUTES**

**1. Call to Order**

The TAAC Chair Herb Hastings called the meeting to order at 3:31 pm.

**Members Present:**

David Weir	City of Livermore
Judith LaMarre	City of Livermore
Susan O'Neill	City of Livermore – Alternate
Shawn Costello	City of Dublin – joined at 3:55pm
Connie Mack	City of Dublin
Donna Singer	City of Dublin - Alternate
Sue Tuite	City of Pleasanton
Herb Hastings	County of Alameda
Zack Silva	Social Services
Shay Roberson	Social Services
Diana Houghtaling	Social Services – Alternate
Esther Waltz	PAPCO Representative

**Staff Present:**

Toan Tran	LAVTA
Kadri Kulm	LAVTA
Rosa Noya	County Connection

**2. Roll Call**

**3. Approval of Agenda and Modifications in necessary**  
Weir/Hastings

- 4. Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**

None.

- 5. Minutes of the September 7, 2022 meetings of the Committee**

Approved.

Weir/Waltz

Roberson abstained.

- 6. Chair Report**

Chair Hastings reported on the following three items:

- LAVTA hired a new Executive Director, Christy Wegener
- He attended the Dublin parking garage groundbreaking ceremony, and
- he has been selected to be a member of the Caltrans' Interagency Transportation Equity Advisory Committee

- 7. TAAC Recruitment for Pleasanton Alternate Position**

Staff informed the committee that an application has been received for Pleasanton Alternate position from Jennifer White. Pleasanton Alternate seat is currently the only open seat in the committee.

- 8. Dial-A-Ride Customer Satisfaction Survey**

Staff informed the committee that an RFQ has been released in order to hire a third-party contractor to conduct LAVTA's annual Dial-A-Ride customer satisfaction survey. The survey is expected to be a phone and/or online survey.

- 9. PAPCO Meeting**

Esther Waltz reported on the October 24<sup>th</sup> PAPCO meeting. PAPCO received updates on Agency Equity Initiatives and Inclusive Engagement, Countywide Bikeways Network, and Mobility Management.

- 10. Service Updates and Concerns**

Shawn Costello reported on abandoned bus stops in Dublin.

Susan O'Neill reported on an incident with East Bay Para-Transit transfer trip from Oakland Airport where the trip was supposed to be scheduled for PM, but it was scheduled for AM. Staff to follow up.

Esther Waltz reported on the homeless people on bus stops.

## **10. Adjournment**

Meeting adjourned at 4:15 pm.

DRAFT



## **AGENDA**

### **ITEM 5A**

**MINUTES OF THE NOVEMBER 7, 2022 ZOOM TELECONFERENCE**  
**LAVTA BOARD OF DIRECTORS MEETING**

**1. Call to Order**

Meeting was called to order by Chair David Haubert at 4:06pm.

**2. Roll Call of Members**

**Members Present**

Gina Bonanno – City of Livermore

Brittini Kiick – City of Livermore (arrived at 4:47pm)

Jean Josey – City of Dublin

Karla Brown – City of Pleasanton

Kathy Narum – City of Pleasanton

Melissa Hernandez – City of Dublin

David Haubert – County of Alameda

**3. Meeting Open to Public**

No comments.

**4. Consent Agenda**

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

A. **Minutes of the October 3, 2022 Board of Directors meeting. October 7, 2022 Special Board of Directors meeting, and October 28, 2022 Special Board of Directors meeting.**

B. **Treasurer’s Report for September 2022**

The Board of Directors approved the September 2022 Treasurer’s Report.

C. **Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference**

The Board of Directors adopted Resolution 41-2022 declaring that LAVTA meetings will continue to be held via teleconference.

Director Jean Josey inquired on Agenda Item 4b and asked why there was a different amount shown on the balance sheet for the LAIF account versus the Treasurer’s Report overall budget statement on the beginning and ending balance. Staff and David Alvey of Maze and Associates provided an explanation on why there was a difference.

Approved: Narum/Brown

Aye: Brown, Josey, Narum, Bonanno, Haubert, Hernandez

No: None

Abstain: None

Absent: Kiick

## **5. Fiscal Year 2022 Annual Comprehensive Financial Report (ACFR)**

David Alvey of Maze and Associates highlighted select pages of the FY2022 Draft ACFR noting that there were no findings. David Alvey pointed out the movement on LAVTAs net pension liability and the net OPEB, which is liability and explained that it's actually an asset this year. David Alvey explained that a single audit is in the report, because LAVTA received more than \$750,000 expenditures of federal funds.

The Board of Directors discussed this agenda item with staff and the presenter. Director Karla Brown inquired if there should be concern that Tamara Edwards is the Interim Executive Director for LAVTA and signed as Director of Finance. David Alvey informed that in transition it is not a red flag, because they look at internal control environment when conducting the interim phase of the audit.

The Board of Directors accepted the Annual Comprehensive Financial Report (ACFR), and direct staff to submit the ACFR to the Government Finance Officers Association (GFOA) for award.

Approved: Bonanno/Brown

Aye: Brown, Josey, Narum, Bonanno, Haubert, Hernandez

No: None

Abstain: None

Absent: Kiick

## **6. Atlantis Transit Operations and Maintenance Facility Update**

[Brittini Kiick, from City of Livermore, arrived during Atlantis Transit Operations and Maintenance Facility Update.]

Staff reported a recap of the Atlantis Transit Operations and Maintenance facility and introduced Mike Mowery of Kimley-Horn and Associates (KHA). Mike Mowery provided the Board of Directors a presentation that overviewed the site features and advancements on the Atlantis Transit Operations and Maintenance Facility.

The Board of Directors discussed this agenda item with staff and the presenter. The Board of Directors inquired about shade in the court yard areas, if the building is all electric and what aspects will be natural gas, using permeable surfaces, low carbon concrete, and drought tolerate landscaping. Mike Mowery provided answers to the Board of Directors questions.

This was an informational item only.

## **7. LAVTA Rutan Landscaping Maintenance Project**

Staff reported that LAVTA issued a Request for Quotes (RFQ) for the Rutan Landscaping Maintenance to maintain the landscape at Rutan Facility, Transit Center, and Atlantis Property. The RFQ was issued to prospective bidders on September 14, 2022 and LAVTA opened three bids received on October 11, 2022. The three vendors that provided bids were, RMT Landscape Contractors, Inc., Ogreena, and Pacheco Landscape Management. This RFQ is for three years with two option years and the lowest bid came from RMT Landscape Contractors, Inc. The

contract will start on December 10, 2022.

The Board of Directors discussed this agenda item with staff. The Board of Directors inquired why LAVTA did not receive any local bids and requested LAVTA to call local vendors to see why they did not bid on the RFQ. Legal Counsel Michael Conneran noted that LAVTA can inquire with local firms why they didn't bid and bring the same matter back in December with an explanation. Michael Conneran also explained that if LAVTA awards the bid to anybody other than the 3 vendors on the list, and anyone other than the lowest bidder, unless we had reason to deviate from that you're going to rebuild the RFQ and that takes time. Staff informed that LAVTA could rebid the RFQ, but that would require going one month without landscape maintenance or request the current landscape company to assist with maintaining all sites as a temporary solution. Director Jean Josey advocated that LAVTA received a responsible and responsive bidder that came in at our budget and recommended accepting the bidder to have a smooth process going forward.

The Board of Directors approved Resolution 42-2022, authorizing the Interim Executive Director to execute an agreement with RMT Landscape Contractors, Inc. for three years plus two option years for the landscape maintenance at LAVTA's three properties.

Approved: Josey/Narum

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

No: None

Abstain: None

Absent: None

## **8. Set Board of Director Meeting Dates for 2023**

Director Brittini Kiick suggested that the meeting dates be reviewed again at the beginning of the year when new Board of Directors are appointed, since some may have fulltime jobs that could interfere with them attending meetings

The Board of Directors adopted the meeting calendar for 2023.

Approved: Hernandez/Josey

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

No: None

Abstain: None

Absent: None

## **9. Interim Executive Director's Report**

Interim Executive Director Tamara Edwards reported that ridership is steadily increasing, but we are still not up to pre-COVID levels and pointed out that LAVTA does not have all the routes running. Interim Executive Director Tamara Edwards also highlighted the Transit Center rehabilitation project, replacement of the polycarbonate on the Hacienda Business Park shelters, an update on the Shared Autonomous Vehicle (SAV), and the Dublin Parking Garage project. Interim Executive Director Tamara Edwards also acknowledged that Jennifer Yeaman is back at work part-time and our new Capital Projects Manager will start in a couple of weeks.

## **10. Report from Closed Session of October 7, 2022**

Legal Counsel Michael Conneran reported on recorded that there was no reportable action from the closed session at the October 7, 2022 meeting.

**11. Adjourn to CLOSED SESSION**

Meeting adjourned to closed session at 5:13pm.

**12. Closed Session pursuant to Government Code Section 54957(b):  
PUBLIC EMPLOYMENT APPOINTMENT Title: Executive Director**

**13. Closed Session pursuant to Government Code Section 54957.6 CONFERENCE WITH  
LABOR NEGOTIATOR Agency Representative: Michael Conneran, Legal Counsel  
Unrepresented Employee: Executive Director**

**14. Reconvene to OPEN SESSION**

Meeting reconvened at 5:25pm.

Legal Counsel Michael Conneran reported that the Board met in closed session and discussed the Agreement of Executive Director of the agency and suggested that the Board of Directors entertain a motion to approve Christy Wegener as the next Executive Director of LAVTA.

**15. Possible Appointment of Executive Director and Approval of Associated Employment Agreement**

Legal Counsel Michael Conneran noted that the starting salary is \$250,000 and that he asked staff to post the Agreement on LAVTAs website for viewing.

The Board approved the Employment Agreement appointing Christin Wegener as Executive Director with starting salary at \$250,000.

Approved: Bonanno/Josey

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

No: None

Abstain: None

Absent: None

Christi Wegener thanked the Board of Directors for this amazing opportunity and is looking forward to working with LAVTAs wonderful staff.

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

Director Brittni Kiick thanked Interim Executive Director Tamara Edwards for her time and welcomed Christy Wegener.

Director Karla Brown also thanked Interim Executive Director Tamara Edwards and stated that she will be very helpful as LAVTA transitions to a new Executive Director. Director Karla Brown requested that the Atlantis Transit Operations and Maintenance Facility staff report come back to the Board of Directors to allow feedback and discussion regarding water penetrating

surfaces and low water usage plants, so they can vote on these items and stated that she will allow the Chair to decide what the best method is for doing that. Chair David Haubert requested staff to bring back at the discretion of the Executive Director, an item that will discuss procedures, standards, and desires for future capital projects. Legal Counsel Michael Conneran stated that the Board of Directors can request LAVTA to incorporate some sustainability in the Atlantis Project and that the new Executive Director Christy Wegener can make note of this and work on it. Director Jean Josey also requested that specific costs and differentials be included on those specific features in the Atlantis agenda item.

**17. Next Meeting Date is Scheduled for: December 5, 2022**

**18. Adjournment**

Meeting adjourned at 5:33pm.

# **AGENDA**

## **ITEM 5B**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for October 2022

FROM: Tamara Edwards, Director of Finance

DATE: December 5, 2022

**Action Requested**

Approval of the LAVTA Treasurer's Report for October 2022.

**Discussion**

***Cash accounts:***

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

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

Beginning balance October 1, 2022	\$15,643,977.16
Payments made	\$1,471,834.72
Deposits made	\$1,126,891.86
Ending balance October 31, 2022	\$15,299,034.27

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

Beginning balance October 1, 2022	\$49,852.10
Deposits made	\$55,215.09
Ending balance October 31, 2022	\$105,067.19

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

Beginning balance October 1, 2022	\$11,036,336.21
Q2 FY23 interest	\$37,552.60
Ending balance October 31, 2022	\$1,1073,888.81

***Operating Expenditures Summary:***

As this is the fourth month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 33%. The agency is at 24.02% overall. However, we have not received our Paratransit billing for the first four months of this fiscal year so have been unable to accrue them, therefore this amount is not 100% accurate.

***Operating Revenues Summary:***

While expenses are at 24.02%, revenues are at 47.2% allowing for a healthy cash flow.



**Recommendation**

Staff recommends that the Board of Directors approve the October 2022 Treasurer's Report.

**Attachments:**

1. October 2022 Treasurer's Report

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

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
October 31, 2022**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	15,331,258	
106 CASH - FIXED ROUTE ACCOUNT	105,067	
107 Clipper Cash	635,156	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	(4,884,623)	
135 INVESTMENTS - LAIF	11,073,889	
13599 INVESTMENTS - LAIF Mark to Market	912	
150 PREPAID EXPENSES	(339)	
160 OPEB ASSET	914,464	
165 DEFERRED OUTFLOW-Pension Related	457,687	
166 DEFERRED OUTFLOW-OPEB	79,576	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	56,572,491	
<b>TOTAL ASSETS</b>		<b>80,286,022</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	(777,547)	
211 PRE-PAID REVENUE	2,411,685	
21101 Clipper to be distributed	548,468	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	(0)	
22020 FICA MEDICARE	0	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	0	
22030 SDI TAXES PAYABLE	9	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(178)	
22090 WORKERS' COMPENSATION PAYABLE	44,242	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	1,333,048	
23105 Deferred Inflow- OPEB Related	0	
23104 Deferred Inflow- Pension Related	68,961	
23103 INSURANCE CLAIMS PAYABLE	28,625	
23102 UNEMPLOYMENT RESERVE	11,727	
<b>TOTAL LIABILITIES</b>		<b>3,669,041</b>

**FUND BALANCE:**

301 FUND RESERVE	38,884,687	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	20,270,279	
30401 SALE OF BUSES & EQUIPMENT	84,491	
FUND BALANCE	17,377,524	
<b>TOTAL FUND BALANCE</b>		<b>76,616,981</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>80,286,022</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
October 31, 2022**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	740,940	72,447	189,826	551,114	25.6%
4020000	Business Park Revenues	233,568	19,464	58,392	175,176	25.0%
4020500	Special Contract Fares	487,116	0	0	487,116	0.0%
4020500	Special Contract Fares - Paratransit	36,000	3,082	6,046	29,954	16.8%
4010200	Paratransit Passenger Fares	56,255	7,692	26,929	29,326	47.9%
4060100	Concessions	21,672	1,925	3,849	17,823	17.8%
4060300	Advertising Revenue	180,000	0	0	180,000	0.0%
4070400	Miscellaneous Revenue-Interest	26,054	0	37,553	(11,499)	144.1%
4070300	Non transportation revenue	136,464	8,098	42,550	93,914	31.2%
4090100	Local Transportation revenue	245,000	438	894	244,106	0.4%
4099100	TDA Article 4.0 - Fixed Route	10,715,920	797,060	10,610,799	105,121	99.0%
4099500	TDA Article 4.0-BART	57,517	8,886	28,066	29,451	48.8%
4099200	TDA Article 4.5 - Paratransit	191,227	15,499	49,250	141,977	25.8%
4099600	Bridge Toll- RM2, RM1	409,489	0	0	409,489	0.0%
4110100	STA Funds-Paratransit	-	0	0	-	#DIV/0!
4110500	STA Funds- Fixed Route BART	300,792	0	0	300,792	0.0%
4110100	STA Funds-pop	1,377,503	0	0	1,377,503	0.0%
4110100	STA Funds- rev	468,141	0	0	468,141	0.0%
4110100	STA Funds- Lifeline	-	0	0	-	#DIV/0!
4110100	Caltrans	-	0	0	-	#DIV/0!
4130000	FTA Section	5,730,074	0	0	5,730,074	100.0%
4130000	FTA Section 5307 ADA Paratransit	422,316	0	0	422,316	0.0%
4130000	FTA TPI	-	0	0	-	100.0%
4640500	Measure B Gap	-	0	0	-	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	-	0	0	-	#DIV/0!
4640100	Measure B Paratransit Funds-Paratransit	-	0	0	-	#DIV/0!
4640200	Measure BB Paratransit Funds-Fixed Route	1,603,800	143,146	280,350	1,323,450	17.5%
4640200	Measure BB Paratransit Funds-Paratransit	803,168	71,686	140,397	662,771	17.5%
<b>RAIL</b>		0	0	0		
<b>TOTAL REVENUE</b>		<b>24,243,016</b>	<b>1,149,423</b>	<b>11,474,901</b>	<b>12,768,115</b>	<b>47.3%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
October 31, 2022**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$1,991,423	\$103,399	\$471,472	\$1,519,951	23.68%
502 00	Personnel Benefits	\$1,480,173	\$48,520	\$350,819	\$1,129,354	23.70%
503 00	Professional Services	\$1,067,817	\$55,315	\$176,333	\$891,484	16.51%
503 05	Non-Vehicle Maintenance	\$851,947	\$53,671	\$347,456	\$504,491	40.78%
503 99	Communications	\$7,000	\$100,413	\$100,431	(\$93,431)	1434.73%
504 01	Fuel and Lubricants	\$2,164,000	\$0	\$312,829	\$1,851,171	14.46%
504 03	Non contracted vehicle maintenance	\$34,055	\$0	\$0	\$34,055	0.00%
504 99	Office/Operating Supplies	\$56,094	\$6,667	\$20,347	\$35,747	36.27%
504 99	Printing	\$77,000	\$4,235	\$16,999	\$60,001	22.08%
505 00	Utilities	\$370,399	\$25,135	\$117,039	\$253,360	31.60%
506 00	Insurance	\$650,156	\$0	\$501,686	\$148,470	77.16%
507 99	Taxes and Fees	\$229,663	\$8,851	\$40,900	\$188,763	17.81%
508 01	Purchased Transportation Fixed Route	\$11,107,549	\$886,164	\$3,297,266	\$7,810,283	29.68%
2-508 02	Purchased Transportation Paratransit	\$3,231,200	\$551	\$18,227	\$3,212,973	0.56%
508 03	Purchased Transportation WOD	\$73,262	\$6,663	\$18,464	\$54,798	25.20%
508 03	Purchased Transportation SAV	\$480,000	\$0	\$0	\$480,000	0.00%
509 00	Miscellaneous	\$162,028	\$20,621	\$17,306	\$144,722	10.68%
509 02	Professional Development	\$69,250	\$5,088	\$10,494	\$58,756	15.15%
509 08	Advertising	\$140,000	\$1,376	\$5,968	\$134,032	4.26%
<b>TOTAL</b>		<b>\$24,243,016</b>	<b>\$1,326,669</b>	<b>\$5,824,037</b>	<b>\$18,418,979</b>	<b>24.02%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**October 31, 2022**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	549,722	0	0	549,722	0.00%
4090194	TDA Shop repairs and replacement	235,500	0	0	235,500	0.00%
4091094	TDA Transit Center Improvements	123,602	0	0	123,602	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	686,979	0	0	686,979	0.00%
4090394	TDA Doolan Tower Upgrade	124,000	0	0	124,000	0.00%
4091794	TDA bus stops	1,157,143	0	0	1,157,143	0.00%
4090994	TDA buses 2022	2,893,860	0	0	2,893,860	0.00%
4090994	TDA Buses 2025	2,233,061	0	0	2,233,061	0.00%
4090294	TDA Atlantis	4,136,000	0	0	4,136,000	0.00%
409xx94	Non-Revenue Vehicle	50,000	0	0	50,000	0.00%
4091796	RM2 bus stops	2,300,000	0	0	2,300,000	0.00%
409xx94	TDA SAV	67,941	0	0	67,941	0.00%
409xx96	BT SAV	2,695,000	0	0	2,695,000	0.00%
4111700	SGR shelters and stops	50,000	0	0	50,000	0.00%
4110900	State Buses 2025	944,976	0	0	944,976	0.00%
4110500	Prop 1B office and facility	94,192	0	0	94,192	0.00%
41120	SGR battery packs	61,126	0	0	61,126	0.00%
41110	SGR Transit Center	62,746	0	0	62,746	0.00%
411xx	Dublin Parking garage	19,500,000	0	0	19,500,000	0.00%
41102	State Atlantis	30,522,000	0	0	30,522,000	0.00%
41309	FTA buses 2022	11,574,837	0	0	11,574,837	0.00%
41309	FTA Buses 2025	12,712,147	0	0	12,712,147	0.00%
41311	FTA bus stops	2,000,000	0	0	2,000,000	0.00%
413xx	SAV infrastructure	385,000	0	0	385,000	0.00%
41320	FTA Hybrid battery packs	212,180	0	0	212,180	0.00%
41310	FTA Transit Center	440,000	0	0	440,000	0.00%
<b>TOTAL REVENUE</b>		<b>95,912,012</b>	<b>-</b>	<b>-</b>	<b>95,912,012</b>	<b>0.00%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**October 31, 2022**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	34,958,000	89,910	247,190	34,710,810	0.71%
5550107	Shop Repairs and replacement	235,500	0	0	235,500	0.00%
5551607	SAV	3,147,941	0	0	3,147,941	0.00%
5552307	Buses 2022	14,468,697	0	35,338	14,433,359	0.24%
555xx07	Buses 2025	15,890,184	0	0	15,890,184	0.00%
5550507	Office and Facility Equipment	393,914	0	4,381	389,533	1.11%
5551007	Transit Center Upgrades and Improvements	626,348	24,051	24,051	602,297	3.84%
5551207	Doolan Tower upgrade	124,000	0	0	124,000	0.00%
5551807	Dublin Parking Garage	19,500,000	0	0	19,500,000	0.00%
5551707	Bus Shelters and Stops	5,507,143	38,789	76,968	5,430,175	1.40%
5552007	Major component rehab	960,285	0	0	960,285	0.00%
555??07	Transit Capital	100,000	11,989	11,989	88,011	11.99%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>95,912,012</b>	<b>164,739</b>	<b>399,916</b>	<b>95,512,096</b>	<b>0.42%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>0.00</b>	<b>(164,739)</b>	<b>(399,916)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>0.00</b>	<b>(352,840)</b>	<b>5,229,216</b>		

# California State Treasurer

## *Fiona Ma, CPA*



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

November 29, 2022

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

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

[Tran Type Definitions](#)

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

October 2022 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
10/14/2022	10/13/2022	QRD	1715663	N/A	SYSTEM	37,552.60

### Account Summary

Total Deposit:	37,552.60	Beginning Balance:	11,036,336.21
Total Withdrawal:	0.00	Ending Balance:	11,073,888.81

REPORT.: Nov 07 22 Monday  
RUN....: Nov 07 22 Time: 15:00  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 10-22 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
10-22	023499	10/17/22	AIM01 (AIM TO PLEASE JANITORIAL SER		22,283.57	.00	22,283.57	Automatic Generated Check
	023500	10/17/22	ASM01 (AMERICAN SWEEPING & MAINTENA		600.00	.00	600.00	Automatic Generated Check
	023501	10/17/22	AVI01 (AMADOR VALLEY INDUSTRIES)		598.00	.00	598.00	Automatic Generated Check
	023502	10/17/22	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	023503	10/17/22	HOT01 (HOTSYPACIFIC)		936.97	.00	936.97	Automatic Generated Check
	023504	10/17/22	LIV10 (LIVERMORE SANITATION INC)		2,576.56	.00	2,576.56	Automatic Generated Check
	023505	10/17/22	LYF01 (LYFT, INC)		4,565.47	.00	4,565.47	Automatic Generated Check
	023506	10/17/22	MAZ01 (MAZE & ASSOCIATES)		13,000.00	.00	13,000.00	Automatic Generated Check
	023507	10/17/22	MET01 (METROPOLITAN TRANSPORT-)		28,335.70	.00	28,335.70	Automatic Generated Check
	023508	10/17/22	OFF01 (ODP BUSINESS SOLUTIONS LLC)		22.53	.00	22.53	Automatic Generated Check
	023509	10/17/22	PAC11 (PACIFIC ENVIROMENTAL SERV)		260.00	.00	260.00	Automatic Generated Check
	023510	10/17/22	PAC16 (PACIFIC COAST TRANE)		1,377.80	.00	1,377.80	Automatic Generated Check
	023511	10/17/22	QUE01 (QUENCH USA, INC.)		1,083.76	.00	1,083.76	Automatic Generated Check
	023512	10/17/22	SCF01 (SC FUELS)		71,044.14	.00	71,044.14	Automatic Generated Check
	023513	10/17/22	SEL00 (SELECT IMAGING)		83.79	.00	83.79	Automatic Generated Check
	023514	10/17/22	SHAO2 (SHAMROCK OFFICE SOLUTIONS)		22.67	.00	22.67	Automatic Generated Check
	023515	10/17/22	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	023516	10/17/22	SPE03 (SPECTRIO)		1,368.36	.00	1,368.36	Automatic Generated Check
	023517	10/17/22	TEN03 (TENNANT SALES AND SERVICE)		350.00	.00	350.00	Automatic Generated Check
	023518	10/17/22	TPG01 (THE PARKS GROUP)		2,586.92	.00	2,586.92	Automatic Generated Check
	023519	10/17/22	TX212 (LINDA WAHLE)		166.22	.00	166.22	Automatic Generated Check
	023520	10/17/22	TX216 (SUJATHA RENGARAJAN)		20.00	.00	20.00	Automatic Generated Check
	023521	10/17/22	VAL02 (VALLEY PLUMBING HOME)		882.00	.00	882.00	Automatic Generated Check
	023522	10/17/22	VON01 (TRAPEZE SOFTWARE GROUP)		17,524.00	.00	17,524.00	Automatic Generated Check
	023523	10/17/22	ZEB01 (ZEBRA )		3,000.00	.00	3,000.00	Automatic Generated Check
	023524	10/28/22	ASC01 (ASCENDAL GROUP-USLLC)		2,745.75	.00	2,745.75	Automatic Generated Check
	023525	10/28/22	ASM01 (AMERICAN SWEEPING & MAINTENA		600.00	.00	600.00	Automatic Generated Check
	023526	10/28/22	ATT02 (AT&T )		429.56	.00	429.56	Automatic Generated Check
	023527	10/28/22	BAY08 (BAY CITY ELECTRIC WORKS)		2,335.62	.00	2,335.62	Automatic Generated Check
	023528	10/28/22	CAL05 (CALTEST LABS)		910.10	.00	910.10	Automatic Generated Check
	023529	10/28/22	CEL01 (CELTIS VENTURES INC)		3,031.50	.00	3,031.50	Automatic Generated Check
	023530	10/28/22	COR01 (CORBIN WILLITS SYSTEMS)		269.40	.00	269.40	Automatic Generated Check
	023531	10/28/22	CUR01 (CURIS SYSTEM LLC)		259.21	.00	259.21	Automatic Generated Check
	023532	10/28/22	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	023533	10/28/22	DCE02 (DC ELECTRIC GROUP INC.)		3,650.00	.00	3,650.00	Automatic Generated Check
	023534	10/28/22	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	023535	10/28/22	FED01 (FedEx )		62.15	.00	62.15	Automatic Generated Check
	023536	10/28/22	GBS01 (WILLIAM R. GRAY & COMPANY IN		400.00	.00	400.00	Automatic Generated Check
	023537	10/28/22	HAN01 (HANSON BRIDGETT MARCUS)		22,711.50	.00	22,711.50	Automatic Generated Check
	023538	10/28/22	KIM02 (KIMLEY-HORN AND ASSOC, INC)		101,899.25	.00	101,899.25	Automatic Generated Check
	023539	10/28/22	MUN01 (MUNCIE TRANSIT SUPPLY)		4,472.23	.00	4,472.23	Automatic Generated Check
	023540	10/28/22	PAC16 (PACIFIC COAST TRANE)		960.20	.00	960.20	Automatic Generated Check
	023541	10/28/22	PRO02 (PROFESSIONAL ELECTRIC)		6,527.00	.00	6,527.00	Automatic Generated Check
	023542	10/28/22	QUE01 (QUENCH USA, INC.)		42.10	.00	42.10	Automatic Generated Check
	023543	10/28/22	TAC01 (TAC ENERGY)		33,059.40	.00	33,059.40	Automatic Generated Check
	023544	10/28/22	TPG01 (THE PARKS GROUP)		1,315.27	.00	1,315.27	Automatic Generated Check
	023545	10/28/22	TRA06 (9280-0366 QUEBEC INC)		6,000.00	.00	6,000.00	Automatic Generated Check
	H12526	10/10/22	SHE05 (SHELL )		111.04	.00	111.04	SHE05, SEPT-22 CC STATEME
	H12527	10/07/22	PER01 (PERS )		4,070.77	.00	4,070.77	PER01, PERS NEW CONTRIBUT
	H12528	10/07/22	PER01 (PERS )		4,323.63	.00	4,323.63	PER01, PERS CLASSIC CONTR
	H12529	10/07/22	PER04 (CALPERS RETIREMENT SYSTEM)		1,030.72	.00	1,030.72	PER04, PERS 457 CONTRIBUT
	H12530	10/07/22	EMP01 (EMPLOYMENT DEVEL DEPT)		2,803.50	.00	2,803.50	EMP01, STATE TAX 9/17/22-
	H12531	10/07/22	EFT01 (ELECTRONIC FUND TRANSFERS)		8,645.48	.00	8,645.48	EFT01, FEDERAL TAX 9/17/2
	H12532	10/07/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		38,325.32	.00	38,325.32	DIR02, PR DIRECT DEPOSIT
	H12533	10/06/22	MOR02 (VANESSA MORENO)		24.25	.00	24.25	MOR02, 9/6/22-9/28/22 MIL
	H12534	10/01/22	ROB06 (ROBERT HALF MANAGEMENT RESOU		3,912.00	.00	3,912.00	ROB06, 60797183, PO #7601
	H12535	10/05/22	ROB06 (ROBERT HALF MANAGEMENT RESOU		3,765.30	.00	3,765.30	ROB06, 60838474, PO #7601
	H12536	10/06/22	PRO03 (PROFESSIONAL PLASTICS INC)		38,789.18	.00	38,789.18	PRO03, AB1103750, PO #761
	H12537	10/04/22	VER01 (VERIZON WIRELESS)		1,702.53	.00	1,702.53	VER01, 9916481187, CELL,
	H12538	10/01/22	MER01 (MERCHANT SERVICES)		48.49	.00	48.49	MER01, SEPT-22 MOA CC STA
	H12539	10/01/22	MER01 (MERCHANT SERVICES)		100.40	.00	100.40	MER01, SEPT-22 TRANSIT CE
	H12540	10/19/22	CAL04 (CALIFORNIA WATER SERVICE)		55.69	.00	55.69	CAL04, 2575555555, TC FIR
	H12541	10/19/22	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 4755555555, MOA FI
	H12542	10/19/22	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 5755555555, CONTRA
	H12543	10/10/22	CAL04 (CALIFORNIA WATER SERVICE)		1,090.31	.00	1,090.31	CAL04, 9098655555, MOA WA
	H12544	10/10/22	CAL04 (CALIFORNIA WATER SERVICE)		556.56	.00	556.56	CAL04, 0198655555, BUS WA
	H12545	10/03/22	PAC02 (PACIFIC GAS AND ELECTRIC)		411.38	.00	411.38	PAC02, 9007202117-4, MOA
	H12546	10/17/22	PAC02 (PACIFIC GAS AND ELECTRIC)		1,548.61	.00	1,548.61	PAC02, 7264840356-5, BUS
	H12547	10/21/22	PAC02 (PACIFIC GAS AND ELECTRIC)		1,374.09	.00	1,374.09	PAC02, 6062256368-6, ATLA
	H12548	10/24/22	PAC02 (PACIFIC GAS AND ELECTRIC)		9,261.23	.00	9,261.23	PAC02, 5809326332-3, MOA
	H12549	10/24/22	CAL04 (CALIFORNIA WATER SERVICE)		1,063.49	.00	1,063.49	CAL04, 4616555555, TC IRR
	H12550	10/14/22	TAX01 (HERB HASTINGS)		28.27	.00	28.27	TAX01, PARATAXI REIMBURSE
	H12551	10/14/22	TAX67 (CHRISTEL RAGER)		200.00	.00	200.00	TAX67, PARATAXI REIMBURSE
	H12552	10/14/22	TX242 (BONNIE WOLF)		140.00	.00	140.00	TX242, PARATAXI REIMBURSE
	H12553	10/14/22	TX228 (DEBORAH BUTLER)		118.58	.00	118.58	TX228, PARATAXI REIMBURSE
	H12554	10/05/22	PAC01 (AT&T )		488.54	.00	488.54	PAC01, ACCT #925-243-9029,
	H12555	10/07/22	PAC01 (AT&T )		33.97	.00	33.97	PAC01, ACCT #232-351-6260,
	H12556	10/11/22	PAC01 (AT&T )		361.34	.00	361.34	PAC01, ACCT #436-951-6260,
	H12557	10/05/22	PAC01 (AT&T )		249.25	.00	249.25	PAC01, ACCT #925-245-0576
	H12558	10/05/22	MVT01 (MV TRANSPORTATION, INC.)		131,018.01	.00	131,018.01	MVT01, AUG-22 FIXED ROUTE
	H12559	10/03/22	SUD01 (JENNIFER SUDA)		5.50	.00	5.50	SUD01, 9/29/22 EXPENSE RE
	H12560	10/04/22	CIT06 (CITY OF LIVERMORE SEWER)		32.34	.00	32.34	CIT06, 138143-00, BUS WAS
	H12561	10/04/22	CIT06 (CITY OF LIVERMORE SEWER)		397.46	.00	397.46	CIT06, 133294-00, MOA SEW
	H12562	10/04/22	CIT07 (CITY OF LIVERMORE - WATER)		29.40	.00	29.40	CIT07, 139399-00, ATLANTI
	H12563	10/04/22	CIT07 (CITY OF LIVERMORE - WATER)		39.22	.00	39.22	CIT07, 139361-00, ATLANTI
	H12564	10/04/22	CIT07 (CITY OF LIVERMORE - WATER)		205.68	.00	205.68	CIT07, 138430-01, ATLANTI
	H12565	10/04/22	CIT07 (CITY OF LIVERMORE - WATER)		16.86	.00	16.86	CIT07, 138432-00, ATLANTI
	H12566	10/18/22	CIT07 (CITY OF LIVERMORE - WATER)		48.96	.00	48.96	CIT07, 138431-00, ATLANTI
	H12567	10/18/22	CIT07 (CITY OF LIVERMORE - WATER)		135.91	.00	135.91	CIT07, 139388-00, BUS WAS
	H12568	10/14/22	AME06 (AMERICAN FIDELITY ASSURANCE		1,190.82	.00	1,190.82	AME06, OCT-22 FLEXIBLE SP
	H12569	10/14/22	DEL05 (ALLIED ADMIN/DELTA DENTAL)		1,935.73	.00	1,935.73	DEL05, NOV-22 DENTAL INSU



REPORT.: Nov 07 22 Monday  
RUN....: Nov 07 22 Time: 15:00  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 10-22 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
10-22	H12570	10/14/22	MVT01 (MV TRANSPORTATION, INC.)		350,000.00	.00	350,000.00	MVT01, 120843, OCT-22 1ST
	H12571	10/14/22	UBE01 (UBER )		2,097.67	.00	2,097.67	UBE01, SEPT-22 GO DUBLIN
	H12572	10/14/22	TEL01 (TPx COMMUNICATIONS)		2,953.65	.00	2,953.65	TEL01, 162005671-0, 10/1/
	H12573	10/14/22	CLA03 (ALL LOCKS AND DOORS)		1,491.52	.00	1,491.52	CLA03, 3658, MP1277 RUTAN
	H12574	10/14/22	CLA03 (ALL LOCKS AND DOORS)		305.90	.00	305.90	CLA03, 3659, MP1277 RUTAN
	H12575	10/14/22	NEL01 (NELSON\NYGAARD CONSULTING AS		3,378.77	.00	3,378.77	NEL01, 83298, LAVTA SRTP/
	H12576	10/21/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		40,627.50	.00	40,627.50	DIR02, PR DIRECT DEPOSIT
	H12577	10/20/22	EFT01 (ELECTRONIC FUND TRASFERS)		9,585.92	.00	9,585.92	EFT01, FEDERAL TAX 10/1/2
	H12578	10/20/22	EMP01 (EMPLOYMENT DEVEL DEPT)		3,049.63	.00	3,049.63	EMP01, STATE TAX 10/1/22-
	H12579	10/20/22	PER04 (CALPERS RETIREMENT SYSTEM)		1,033.48	.00	1,033.48	PER04, PERS 457 CONTRIBUT
	H12580	10/20/22	PER01 (PERS )		4,323.63	.00	4,323.63	PER01, PERS CLASSIC CONTR
	H12581	10/20/22	PER01 (PERS )		4,070.77	.00	4,070.77	PER01, PERS NEW CONTRIBUT
	H12582	10/21/22	STA04 (STATE BOARD OF )		1,501.00	.00	1,501.00	STA04, 3RD QTR 2022 STORA
	H12583	10/21/22	STA05 (STATE BOARD OF EQUAL)		928.00	.00	928.00	STA05, 3RD QTR 2022 EXEMP
	H12584	10/21/22	VSP01 (VSP )		509.98	.00	509.98	VSP01, NOV-22 VISION INSU
	H12585	10/21/22	MUT01 (MUTUAL OF OMAHA)		1,014.01	.00	1,014.01	MUT01, NOV-22 LTD & LIFE
	H12586	10/27/22	AME06 (AMERICAN FIDELITY ASSURANCE		842.52	.00	842.52	AME06, OCT-22 SUPPLEMENTA
	H12587	10/20/22	PER03 (CAL PUB EMP RETIRE SYSTM)		32,780.78	.00	32,780.78	PER03, NOV-22 HEALTH INSU
	H12588	10/31/22	MVT01 (MV TRANSPORTATION, INC.)		350,000.00	.00	350,000.00	MVT01, 120844, OCT-22 2ND
	H12589	10/19/22	STA13 (STAPLES CREDIT PLAN)		202.09	.00	202.09	STA13, SEPT-22 CC STATEME
	H12590	10/21/22	HDE01 (HOME DEPOT-CREDIT SERVICES)		1,225.00	.00	1,225.00	HDE01, OCT-22 MISC MAINT
	H12591	10/28/22	CAL15 (CALTRONICS BUSINESS SYS)		363.76	.00	363.76	CAL15, 3600945, BIZHUB 9/
	H12592	10/28/22	OGR01 (OGREENA)		10,000.00	.00	10,000.00	OGR01, 3474, MP1310 RUTAN
	H12593	10/21/22	MCC01 (TONY MCCAULAY)		3,691.11	.00	3,691.11	MCC01, 10/8/22-10/13/22 C
	H12594	10/18/22	TRA04 (TOAN TRAN)		773.20	.00	773.20	TRA04, 10/7/22-10/13/22 A
	H12595	10/27/22	TX228 (DEBORAH BUTLER)		71.40	.00	71.40	TX228, PARATAXI REIMBURSE
	H12596	10/28/22	TAX01 (HERB HASTINGS)		9.02	.00	9.02	TAX01, 10/16/22 PARATAXI
	H12597	10/06/22	PAC02 (PACIFIC GAS AND ELECTRIC)		163.31	.00	163.31	PAC02, 7649646868-7, DOOL
	H12598	10/24/22	CAL04 (CALIFORNIA WATER SERVICE)		48.10	.00	48.10	CAL04, 3616555555, TC WAT
	H12599	10/21/22	BAN03 (BANKCARD CENTER)		1,941.06	.00	1,941.06	BAN03, SEPT-22 BOW CC STA
Total for Bank Account 105 ----->					1,455,723.12	.00	1,455,723.12	

Grand Total of all Bank Accounts -----> 1,455,723.12 .00 1,455,723.12  
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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
10-22	AIM01 (AIM TO PLEASE JANITORIAL SE	1100	08/01/22	08/31/22	A	6000.00	AIM01, 1100, JULY-22 BUS STOP CLEANING SERVI
		1101	09/08/22	10/08/22	A	6000.00	AIM01, 1101, AUG-22 BUS STOP CLEANING SERVIC
		1102	10/01/22	10/31/22	A	6000.00	AIM01, 1102, SEPT-22 BUS STOP CLEANING SERVI
	86-SEP-22		10/01/22	10/31/22	A	4283.57	AIM01, SEPT-22 MONTHLY JANITORIAL SERVICE
		Vendor's Total ----->				22283.57	
10-22	AME06 (AMERICAN FIDELITY ASSURANCE FSA10-22H		10/04/22	11/03/22	A	1190.82	AME06, OCT-22 FLEXIBLE SPENDING ACCOUNT
	SUPP10-22H		10/27/22	11/26/22	A	842.52	AME06, OCT-22 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				2033.34	
10-22	ASC01 (ASCENDAL GROUP-USLLC)	INV-0070	09/30/22	10/30/22	A	2745.75	ASC01, INV-0070, SEPT-22 TIRCP GRANT APPLICA
10-22	ASM01 (AMERICAN SWEEPING & MAINTEN	15395	09/28/22	10/28/22	A	600.00	ASM01, 15395, SEPT-22 PARKING LOT SWEEPING
		15403	10/11/22	11/10/22	A	600.00	ASM01, 15403, OCT-22 PARKING LOT SWEEPING
		Vendor's Total ----->				1200.00	
10-22	ATT02 (AT&T )	18922189	10/13/22	11/12/22	A	429.56	ATT02, 18922189, PAYER #9391035694 9/13-10/1
10-22	AVI01 (AMADOR VALLEY INDUSTRIES)	995108	09/30/22	10/30/22	A	598.00	AVI01, 995108, SEPT-22 GARBAGE PICK UP SERVI
10-22	BAN03 (BANKCARD CENTER)	SEPT-2022H	10/03/22	11/02/22	A	1941.06	BAN03, SEPT-22 BOW CC STATEMENT
10-22	BAY08 (BAY CITY ELECTRIC WORKS)	W266452	10/21/22	11/20/22	A	2335.62	BAY08, W266452, 2022 ANNUAL INSPECTION & TES
10-22	CAL04 (CALIFORNIA WATER SERVICE)	198092022H	09/20/22	10/20/22	A	556.56	CAL04, 0198655555, BUS WASH 8/18/22-9/19/22
		257093022H	09/30/22	10/30/22	A	55.69	CAL04, 2575555555, TC FIRE 10/1/22-10/31/22
		361100322H	10/03/22	11/02/22	A	48.10	CAL04, 3616555555, TC WATER 9/1/22-9/30/22
		461100422H	10/04/22	11/03/22	A	1063.49	CAL04, 4616555555, TC IRRG. 9/1/22-9/30/22
		475093022H	09/30/22	10/30/22	A	74.25	CAL04, 4755555555, MOA FIRE 10/1/22-10/31/22
		575093022H	09/30/22	10/30/22	A	74.25	CAL04, 5755555555, CONTRACTOR FIRE 10/1-10/3
		909092022H	09/20/22	10/20/22	A	1090.31	CAL04, 9098655555, MOA WATER 8/18/22-9/19/22
		Vendor's Total ----->				2962.65	
10-22	CAL05 (CALTEST LABS)	701252	10/14/22	11/13/22	A	910.10	CAL05, 701252, MP1332 2022 RUTAN ANNUAL COMP
10-22	CAL15 (CALTRONICS BUSINESS SYS)	3600945H	10/14/22	11/13/22	A	363.76	CAL15, 3600945, BIZHUB 9/16/22-10/15/22
10-22	CEL01 (CELTIS VENTURES INC)	LAVTAMS09	10/01/22	10/31/22	A	3031.50	CEL01, LAVTAMS009, PO #7577 SEPT-22 WEBSITE
10-22	CIT06 (CITY OF LIVERMORE SEWER)	BW092022H	09/20/22	10/20/22	A	32.34	CIT06, 138143-00, BUS WASH 8/16/22-9/20/22
		MOA092022H	09/20/22	10/20/22	A	397.46	CIT06, 133294-00, MOA SEWER 8/16/22-9/20/22
		Vendor's Total ----->				429.80	
10-22	CIT07 (CITY OF LIVERMORE - WATER)	361092022H	09/20/22	10/20/22	A	39.22	CIT07, 139361-00, ATLANTIS CT SEWER 8/16-9/2
		388100422H	10/04/22	11/03/22	A	135.91	CIT07, 139388-00, BUS WASH 9/6/22-10/4/22
		399092022H	09/20/22	10/20/22	A	29.40	CIT07, 139399-00, ATLANTIS ST SEWER 8/16-9/2
		430092022H	09/20/22	10/20/22	A	205.68	CIT07, 138430-01, ATLANTIS INDOOR 8/16/22-9/
		431100422H	10/04/22	11/03/22	A	48.96	CIT07, 138431-00, ATLANTIS IRRG 9/6/22-10/4/
		432092022H	09/20/22	10/20/22	A	16.86	CIT07, 138432-00, ATLANTIS FIRE 8/16/22-9/20
		Vendor's Total ----->				476.03	
10-22	CLA03 (ALL LOCKS AND DOORS)	3658H	10/12/22	11/11/22	A	1491.52	CLA03, 3658, MP1277 RUTAN CONF. ROOM 2 DOORS
		3659H	10/12/22	11/11/22	A	305.90	CLA03, 3659, MP1277 RUTAN CONF. ROOM DOORS-A
		Vendor's Total ----->				1797.42	
10-22	COR01 (CORBIN WILLITS SYSTEMS)	C210151	10/15/22	11/14/22	A	269.40	COR01, C210151, NOV-22 SERVICE
10-22	CUR01 (CURIS SYSTEM LLC)	1974	10/17/22	11/16/22	A	259.21	CUR01, 1974, MP1326 CURIS FOGGER REPAIR 10/1
10-22	DAY02 (DAY & NIGHT PEST CONTROL)	177085	09/30/22	10/30/22	A	218.00	DAY02, 177085, 9/30/22 RUTAN SERVICE
		177768	10/24/22	11/23/22	A	218.00	DAY02, 177768, 10/24/22 RUTAN SERVICE
		Vendor's Total ----->				436.00	
10-22	DCE02 (DC ELECTRIC GROUP INC.)	450206	09/30/21	10/30/21	A	3650.00	DCE02, 450206, STANLEY & RAILROAD TRAFFIC SI

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10-22	DEL05 (ALLIED ADMIN/DELTA DENTAL)	NOV-2022H	10/10/22	11/09/22	A	1935.73	DEL05, NOV-22 DENTAL INSURANCE
10-22	DIR01 (DIRECT TV)	96X221011	10/11/22	11/10/22	A	14.00	DIR01, 025118596X221011, 10/10-11/9/22 SERVI
10-22	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20220930H 20221014H	10/06/22 10/21/22	11/05/22 11/20/22	A A	38325.32 40627.50	DIR02, PR DIRECT DEPOSIT 9/17/22-9/30/22 DIR02, PR DIRECT DEPOSIT 10/1/22-10/14/22
		Vendor's Total ----->				78952.82	
10-22	EFT01 (ELECTRONIC FUND TRANFERS)	20220930H 20221014H	10/06/22 10/19/22	11/05/22 11/18/22	A A	8645.48 9585.92	EFT01, FEDERAL TAX 9/17/22-9/30/22 EFT01, FEDERAL TAX 10/1/22-10/14/22
		Vendor's Total ----->				18231.40	
10-22	EMP01 (EMPLOYMENT DEVEL DEPT)	20220930H 20221014H	10/06/22 10/19/22	11/05/22 11/18/22	A A	2803.50 3049.63	EMP01, STATE TAX 9/17/22-9/30/22 EMP01, STATE TAX 10/1/22-10/14/22
		Vendor's Total ----->				5853.13	
10-22	FED01 (FedEx )	792222905	10/21/22	11/20/22	A	62.15	FED01, 7-922-22905, SEPT-22 STATEMENT
10-22	GBS01 (WILLIAM R. GRAY & COMPANY I	21648	10/18/22	11/17/22	A	400.00	GBS01, 21648, SEPT-22 SAV ON CALL ENGINEER S
10-22	HAN01 (HANSON BRIDGETT MARCUS)	1331674 1331675	10/14/22 10/14/22	11/13/22 11/13/22	A A	15888.00 6823.50	HAN01, 1331674, SEPT-22 CONTRACT LEGAL FEES HAN01, 1331675, SEPT-22 ADMIN LEGAL FEES
		Vendor's Total ----->				22711.50	
10-22	HDE01 (HOME DEPOT-CREDIT SERVICES)	OCT-2022H	10/13/22	11/12/22	A	1225.00	HDE01, OCT-22 MISC MAINT SUPPLIES-CC STATEME
10-22	HOT01 (HOTSYPACIFIC)	87500	09/29/22	10/29/22	A	936.97	HOT01, 87500, MP1330 PRESSURE WASHER SERVICE
10-22	KIM02 (KIMLEY-HORN AND ASSOC,INC)	20160383 21999987 22552884 7109-0922	11/30/21 07/31/22 09/30/22 09/30/22	12/30/21 08/30/22 10/30/22 10/30/22	A A A A	6021.25 5968.00 67660.00 22250.00	KIM02, 20160383, DOOLAN TWR GENERATOR NOV-21 KIM02, 21999987, DOOLAN TWR GENERATOR JULY-2 KIM02, 22552884, TO #7 CITY LIVERMORE DESIGN KIM02, 097447109-0922, TO #8 ATLANTIS DESIGN
		Vendor's Total ----->				101899.25	
10-22	LIV10 (LIVERMORE SANITATION INC)	1590458	09/30/22	10/30/22	A	2576.56	LIV10, 1590458, SEPT-22 GARBAGE SERVICE
10-22	LYF01 (LYFT, INC)	1059812 1059813	09/30/22 09/30/22	10/30/22 10/30/22	A A	4446.25 119.22	LYF01, 1001059812, SEPT-22 CODE: GO TRIVALLE LYF01, 1001059813, SEPT-22 CODE: GO SAN RAMO
		Vendor's Total ----->				4565.47	
10-22	MAZ01 (MAZE & ASSOCIATES)	46834	09/30/22	10/30/22	A	13000.00	MAZ01, 46834, FY22 AUDIT WORK #2 9/30/22
10-22	MCC01 (TONY McCAULAY)	1008-1013H	10/20/22	11/19/22	A	3691.11	MCC01, 10/8/22-10/13/22 CALACT CONF EXPENSE
10-22	MER01 (MERCHANT SERVICES)	TC093022H MOA093022H	09/30/22 09/30/22	10/30/22 10/30/22	A A	100.40 48.49	MER01, SEPT-22 TRANSIT CENTER CC STATEMENT MER01, SEPT-22 MOA CC STATEMENT
		Vendor's Total ----->				148.89	
10-22	MET01 (METROPOLITAN TRANSPORT-)	AR029712 AR029728 AR029885	09/20/22 09/26/22 09/30/22	10/20/22 10/26/22 10/30/22	A A A	12066.00 1708.25 14561.45	MET01, AR029712, JULY-22 CLIPPER FEES MET01, AR029728, JULY-22 CLIPPER 2.0 FEES MET01, AR029885, AUG-22 CLIPPER FEES
		Vendor's Total ----->				28335.70	
10-22	MOR02 (VANESSA MORENO)	0906-0928H	09/29/22	10/29/22	A	24.25	MOR02, 9/6/22-9/28/22 MILEAGE REIMBURSEMENT
10-22	MUN01 (MUNCIE TRANSIT SUPPLY)	1108472	10/17/22	11/16/22	A	4472.23	MUN01, 1108472, MP1328 POSI/LOCK NOZZLE FUEL
10-22	MUT01 (MUTUAL OF OMAHA)	NOV-2022H	10/14/22	11/13/22	A	1014.01	MUT01, NOV-22 LTD & LIFE INSURANCE
10-22	MVT01 (MV TRANSPORTATION, INC.)	120843H 120844H AUG-2022H	10/03/22 10/03/22 09/06/22	11/02/22 11/02/22 10/06/22	A A A	350000.00 350000.00 131018.01	MVT01, 120843, OCT-22 1ST INSTALL PAYMENT MVT01, 120844, OCT-22 2ND INSTALL PAYMENT MVT01, AUG-22 FIXED ROUTE MONTHLY SERVICE
		Vendor's Total ----->				831018.01	

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10-22	NEL01 (NELSON\NYGAARD CONSULTING A	83298H	10/12/22	11/11/22	A	3378.77	NEL01, 83298, LAVTA SRTP/LRTP 8/27/22-9/30/2
10-22	OFF01 (ODP BUSINESS SOLUTIONS LLC)	752139001	10/03/22	11/02/22	A	22.53	OFF01, 269752139001, 10/3/22 OFFICE SUPPLIES
10-22	OGR01 (OGREENA)	3474H	10/24/22	11/23/22	A	10000.00	OGR01, 3474, MP1310 RUTAN FACILITY DEEP CLEA
10-22	PAC01 (AT&T )	ATT 09/22H	09/13/22	10/13/22	A	249.25	PAC01, ACCT #925-245-0576, 9/13/22-10/12/22
		ATT090722H	09/07/22	10/07/22	A	33.97	PAC01,ACCT #232-351-6260,CONTRACTOR FIRE 9/7
		ATT091122H	09/11/22	10/11/22	A	361.34	PAC01,ACCT #436-951-6260,ATLANTIS T1 9/11-10
		ATT091322H	09/13/22	10/13/22	A	488.54	PAC01,ACCT #925-243-9029,ATLANTIS ALARM 9/13
		Vendor's Total ----->				1133.10	
10-22	PAC02 (PACIFIC GAS AND ELECTRIC)	580100622H	10/06/22	11/05/22	A	9261.23	PAC02, 5809326332-3, MOA ELECTRIC 8/31/22-9/
		606100422H	10/04/22	11/03/22	A	1374.09	PAC02, 6062256368-6, ATLANTIS 8/29/22-9/27/2
		726093022H	09/30/22	10/30/22	A	1548.61	PAC02, 7264840356-5, BUS STOPS 8/22/22-9/20/
		764091922H	09/19/22	10/19/22	A	163.31	PAC02, 7649646868-7, DOOLAN TWR 8/12/22-9/12
		900091422H	09/14/22	10/14/22	A	411.38	PAC02, 9007202117-4, MOA GAS 8/13/22-9/13/22
		Vendor's Total ----->				12758.62	
10-22	PAC11 (PACIFIC ENVIROMENTAL SERV)	2413	10/04/22	11/03/22	A	130.00	PAC11, 2413, SEPT-22 RUTAN MONTHLY SERVICE
		2414	10/04/22	11/03/22	A	130.00	PAC11, 2414, SEPT-22 ATLANTIS MONTHLY SERVIC
		Vendor's Total ----->				260.00	
10-22	PAC16 (PACIFIC COAST TRANE)	SRVC15510	09/25/22	10/25/22	A	1377.80	PAC16, SRVCE00015510, MP1323 RUTAN HVAC SERV
		SRVC15875	09/30/22	10/30/22	A	960.20	PAC16, SRVCE00015875, MP1333 RUTAN HVAC ALAR
		Vendor's Total ----->				2338.00	
10-22	PER01 (PERS )	20220930CH	10/06/22	11/05/22	A	4323.63	PER01, PERS CLASSIC CONTRIBUTION 9/17/22-9/3
		20220930NH	10/06/22	11/05/22	A	4070.77	PER01, PERS NEW CONTRIBUTION 9/17/22-9/30/22
		20221014CH	10/19/22	11/18/22	A	4323.63	PER01, PERS CLASSIC CONTRIBUTION 10/1/22-10/
		20221014NH	10/19/22	11/18/22	A	4070.77	PER01, PERS NEW CONTRIBUTION 10/1/22-10/14/2
		Vendor's Total ----->				16788.80	
10-22	PER03 (CAL PUB EMP RETIRE SYSTM)	NOV-2022H	10/14/22	11/13/22	A	32780.78	PER03, NOV-22 HEALTH INSURANCE
10-22	PER04 (CALPERS RETIREMENT SYSTEM)	20220930H	10/06/22	11/05/22	A	1030.72	PER04, PERS 457 CONTRIBUTION 9/17/22-9/30/22
		20221014H	10/19/22	11/18/22	A	1033.48	PER04, PERS 457 CONTRIBUTION 10/1/22-10/14/2
		Vendor's Total ----->				2064.20	
10-22	PRO02 (PROFESSIONAL ELECTRIC)	2898	10/22/22	11/21/22	A	6527.00	PRO02, 2898, MP1309 ELECTRICAL & CIRCUIT WRK
10-22	PRO03 (PROFESSIONAL PLASTICS INC)	AB1103750H	08/31/22	09/30/22	A	38789.18	PRO03, AB1103750, PO #7610 HACIENDA SHELTER
10-22	QUE01 (QUENCH USA, INC.)	04418713	10/06/22	11/05/22	A	1083.76	QUE01, INV-04418713, MP1287 TC Q7 WATER COOL
		04467103	11/01/22	12/01/22	A	42.10	QUE01, INV-04467103, MP1287 TC COOLER 10/5-1
		Vendor's Total ----->				1125.86	
10-22	ROB06 (ROBERT HALF MANAGEMENT RESO	60797183H	09/28/22	10/28/22	A	3912.00	ROB06, 60797183, PO #7601 BOOKKEEPER W/E 9/2
		60838474H	10/05/22	11/04/22	A	3765.30	ROB06, 60838474, PO #7601 BOOKKEEPER W/E 9/3
		Vendor's Total ----->				7677.30	
10-22	SCF01 (SC FUELS)	IN-140888	10/03/22	11/02/22	A	32739.89	SCF01, IN-0000140888, 10/3/22 FUEL DELIVERY
		IN-145343	10/11/22	11/10/22	A	38304.25	SCF01, IN-0000145343, 10/11/22 FUEL DELIVERY
		Vendor's Total ----->				71044.14	
10-22	SEL00 (SELECT IMAGING)	94088	10/05/22	11/04/22	A	83.79	SEL00, 94088, MP1315 KADRI BUSINESS CARDS-50
10-22	SHA02 (SHAMROCK OFFICE SOLUTIONS)	606810	09/26/22	10/26/22	A	22.67	SHA02, 606810, FRONT DESK PRINTER 8/30-9/29/
10-22	SHE05 (SHELL )	SEPT-2022H	10/06/22	11/05/22	A	111.04	SHE05, SEPT-22 CC STATEMENT-GAS CARD
10-22	SOL01 (SOLUTIONS FOR TRANSIT)	22-1005LA	10/05/22	11/04/22	A	2083.33	SOL01, 22-1005LAVTA, SEPT-22 CLIPPER ANALYSI

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10-22	SPE03 (SPECTRIO)	1386163	09/01/22	10/01/22	A	1368.36	SPE03, 1386163, MP1316 ANNUAL ON-HOLD 9/22-8
10-22	STA04 (STATE BOARD OF )	QTR3-2022H	10/20/22	11/19/22	A	1501.00	STA04, 3RD QTR 2022 STORAGE TANK MAINT FEE
10-22	STA05 (STATE BOARD OF EQUAL)	QTR3-2022H	10/20/22	11/19/22	A	928.00	STA05, 3RD QTR 2022 EXEMPT BUS OPERATOR TAX
10-22	STA13 (STAPLES CREDIT PLAN)	SEPT-2022H	10/09/22	11/08/22	A	202.09	STA13, SEPT-22 CC STATEMENT
10-22	SUD01 (JENNIFER SUDA)	9-29-22H	10/01/22	10/31/22	A	5.50	SUD01, 9/29/22 EXPENSE REIMBURSEMENT
10-22	TAC01 (TAC ENERGY)	2174195	10/21/22	11/20/22	A	33059.40	TAC01, 2174195, 10/21/22 FUEL DELIVERY
10-22	TAX01 (HERB HASTINGS)	10-16-22H 0919-0928H	10/27/22 10/14/22	11/26/22 11/13/22	A A	9.02 28.27	TAX01, 10/16/22 PARATAXI REIMBURSE TAX01, PARATAXI REIMBURSE 9/19/22-9/28/22
	Vendor's Total				----->	37.29	
10-22	TAX67 (CHRISTEL RAGER)	0803-0831H	10/14/22	11/13/22	A	200.00	TAX67, PARATAXI REIMBURSE 8/3/22-8/31/22
10-22	TEL01 (TPx COMMUNICATIONS)	162005671H	09/30/22	10/30/22	A	2953.65	TEL01, 162005671-0, 10/1/22-10/31/22 SERVICE
10-22	TEN03 (TENNANT SALES AND SERVICE)	919025238	09/21/22	10/21/22	A	350.00	TEN03, 919025238, MP1155 SEPT-22 MAINT PREVE
10-22	TPG01 (THE PARKS GROUP)	70601 70797	09/29/22 10/18/22	10/29/22 11/17/22	A A	2586.92 1315.27	TPG01, 70601, MP1307 TIMETABLES 10R & 30R-10 TPG01, 70797, MP1294 RTE 1 & RTE 15 TIMETABL
	Vendor's Total				----->	3902.19	
10-22	TRA04 (TOAN TRAN)	1007-1013H	10/17/22	11/16/22	A	773.20	TRA04, 10/7/22-10/13/22 APTA CONF EXPENSE RE
10-22	TRA06 (9280-0366 QUEBEC INC)	868	10/24/22	11/23/22	A	6000.00	TRA06, 868, MP1319 TRANSIT APP ANNUAL SUBSCR
10-22	TX212 (LINDA WAHLE)	0901-0929	10/14/22	11/13/22	A	166.22	TX212, PARATAXI REIMBURSE 9/1/22-9/29/22
10-22	TX216 (SUJATHA RENGARAJAN)	7-8-22	10/14/22	11/13/22	A	20.00	TX216, PARATAXI REIMBURSE 7/8/22
10-22	TX228 (DEBORAH BUTLER)	0910-0928H 1010-1017H	10/14/22 10/27/22	11/13/22 11/26/22	A A	118.58 71.40	TX228, PARATAXI REIMBURSE 9/10/22-9/28/22 TX228, PARATAXI REIMBURSE 10/10/22-10/17/22
	Vendor's Total				----->	189.98	
10-22	TX242 (BONNIE WOLF)	0901-0929H	10/14/22	11/13/22	A	140.00	TX242, PARATAXI REIMBURSE 9/1/22-9/29/22
10-22	UBE01 (UBER )	SEPT-2022H	10/01/22	10/31/22	A	2097.67	UBE01, SEPT-22 GO DUBLIN BILLING
10-22	VAL02 (VALLEY PLUMBING HOME)	160670	09/28/22	10/28/22	A	882.00	VAL02, 160670, MP1314 STORAGE ROOM LEAK REPA
10-22	VER01 (VERIZON WIRELESS)	916481187H	09/22/22	10/22/22	A	1702.53	VER01, 9916481187, CELL, WIFI, RAIL 8/23-9/2
10-22	VON01 (TRAPEZE SOFTWARE GROUP)	PA0005113	10/06/22	11/05/22	A	17524.00	VON01, PA00005113, PO #7570 MILESTONE 4 PID
10-22	VSP01 (VSP )	NOV-2022H	10/19/22	11/18/22	A	509.98	VSP01, NOV-22 VISION INSURANCE
10-22	ZEB01 (ZEBRA )	2023-28	10/01/22	10/31/22	A	3000.00	ZEB01, 2023-28, MP1317 FY23 MEMBERSHIP DUES
	Total of Purchases				----->	1455723.12	

## **AGENDA**

### **ITEM 5C**

## STAFF REPORT

SUBJECT: Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference

FROM: Christy Wegener, Executive Director

DATE: December 5, 2022

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### Action Required

Staff requests that the Board of Directors adopt resolution 47-2022 declaring that agency meetings will continue to meet via teleconference to ensure the health and safety of the public.

### Background

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place.

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which among other things, rescinded his prior Executive Order N-29-20, effective October 1, 2021. At that point, agencies would have transitioned back to public meetings held in full compliance with the preexisting Brown Act teleconference rules. Since the Governor issued Executive Order N-08-21, the Delta variant has emerged, causing a spike in cases throughout the state. As a result, the Governor's proclaimed State of Emergency remains in effect, and state officials, including the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction. AB 361 will sunset on January 31, 2024.

Under AB 361, a local agency will be allowed to meet remotely without complying with prior Brown Act teleconference requirements when:

- The local agency holds a meeting during a state of emergency declared by the Governor, and either
  - State or local health officials have imposed or recommended measures to promote social distancing, or
  - The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

As discussed above, state officials continue to recommend social distancing. Therefore, LAVTA can continue to conduct meetings via teleconference, as long as it meets the following emergency requirements under Government Code Section 54953(e)(2), added by AB 361:

1. The legislative body gives notice and posts agendas as otherwise required by the Brown Act, including directions for how the public can access the meeting.
2. The legislative body does not take formal action on any item whenever there is a disruption in the meeting broadcast.
3. The public is allowed to provide comment in real time.
4. The legislative body allows time during a public comment period for members of the public to register with any internet website required to submit public comment.

For upcoming teleconference meetings, LAVTA can continue to follow the AB 361 requirements by declaring every 30 days that it has reconsidered the circumstances of the state of emergency and either (1) the state of emergency continues to directly impact the ability of the members to meet safely in person, or (2) state or local officials continue to impose or recommend measures to promote social distancing.

### **Recommendation**

Staff recommends that the Board of Directors adopt Resolution 47-2022 declaring that LAVTA meetings will continue to be held via teleconference.

### **Attachments:**

1. Resolution 47-2022 of the Board of Directors of the Livermore Amador Valley Transit Authority Declaring that Agency Meetings Will Continue to Be Held Via Teleconference

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



**RESOLUTION NO. 47-2022**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY DECLARING THAT AGENCY  
MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

**WHEREAS**, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19.; and

**WHEREAS**, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow legislative bodies to conduct meetings electronically without a physical meeting place; and

**WHEREAS**, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

**WHEREAS**, on September 16, 2021, the Governor signed Assembly Bill 361 into law as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency where state or local officials have recommended measures to promote social distancing; and

**WHEREAS**, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

**NOW, THEREFORE, BE IT RESOLVED** that, in order to ensure the health and safety of the public, meetings of the Livermore Amador Valley Transit Authority, its committees and subsidiary bodies, will continue to be held via teleconference in

accordance with Assembly Bill 361 and the provisions of Government Code Section 54953(e).

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 5th day of December, 2022.

BY \_\_\_\_\_  
David Haubert, Chair

ATTEST \_\_\_\_\_  
Michael N. Conneran, Legal Counsel

## **AGENDA**

### **ITEM 5D**

## STAFF REPORT

**SUBJECT:** Special MTC FY24-28 Short Range Transit Plan

**FROM:** Tony McCaulay, Director of Planning & Marketing

**DATE:** December 5, 2022

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### Action

The Projects and Services Committee recommends that the Board approve the Special MTC FY24-28 Short Range Transit Plan (SRTP).

### Background

Federal transportation statutes require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to MTC a Short-Range Transit Plan (SRTP). The Board approved LAVTA's FY22-27 SRTP in June 2022 and that document has been submitted to MTC.

### Discussion

The COVID-19 pandemic has significantly impacted transit operations, ridership, and revenues of Bay Area transit operators. While federal relief funds provided a significant stop gap, MTC anticipates that these funds will be exhausted within the next two fiscal years for most transit operators.

In light of the current situation, MTC has mandated that all Bay Area transit operators prepare an abbreviated SRTP, with a focus on financial and service planning by the end of 2022, using MTC's mandated format and financial projections to facilitate a regional understanding of transit priorities and plans over the next five years. This revised approach includes scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios provided by MTC.

The abbreviated SRTP includes a spreadsheet that covers nine data categories including service provided, ridership and budget for each mode operated. In addition, a brief narrative has been requested for each of the following components of the spreadsheet:

1. Pre-pandemic State of Service – FY 2018-19
2. Current State of Service – FY 2022-23
3. Scenario Planning Concepts – FY 2023-24 through FY 2027-28
  - a. Robust Recovery - Adequate funding to return overall revenue to 100% of pre-pandemic levels, but does not assume proportionate recovery across all revenue sources.
  - b. Revenue Recovery, with Fewer Riders - Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant for the next five years.
  - c. Some Progress - Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.

MTC requested that each transit agency submit a draft version of this document by September 30, 2022 for review and comment by MTC staff and that each agency's Board of Directors approve the submittal of a final SRTP prior to the end of 2022.

### **Recommendation**

The Projects and Services Committee recommends that the Board approve the Special MTC FY24-28 Short Range Transit Plan (SRTP).

### **Attachments:**

1. Special MTC FY24-28 Short Range Transit Plan
2. Resolution 43-2022

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



**FY24 - FY28 Short Range Transit Plan**  
**Prepared for the**  
**Metropolitan Transportation Commission**  
**by the**  
**Livermore Amador Valley Transit Authority**

**November 2022**

## **DISCLAIMER**

The preparation of this report has been funded in part by a grant from the U.S. Department of Transportation (DOT) through section 5303 of the Federal Transit Act. The contents of this SRTP reflect the views of the Livermore Amador Valley Transit Authority, and not necessarily those of the Federal Transit Administration (FTA) or MTC. The Livermore Amador Valley Transit Authority is solely responsible for the accuracy of the information presented in this SRTP.

## BACKGROUND

### MTC's Short-Range Transit Plan: Bay Area Transit Recovery Scenario Planning

The Metropolitan Transportation Commission (MTC) is the designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, charged with carrying out the metropolitan transportation planning and fund programming processes required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations. Federal statutes require that the MTC, in partnership with the state and with local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. To effectively execute these planning and fund programming responsibilities, MTC, in cooperation with Region IX of the Federal Transit Administration (FTA), requires each transit operator receiving federal funding through the TIP (federal grantees within the MTC region) to prepare, adopt, and submit an SRTP to MTC. Transit operators are required by MTC to prepare an SRTP every four years in order to remain eligible to receive federal funding.

The COVID-19 pandemic has significantly impacted transit operations, ridership, and revenues. The decrease in ridership, changes in travel patterns and uncertainties in farebox revenues have created enormous planning and operational challenges for Bay Area transit operators. While federal relief funds provided a significant stop gap, MTC anticipates that these funds will be exhausted within the next two fiscal years for most transit operators. In light of the current crisis, MTC has reimagined and restructured the SRTP process to help plan for and navigate through the continued uncertainties.

The revised approach narrows the scope to a five-year planning horizon with a focus on financial and service planning. In another departure from past practice, all Bay Area transit operators are required to prepare an SRTP in this cycle using the same MTC mandated format to facilitate a regional understanding of transit priorities and plans over the next five years. This revised approach includes scenario planning, which asks operators to consider how service plans might be adapted under different revenue scenarios. This reduction in the scale of the deliverables is intended to facilitate the development of a more narrowly focused SRTP for this planning cycle on a much shorter timeline than has been required for traditional SRTPs.

MTC guidelines ask each Bay Area transit property to complete a spreadsheet that covers 9 data categories including service provided, ridership and budget for each mode operated. In addition, a brief narrative has been requested for each of the following components of the spreadsheet:

1. Pre-pandemic State of Service – FY 2018-19
2. Current State of Service – FY 2022-23
3. Scenario Planning Concepts – FY 2023-24 through FY 2027-28
  - a. Robust Recovery - Adequate funding to return overall revenue to 100% of pre-pandemic levels, but does not assume proportionate recovery across all revenue sources.
  - b. Revenue Recovery, with Fewer Riders - Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant for the next five years.
  - c. Some Progress - Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.



## SECTION 1

### Pre-pandemic State of Service – FY 2018-19

Prior to the pandemic, the Livermore Amador Valley Transit Authority (LAVTA) operated seven local routes (1, 2, 3, 8, 11, 14, and 15), two Rapid routes (10R and 30R), three Express routes (20X, 70X and 580X), and fifteen routes that provided service focused on middle and high schools in Pleasanton and Dublin. During FY19, LAVTA provided approximately 126,000 revenue hours of service. Ridership for the fiscal year totaled 1,660,443. The map below shows LAVTA's local, express and rapid routes in FY19.

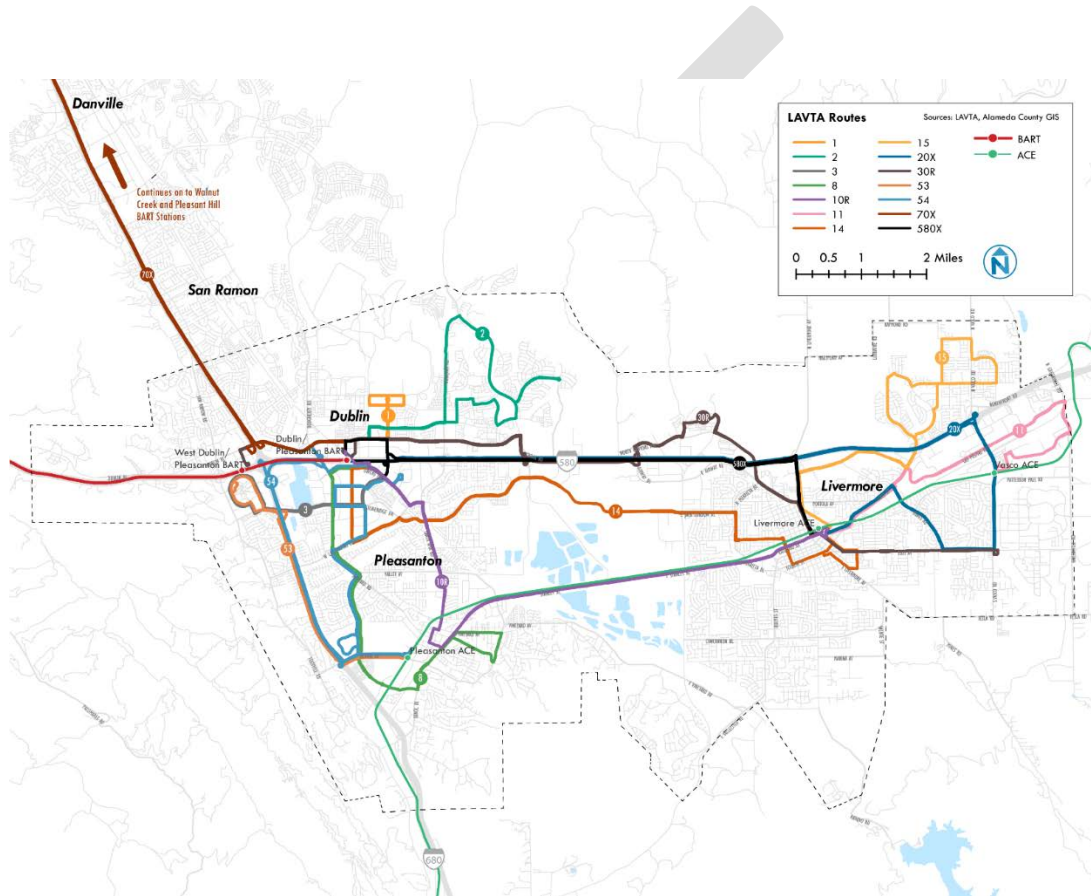


Figure 1. LAVTA Pre-pandemic system map

During the period from September 2019 through February 2020, LAVTA was experiencing unprecedented ridership growth, with six consecutive months of double-digit ridership growth over the previous year. The two Rapid Routes (10R and 30R) accounted for approximately 50 percent of systemwide ridership. Routes 14 and 15 are the next highest ridership routes and accounted for approximately 12 percent of annual ridership. School focused routes, which operate on weekdays when school is in session, accounted for approximately 25 percent of weekday boardings. Students at Las Positas College (LPC) voted to approve a student fee based unlimited access pass program beginning with the Fall 2018 semester. Prior to the start of the pandemic, LPC student ridership accounted for approximately eight percent of monthly boardings.

## SECTION 2

### Current State of Service – FY 2022-23

On March 16, 2020, the Alameda County Public Health Department announced that as of the following day all residents were to shelter at home limiting activity, travel and business functions to only the most essential needs. In anticipation of declining resources, ridership, and this public health mandate, LAVTA staff developed a five-level service reduction process to provide our passengers with an easy way to find out what services were still available. Attachment 1 details the five service levels.

Service Level 1 was implemented on March 17, 2020. All regular service was still operational, except school routes since in classroom instruction was halted effective March 16. Ridership on our remaining fixed routes dropped dramatically following the shelter at home order, from a high of 7,404 passengers on March 2 to a low of 786 on March 26.

Because of the nearly 90 percent ridership loss, Service Level 2 was implemented on Monday March 30, 2020. Additional cuts were implemented on Monday April 6, as we began operating at Service Level 3, which included discontinued service on three express routes as well as the Routes 2 and 11, all of which were either performing poorly prior to the pandemic or served areas where alternate service was available. The remaining routes were reduced to a weekend level of service and service after 11 pm was discontinued.

In February 2021, service to area schools returned concurrent with the resumption of in classroom instruction. The State of California announced its intention to fully reopen the economy on June 15, 2021. As a result, effective Monday June 14, weekday service was reinstated to pre-COVID levels from approximately 6:00-9:00 am and 3:00-6:00 pm on Routes 1, 3, 8, 10R, 14, and 30R. Route 15 returned to all-day pre-COVID service levels. Service continued to end at 11 pm. As a result of a severe bus operator shortage, routes 10R and 30 were returned to 30-minute frequencies in September 2021. In June 2022, limited service was reinstated on the Routes 20X and 70X.

Route	Weekday Revenue Hours – Pre-Covid	Weekday Revenue Hours – Pandemic Low	Weekday Revenue Hours - Current
1	14.78	5.13	9.82
2	6.23	0	1.17
3	19.52	13.87	17.77
8	26.62	12.80	26.67
10R	100.27	53.43	49.90
11	5.53	0	0
14	36.12	22.60	31.37
15	32.65	15.80	30.87
30R	135.27	77.90	131.03
20X	2.87	0	3.25
70X	13.52	0	4.73
580X	8.00	0	0

The assumptions made in the development of LAVTA's FY23 Budget reflected the continuing shortage of bus operators that has impacted our ability to achieve the full resumption of all hours of fixed route service. The table on the prior page shows weekday revenue service hours for all of LAVTA's regular fixed route service at three points in time: pre-pandemic; at the pandemic low point; and at the present time.

The following provides a brief overview of current services:

- All school focused services resumed in mid-August. Ridership thus far has been about 5 percent higher than pre-pandemic levels. Four vehicles have been added thus far to address overload conditions on specific trips.
- Rapid Route 10R remains at 30-minute headways on weekdays. On October 1, Route 30R returned to 15-minute headways from morning peak through evening peak. As soon as a sufficient number of new bus operators have been hired and trained the same service level will return to Route 10R.
- The three lowest productivity routes in our operation, the 2, 11 and 580X, remain suspended, with the exception of one school focused trip on the Route 2.
- Service still ends at 11 pm.
- With the exception of the routes noted above, most routes are at or very near pre-pandemic weekday service hours.
- Total systemwide ridership for the first four months of FY23 is up approximately 40 percent over the same four months last year, but is still about 40 percent lower than pre-pandemic ridership during the first four months of FY20.
- Weekend ridership has recovered at a faster rate than weekday. Weekend ridership for the first four months of FY23 is only about 25 percent below pre-pandemic levels.

## SECTION 3

### Scenario Planning Concepts – FY 2023-24 through FY 2027-28

As part the development of this Bay Area Transit Recovery SRTTP, MTC has asked all transit operators to consider and make projections of service levels under three scenarios over a 5-year planning horizon:

1. **Robust Recovery:** There is adequate funding to return overall revenue to 100% of pre-pandemic levels, with escalation. This would not assume proportionate recovery across all revenue sources.
2. **Revenue Recovery, with Fewer Riders:** Federal relief funds are eventually exhausted, although other funds recover to pre-pandemic levels. However, farebox revenue remains stagnant (20-50% below pre-pandemic levels, depending on current status) for the next five years.
3. **Some Progress:** Federal relief funds are eventually exhausted and total revenue available to the agency is 15% below pre-pandemic levels for the next five years.

The data requested for each scenario included anticipated hours and miles of service provided, ridership and budget. That spreadsheet is included as Attachment 2 to this document. MTC has also asked each transit agency to briefly describe the assumptions that were used in the development of the three scenarios. For LAVTA, the following assumptions were used.

#### Scenario 1: Robust Recovery

- The MTC provided estimate for this scenario assumes revenue at 100% of FY2019 pre-pandemic figures, with an assumed escalation of approximately 2% per year through FY28.
- FY24 fixed route ridership is assumed to increase by 5% over estimated FY23 figures and then 5% annually through FY28.
- FY24 ADA Paratransit ridership is assumed to increase by 20% over estimated FY23 figures and then 10% annually through FY28.
- ADA Paratransit service hours and miles, ridership and operating costs are assumed to be the same under all three revenue constraint categories.
- Fixed route service allocation decisions under this scenario would be demand based, subject to the availability of sufficient bus operators, with the goal of resuming pre-pandemic service levels, subject to possible reallocations of resources to better serve Tri-Valley residents.

#### Scenario 2: Revenue Recovery, with Fewer Riders

- The MTC provided estimate for this scenario assumes revenue at 95% of FY2019 pre-pandemic figures, with an assumed escalation of approximately 2% per year through FY28.
- MTC also provided the fixed route ridership estimates to be used under Scenario 2, with FY28 ridership assumed to be 70% of pre-pandemic figures.
- Under this scenario, fixed route ridership is assumed to grow approximately 3% each year reaching 70% of pre-pandemic levels in FY28.
- Fixed route service hours are assumed to be 6% less than assumed under Scenario 1. This assumption would require some service reductions from what is currently operated. Discontinuing the two Express routes currently operating (20X and 70X) and returning the Rapid Route 30R to 30 minutes peak hour service (from the current 15-minute service) would be sufficient to meet the service hour assumption.

### Scenario 3: Some Progress

- The MTC provided estimate for this scenario assumes revenue at 85% of FY2019 pre-pandemic figures, with an assumed escalation of approximately 2% per year through FY28.
- The reduced revenue estimates provided under this scenario would require service reductions similar to those shown in Service Level 3 on the following page in Attachment 1. This includes:
  - Rapid Routes 10R and 30R would operate on a 30-minute frequency during hours when 15-minute frequency was offered pre-pandemic
  - Routes 1, 3, 8, 14 and 15 would operate on weekend schedules
  - No service after 11 pm
  - Supplemental school routes would operate
- Ridership is assumed to show no growth over the expected FY23 ridership during the five-year horizon of this planning exercise.

## Attachment 1

# COVID-19 Five-Level Service Reduction Plan

### **Service Level 1: Regular service, no disruptions**

- All Wheels and Rapid buses operating on regular schedules
- Dial-a-Ride Paratransit, Para-taxi and Go Tri-Valley still available
- Supplemental school routes discontinued until school resumes

### **Service Level 2: Frequency reductions on Rapid Routes, other reductions**

- Rapid Routes 10R and 30R will operate on a 30-minute frequency during hours when 15-minute frequency was previously offered
- Routes 20X and 580X will not operate due to extremely low ridership; alternate service available using Route 30R
- Route 2 will not operate due to extremely low ridership; alternate service available using LAVTA's Go Tri-Valley program
- Routes 53 and 54 continue to operate subject to continuation of ACE service
- Dial-a-Ride Paratransit, Para-taxi and Go Tri-Valley still available

### **Service Level 3: Weekend service schedules except for Rapid routes**

- Rapid Routes 10R and 30R will continue to operate at the Service Level 2 frequencies
- Routes 1, 3, 8, 14 and 15 will operate on weekend schedules
- Routes 53 and 54 continue to operate subject to continuation of ACE service
- Route 2, 11, 20X, 70X and 580X will not operate
- All service after 11pm discontinued
- Dial-a-Ride Paratransit, Para-taxi and Go Tri-Valley still available

### **Service Level 4: Additional service frequency reductions**

- Service frequency on Rapid Routes 10R and 30R changed to hourly
- Weekend service level continues on Routes 1, 3, 8, 14 and 15
- Routes 53 and 54 continue to operate subject to continuation of ACE service
- All service after 9pm discontinued
- Dial-a-Ride Paratransit, Para-taxi and Go Tri-Valley still available

### **Service Level 5: No service**

- All service discontinued due to public health mandates or other circumstances beyond our control

## ATTACHMENT 2

[illegible]

**Please complete table in whole numbers and dollars for each service mode. Mode will be autopopulated based on completion of ReadMe Tab:**

[illegible][illegible][illegible][illegible]

## **AGENDA**

### **ITEM 5E**



## STAFF REPORT

SUBJECT: TAAC Appointment for the Pleasanton Alternate Member Position

FROM: Kadri Kulm, Paratransit Planner

DATE: December 5, 2022

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### Action Requested

Staff requests the LAVTA board appoints Jennifer White for the Tri-Valley Accessible Advisory Committee (TAAC) Pleasanton Alternate member position for term expiring on June 30, 2023.

### Background

LAVTA Board of Directors ratified the TAAC appointments for terms starting on July 1, 2022 and ending on June 30, 2024 for regular members, and on June 30, 2023 for alternate members at their July, 2022 meeting. Since LAVTA did not receive enough applications from Pleasanton residents the Pleasanton Alternate position is currently unfilled.

### Discussion

Staff received an application from Jennifer White for the Pleasanton Alternate Member position. The TAAC members reviewed Ms. White's application at their November 8<sup>th</sup> meeting and recommended that the LAVTA board appoints Jennifer to the committee's Pleasanton Alternate member position.

### Recommendation

Staff recommends the LAVTA board appoints Jennifer White for the Tri-Valley Accessible Advisory Committee (TAAC) Pleasanton Alternate member position for term expiring on June 30, 2023.

### Attachments:

1. Received TAAC application for the Pleasanton Alternate position
2. Current TAAC Membership Roster

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

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

Application  
Page 1 of 2

## APPLICATION FOR TAAC MEMBERSHIP

### GENERAL INFORMATION

Name Jennifer White

Agency (if applicable) yes

Address [REDACTED]

City Pleasanton CA Zip 94566

Home # — Work # — Mobile # [REDACTED]

Email address: [REDACTED]

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

City of Dublin                     

City of Pleasanton   X  

City of Livermore                     

Alameda County                     

Social Services Agency                     

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

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

Elderly                     

Disabled   ✓  

A Caretaker for a Disabled person                     

**Or**

Employed in Social Services in the Tri Valley                     

RECEIVED

SEP 15 2022

Livermore Amador Valley  
Transit Authority

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

NO

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

Very often like 5-10 time ~~times~~  
A week.

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

I have a lot to say about The Bus Am would  
like to have The CHANCE to say something.

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

I know about The Bus. I a rider.

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

6. Please include any additional information that may assist the decision making process. I a red Bus and I would like to have a chance to say something.

Tri-Valley Accessible Advisory Committee (TAAC)  
 Membership Directory for FY 2023 (July 2022 to June 2023)  
*As of December 5, 2022*

Dublin Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Shawn Costello	2 years	July 2021	June 2023
Connie Mack	2 years	July 2022	June 2024
Donna Singer (Alternate)	1 year	July 2022	June 2023

Livermore Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Judith LaMarre	2 years	July 2022	June 2024
David Weir	2 years	July 2022	June 2024
Susan O'Neill (Alternate)	1 year	July 2022	June 2023

Pleasanton Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Carmen Rivera-Hendrickson	2 years	July 2021	June 2023
Sue Tuite	2 years	July 2022	June 2024
VACANT (Alternate)			

Alameda County Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Herb Hastings	2 years	July 2022	June 2024
Kulwant Singh (Alternate)	2 years	July 2022	June 2023

Social Services Representation

<b><i>Committee Seat</i></b>	<b><i>Term</i></b>	<b><i>Term Beginning</i></b>	<b><i>Term Conclusion</i></b>
Zack Silva	2 years	July 2022	June 2024
Amy Mauldin	2 years	July 2022	June 2024
Shay Roberson	2 years	July 2022	June 2024
Diana Houghtaling (Alternate)	1 year	July 2022	June 2023

PAPCO Representative

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

# **AGENDA**

## **ITEM 6**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF)

FROM: Tamara Edwards, Director of Finance

DATE: December 5, 2022

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**Action Requested**

Staff requests that the Board of Directors approve the attached Resolution 44-2022 reauthorizing investment of LAVTA funds in LAIF.

**Background**

In 1996 the California legislature enacted a new law under the California Government Code to improve accountability for investments made by public agencies. (This was in response to the financial problems in Orange County at the time.) This law, in part, requires that public entities annually prepare and adopt an investment policy at a public meeting. Attached for your review and approval is a resolution adopting LAVTA's current investment policy, which was first adopted by the board of Directors in February 1986.

**Discussion**

In 1986 when LAVTA made the decision to utilize the LAIF for investment purposes, that decision was based on a number of considerations which included the fact that there are no qualified positions within the Authority's organization to make day-to-day investment decisions. Since that has not changed over the years, nor is it anticipated that the organization will likely have such expertise in the future, Staff recommends that LAVTA continue to utilize LAIF for ongoing investments.

There is one change in the recommendation for this year's resolution in the authorization to order the deposit or withdrawal of monies in LAIF, and includes LAVTA's New Executive Director, Christy Wegener, and maintain Tamara Edwards, Director of Finance.

**Budget**

No budget impact.

**Next Steps**

Upon Board approval, this Resolution will be provided to LAIF and kept on record as required.

**Recommendation**

Staff recommends that the Board of Directors adopt the attached Resolution 44-2022 reauthorizing investment of LAVTA monies in LAIF.

**Attachments:**

1. Resolution 44-2022 Authorizing Investment of Livermore Amador Valley Transit Authority Monies in the State of California Local Agency Investment Fund

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

**RESOLUTION NO. 44-2022**

**RESOLUTION AUTHORIZING INVESTMENT OF  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
MONIES IN LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Chapter 730 of the Statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Livermore Amador Valley Transit Authority does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purposes of investment as stated therein as in the best interests of the Livermore Amador Valley Transit Authority ;

THEREFORE, BE IT RESOLVED that the Board of Directors does hereby authorize the deposit and withdrawal of Livermore Amador Valley Transit Authority monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein;

BE IT FURTHER RESOLVED that the following Livermore Amador Valley Transit Authority officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

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Christin Wegener  
Executive Director

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Tamara Edwards  
Director of Finance

PASSED AND ADOPTED by the Board of Directors of the Livermore Amador Valley Transit Authority of the State of California on the 5th day of December 2022.

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David Haubert, Board Chair

ATTEST:

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Michael Conneran, Legal Counsel



# **AGENDA**

## **ITEM 7**

## STAFF REPORT

SUBJECT: Adoption of a Resolution Establishing an Unfunded Liability Management Policy

FROM: Tamara Edwards, Director of Finance

DATE: December 5, 2022

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### Action Required

Staff requests that the Board of Directors adopt resolution 45-2022 adopting an Unfunded Accrued Liability Management Policy.

### Background

The Authority currently has a contract with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for all full-time miscellaneous employees. As part of the contract, the Authority is obligated to pay any unfunded accrued liability (UAL). This is the amount by which CalPERS is short of the amount that will be necessary, without further payments from the Authority, to pay benefits already earned by current and former employees covered by CalPERS (collectively, the “UAL Obligation”).

### Discussion

Each year, the possibility exists that CalPERS will accrue new pension liabilities due several factors, including:

- Changes in actuarial assumptions and experience changes (e.g., changes in the discount rate, changes in demographic experience, etc.).
- Changes in actuarial gains and losses due to asset returns being higher or lower than expected.
- Changes in plan benefits.

On June 30 of each year, CALPERS completes a new actuarial valuation that will provide the Authority with a calculation of the Authority’s total pension liability as of the new valuation date. Based on that annual valuation report, the Authority will then know whether it has developed any new UAL at that point in time.

In an effort to ensure that any future pension liabilities do not grow to unmanageable levels, staff has developed a proposed Unfunded Accrued Liability Management Policy (the “UAL Management Policy”) for Board consideration. If approved, the UAL Management Policy would require that any new increase or decrease in the liability resulting from the annual CalPERS actuarial valuation be explicitly identified each year during the budget cycle, and

that the Authority consider making discretionary contributions with Authority resources (or other legally available resources), with the objectives of increasing each of the Pension Plan's funded status, by reducing the unfunded actuarially accrued liability, and reducing ongoing pension costs.

The UAL Management Policy will also provide guidance in making annual budget decisions, demonstrate prudent financial management practices, help create fiscally sustainable budgets for pensions in future years, and help reassure bond rating agencies and investors that the Authority is being proactive in the management of its fiscal affairs.

**Recommendation**

Staff recommends that the Board of Directors adopt Resolution 45-2022 establishing a UAL Pension Management Policy.

Attachments:

1. UAL Management Policy
2. Resolution 45-2022 of the Board of Directors of the Livermore Amador Valley Transit Adopting an Unfunded Accrued Liability Pension Policy.

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

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**UNFUNDED ACCRUED LIABILITY  
PENSION MANAGEMENT POLICY**

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**Livermore-Amador Valley Transit Authority**

**Adopted by the Board of Directors of the  
Livermore-Amador Valley Transit Authority**

**Pursuant to Resolution No.**

**MM DD YYYY**

# **LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY**

## **UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY**

### **Section 1. Purpose**

The purpose of this Unfunded Accrued Liability Pension Management Policy (the “Policy”) is to strategically address the existing and any future unfunded accrued liability (the “UAL”) associated with the Livermore-Amador Valley Transit Authority’s (the “Authority”) California Public Employees’ Retirement System (CalPERS) pension plans (the “Pension Plans”). This Policy also addresses some of the principal elements and core parameters central to the policy objectives discussed in this Policy. In the development of this Policy, the Authority strives to reduce its UAL and the associated financing costs in the most cost-efficient and fiscally responsible manner possible.

The Authority is committed to fiscal sustainability by employing long-term financial planning efforts, maintaining appropriate reserve levels, and employing prudent practices in governance, management, budget administration, and financial reporting. This Policy is intended to make all relevant information readily available to decision-makers and the public to improve the quality of decisions, identify policy goals, and to demonstrate a commitment to long-term financial planning. Adherence to this Policy signals to rating agencies and capital markets that the Authority is well managed and able to meet its obligations in a timely manner.

The Policy is intended to reflect a reasonable and conservative approach to managing the UAL costs associated with the Pension Plans. This Policy recognizes that the Pension Plans are subject to market volatility and that actual economic and demographic experience of the plans will differ from the actuarial assumptions. Accordingly, it is intended to allow for adaptive responses to changing circumstances, providing flexibility to address such volatility in a financially sound manner. As such, the Authority is required to continually monitor its Pension Plans and the corresponding UAL.

### **Section 2. Policy Goals and Objectives**

The overarching goals and objectives of this Policy are as follows:

- Establish, attain, and maintain targeted pension plan funding levels
- Provide sufficient assets to permit the payment of all benefits under the Pension Plans
- Seek to manage and control future contribution volatility to the extent reasonably possible
- Strive to make Annual Discretionary Payments to accelerate UAL pay-down, reduce interest costs, and stabilize future payments
- Maintain the Authority’s sound financial position and creditworthiness
- Provide guidance in making annual budget decisions
- Create sustainable and fiscally sound future budgets
- Demonstrate prudent financial management practices
- Ensure that pension funding decisions protect both current and future stakeholders
- Create transparency as to how and why the Pensions Plans are funded

**LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY**  
**UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY**

**Section 3. Background and Discussion**

*In General.* Each Pension Plan is a multiple-employer defined benefit pension plan administered by the California Public Employee Retirement System (“CalPERS”). All full-time and certain part-time Authority employees are eligible to participate in the CalPERS retirement and disability benefits, annual cost of living adjustments and death benefits offered to plan members and their beneficiaries. CalPERS acts as a common investment and administrative agent for participating public entities within the State of California. Benefit provisions and all other requirements are established by state statute.

The financial objective of a defined benefit pension plan is to fund the long-term cost of benefits provided to the plan participants. In order to assure its financial soundness and sustainability, the plan should accumulate adequate resources in a systematic and disciplined manner to ensure sufficient resources are available to meet employee benefit requirements. This Policy outlines the practices the Authority will utilize to address its actuarially determined contributions to fund the long-term cost of benefits to the Pension Plan participants and annuitants.

*Pension Costs and Liabilities.* In order to fund its employees’ pension benefits, the Authority is required to make contributions (a portion of which may come from the employees) to CalPERS. CalPERS then invests these contributions to generate returns to help fund the pension benefits. The regular required contributions, known as the “normal cost,” are calculated as a percent of salaries and represent the annual cost of service accrual for the upcoming fiscal year for active employees. If, for any reason, the actual Pension Plan experience and investment performance fall short of the actuarial assumptions, the Pension Plan can become underfunded (i.e., the Pension Plan’s Normal Accrued Liability exceeds the Plan’s market value of assets). This shortfall is known as the Unfunded Accrued Liability (the “UAL”) and usually has to be covered by the Authority through a series of UAL Payments, which are above and beyond the “normal cost” contributions. The UAL Payments are calculated in total dollar amounts, not as a percent of salaries.

The UAL can be caused by multiple factors, including but not limited to, changes to CalPERS’ actuarial amortization policy, retroactive pension benefit enhancements, investment underperformance, actuarial assumption changes, demographic factors, and discount rate reductions.

*UAL is Debt.* The UAL balance at any given point in time is a debt of the Authority owed to CalPERS which is amortized over a set period of time with interest accruing at the then current CalPERS discount rate (the “Discount Rate”). However, this debt can be prepaid at any time without penalties. Recognizing the UAL as debt helps the Authority identify proper steps to address it and minimize the associated financing costs.

*Ongoing CalPERS Practices.* Every year CalPERS prepares updated actuarial valuation reports for each of the Authority’s Pension Plans wherein it calculates the Authority’s total pension liability as of the end of the prior fiscal year (each a “Valuation Report”). If the investment performance during that fiscal year was different from the Discount Rate, or if CalPERS made any changes to its actuarial assumptions, or if the actual demographic or compensation experience within the Pension Plans was different from the actuarial assumptions, new line items, or UAL amortization “bases,” may be added to the plan and result in a change to the UAL balance. Such UAL amortization bases may be positive (indicating funding shortfall for the Pension Plans) or negative (indicating funding surplus for the Pension Plans). Since CalPERS can add new

# LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY

## UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY

UAL amortization bases every year, the Pension Plans must be monitored annually and managed continually – there is no one-time solution.

CalPERS has adopted the UAL amortization methods that were meant to help public agencies “ease into” paying for the UAL increases. New UAL amortization bases are implemented incrementally, with a five-year ramp-up period, and at times include additional small increases in each of the subsequent years. The ramp-up period, while reducing the cash flow impact in the near term, increases the overall UAL repayment costs for the Authority by delaying repayment. Since the UAL balances accrue interest at the rate that is equal to the then current Discount Rate, the delayed payments prior to the commencement of the amortization and the reduced payments during the ramp-up period that do not fully cover the interest costs result in negative amortization, causing further increases to the UAL balance. To help reduce the overall costs of the UAL repayment, this Policy encourages level annual payments (i.e., no ramp-up) whenever possible.

### Section 4. Policy

**A. Funding Level Objective.** It is the Authority’s policy to strive to achieve and maintain a Pension “Funded Ratio” (being the ratio by which the Market Value of Assets—as set forth in the most recently published Valuation Report—exceeds the Entry Age Normal Accrued Liability or “EANAL”—as set forth in the most recently published Valuation Report) for each Pension Plan of 83%, *but never dropping below 75%* (the “Funding Level Objective”).

#### **Funding Level Objective = 83%**

Achieving and maintaining the 83% Funding Level Objective ensures that the ongoing contributions of the Authority and its employees, and therefore the taxpayer funds, are properly and adequately funding the retirement benefits of retirees and today’s workers. This concept is commonly referred to as the intergenerational equity. Falling short of this funded level forces future Board of Directors to pay the costs of the poor planning and execution of today’s Pension Plans. The reason for a Funding Level Objective of 83% rather than 100% is to allow some cushion for the possibility that good investment returns by CalPERS in a given year might push the Funded Ratio of a Pension Plan above 100% (commonly referred to as “superfunded status”), which means that the Authority and its employees had contributed into the Pension Plan more than was necessary. Thus, while the Authority remains committed to maintaining a 100% funded level, it shall manage the 17% differential (i.e., the difference between 83% and 100%) through its own investment process by creating the “Pension Rate Stabilization Fund” discussed herein.

**Guidance:** To achieve the Funding Level Objective, this Policy provides the following guidance:

1. **Pre-Pay the Entire Annual UAL Payment by July 31<sup>st</sup> of each year.** On or before July 1st of each year, the Authority receives its annual CalPERS UAL invoice. The Authority has two payments options. The invoice can (1) be paid in equal monthly increments or (2) be fully pre-paid at the beginning of the fiscal year by July 31st. By prepaying the entire invoice amount due by July 31st, the Authority can concurrently save approximately 3.3% compared to making the monthly payments. As such, every effort should be made to pre-pay the UAL payment upon receipt of the annual invoice.

**LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY**  
**UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY**

2. **Pre-Pay UAL from Reserves, One-Time Revenues and Fund Surpluses.** Reserves (often invested in LAIF) regularly do not earn returns that can offset the interest rate that CalPERS charges on the outstanding UAL balance. Supplemental contributions into the Pension Plans from available reserves, one-time revenues and fund surpluses can generate substantial long-term net savings. Each supplemental contribution, referred to by CalPERS as an Additional Discretionary Payment (ADP), reduces the UAL balance, the Annual Required Contributions (ARC) for future years, and the total interest costs associated with the UAL. CalPERS does not apply any prepayment penalties to ADPs. Therefore, during each budget cycle, the Authority staff shall review all available reserves, one-time revenues and fund surpluses to determine whether any such funds could be used to make an ADP to pay down the UAL, keeping in mind operational and capital budgetary constraints while maintaining adequate reserves and balancing the fiscal soundness of eliminating the high-interest UAL debt. ADPs should not adversely affect the general operations and fiscal soundness of the Authority.

3. **Capital Financing.** When considering capital projects, staff regularly reviews and plans for reserving capital to cash fund current and future projects. When considering how to pay for current and future capital projects, staff should review the current tax-exempt market to assess if it would be more cost effective to borrow at tax-exempt rates to pay for the capital projects and redirect the reserved funding (and/or such other appropriate funds of the Authority) to make ADPs to CalPERS.

If there are projected cost savings by using this method, and a capital financing strategy is to be implemented, the Board of Directors would need to approve of the ADPs being paid to CalPERS prior to the financing to ensure that the annual savings generated by implementing the strategy are applied to UAL paydowns.

4. **Utilize Savings Achieved from Refunding Outstanding Non-Pension Related Debt to Pre-Pay UAL.** During each budget cycle, staff should review all outstanding long-term non-pension related debt of the Authority to determine whether a refunding of such debt might result in net present value (NPV) savings of greater than 3%, and if so, consider a structure and strategy that frontloads the savings from such debt refunding, which can then be used to pay down the UAL. This strategy should only be used if the interest rates on the currently outstanding debt is sufficiently below the then-current Discount Rate to ensure that overall NPV savings of greater than 3% are achieved by the Authority.
5. **Sources of Revenue.** All fees, rates and charges should incorporate full allocation of pension costs for employees providing associated services. While some funds cannot contribute more than their fair share (i.e., enterprise funds), they should not contribute less than their fair share. Staff shall review allocation of labor costs to proprietary and other funds to ensure full reimbursement of the pension cost burden. Staff shall provide, or cause to be provided, consistent and well-documented methodology for pension cost allocation to all funds.
6. **Pension Obligation Financing.** The Authority shall consider issuing taxable municipal debt obligations (generically hereafter referred to as “Pension Obligations”) to refinance the UAL, in part or in whole, if such bond obligations are expected to produce minimum cash flow savings of at least 5%, taking into account all debt service and costs of issuance associated with such



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bond obligations, in comparison to CalPERS' respective UAL amortization schedule and the then-current Discount Rate.

Pension Obligations shall not utilize swaps or derivatives of any kind and should be structured with reasonable and flexible call provisions (with a maximum of 10-year call provision). Pension Obligations shall be used only to prepay the UAL liabilities, and shall not be used to finance normal cost payments. The issuance of Pension Obligations must be voted upon and approved by the Board of Directors.

7. **Annual Review of the CalPERS Actuarial Valuation Reports and Associated Tasks.** The Authority staff shall review or cause to be reviewed the annual CalPERS actuarial valuation reports within 30 days of their release by CalPERS, which usually takes place during the month of August. The review should focus on identifying the annual changes to each of the Pension Plans UAL, and quantifying the associated cost implications and the corresponding impact on the Funded Ratio. Staff should annually reach out to the Authority's CalPERS actuary to request a calculation of flat payments (rather than ramp-up payments) for all outstanding and new UAL amortization bases. In making ADPs, the Authority staff shall determine or cause to be determined the optimal application of the ADPs to the outstanding UAL amortization bases to achieve the Funding Level Objective as well as desired budgetary outcomes.
8. **ADPs Shared Between All Benefiting Authority Funds.** Whenever an ADP is made, the Authority will endeavor to ensure that all benefitting funds (the "Benefiting Funds") contribute their fair share in accordance with the Authority's allocation method of charging off its pension costs for each Authority fund.

**B. Establishment and Operation of a Pension Rate Stabilization Fund.**

1. **Establishment of a Pension Rate Stabilization Fund.** The Authority shall establish a Pension Rate Stabilization Fund, either self-managed or a Section 115 trust fund managed by a third-party investment manager (the "Investment Manager").

A 115 trust is a vehicle for segregating agency funds from general assets for the purpose of funding essential governmental functions. For example, a 115 trust can be used to set aside monies to meet future pension contributions or liabilities. Funds placed in a 115 trust are irrevocably committed for the essential government function(s) specified in the applicable trust agreement (e.g., pension obligations). Therefore, the monies held in such trusts can be invested in accordance with the rules governing such special purpose accounts. For example, 115 trust funds dedicated to satisfy pension obligations can be invested in the same manner as funds in a typical pension fund rather than as part of the Authority's general fund. Thus, by setting aside funds in a 115 trust, agencies can potentially earn a higher rate of return on monies set aside for future pension obligations.

The Pension Rate Stabilization Fund will receive Sequestered Savings (defined below) and Sequestered Surplus (defined below) as well as any other funds deposited into it at the discretion of the Board of Directors, based on recommendations made by the Authority staff during the annual budget process. Funds in the Pension Rate Stabilization Fund should only be used to

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manage the Authority's pension benefits costs to maintain each of the Pension Plans at the Funding Level Objective in accordance with the goals and objectives set forth in this Policy.

2. **Funding the Pension Rate Stabilization Fund.**

(a) Sequestered Savings. Upon the issuance of each series of Pension Obligations, for each of the next [ten (10)] consecutive years (or such other period of years as deemed appropriate by the Board of Directors at the time of any subsequent issuances of Pension Obligations) following such issuance, a fixed dollar amount equal to [50%] (or such other percentage as deemed appropriate by the Board of Directors at the time of any subsequent issuances of Pension Obligations) of the "Total Sequestered Savings" (as calculated in the manner set forth below) achieved by issuing Pension Obligations (the "Annual Sequestered Savings Savings"), shall be transferred from the Benefiting Funds (as established in section A8 above) and deposited into the Pension Rate Stabilization Fund until such time that the Pension Rate Stabilization Fund reaches the Pension Rate Stabilization Fund Maximum (as outlined in section B3 below), and thereafter all Sequestered Savings will be directed to a "Pension Obligation Prepayment Fund" which will be established and maintained by the Authority for the purpose of prepaying any outstanding Pension Obligations.

$$\text{Total Sequestered Savings} = \text{UALDS} - \text{DS}$$

$$\text{Annual Sequestered Savings} = \text{SSP} \times \left( \frac{\text{UALDS} - \text{DS}}{Y} \right)$$

SSP = Sequestered Savings Percentage

UALDS = Scheduled UAL debt service being paid off by the Pension Obligations

DS = Total principal amount of Debt Service on the Pension Obligations

Y = Number of years to pay back Sequestered Savings

**Example of Annual Sequestered Savings Calculation**

A \$5M Pension Obligation was issued in 2022 for the purpose of prepaying UAL. The total UAL debt service (UALDS) paid off with the Pension Obligation was \$8,000,000 and the total debt service (DS) on the Pension Obligation is \$7,000,000. The Authority elected to sequester 50% of the total savings over a 10-year period (Y), which in this example results in an Annual Sequestered Savings of \$50,000.

$$\begin{aligned} \text{Annual Seq. Savings} &= 0.5 \times \left( \frac{8,000,000 - 7,000,000}{10} \right) \\ &= \$50,000 \end{aligned}$$

**LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY**  
**UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY**

(b) Sequestered Surplus. Each Fiscal Year during the Authority's normal budget adoption process, beginning with the 202\_-2\_ Fiscal year budget, and for each of the following 9 years, a percent between 0% and 10% of any available surplus from the prior Fiscal Year (the "Sequestered Surplus") shall be set aside, transferred and deposited into the Pension Rate Stabilization Fund.

3. Operation of the Pension Rate Stabilization Fund. Sequestered Surplus and Sequestered Savings (and any other amounts contributed by the Authority) shall be deposited in the Pension Rate Stabilization Fund and used solely for the purpose of making ADP's (and Normal Cost payments during a Fiscal Hardship, and/or to the extent the amount therein exceeds the Pension Rate Stabilization Fund Maximum, as described below) to CalPERS for the purpose of achieving and maintaining Funding Level Objective.

With the goal of achieving and maintaining the Funding Level Objective, each year during the budget cycle, Authority staff shall calculate, or cause to be calculated, the upcoming Fiscal Year's estimated Funded Ratio by taking into account the most recent Valuation Report's statement of Funded Ratio and adjusting for the estimated UAL amortization base that will be either added or subtracted due to the prior Fiscal Year's investment result of either exceeding or falling short of the then current Discount Rate for that Fiscal Year (the "Estimated Funded Ratio"). If the Estimated Funded Ratio is estimated to be less than the Funding Level Objective, to the extent funds are available in the Pension Rate Stabilization Fund, the appropriate member of staff shall either make, or shall direct the Investment Manager to make, an ADP to CalPERS in the amount necessary to bring the Funded Ratio back up to the Funding Level Objective. Additionally, if sufficient funds are available in the Pension Rate Stabilization Fund, staff shall assess whether to fully amortize any new UAL amortization bases in order to reduce the long-term interest costs associated with the "ramping" procedures used by CalPERS.

Moneys in the Pension Rate Stabilization Fund shall not be used for normal costs until such time as the amount therein, when combined with the Market Value of Assets (as set forth in the most recently published Valuation Report) exceeds the Entry Age Normal Accrued Liability (as set forth in the most recently published Valuation Report) by 110% (the "Pension Rate Stabilization Fund Maximum"). To the extent monies in the Pension Rate Stabilization Fund on June 31st exceed the Pension Rate Stabilization Fund Maximum (after consideration has been given to the amounts therein required to be paid to CalPERS for the ensuing Fiscal Year to maintain the Estimated Funded Ratio at or above the Funding Level Objective), any accrued surplus over 110% may be used to offset the Authority's Normal Cost payment made to CalPERS in such Fiscal Year, and any Sequestered Savings will be directed to the Bond Call Fund.

4. Fiscal Hardship. In the event of a Fiscal Hardship (as defined below), transfers of Sequestered Savings may be abated and/or the Pension Rate Stabilization Fund may be utilized for either normal or UAL costs until the Fiscal Hardship is no longer in effect.

"Fiscal Hardship" means an economic hardship, or other unanticipated fiscal emergency, that has been declared by resolution of the Board of Directors.

**LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY**  
**UNFUNDED ACCRUED LIABILITY PENSION MANAGEMENT POLICY**

**C. Transparency and Reporting.** Funding of the Pension Plans should be transparent to all stakeholders, including plan participants, annuitants, the Board of Directors, and Authority residents. To achieve this Policy objective, copies of the annual actuarial valuation reports for each Pension Plan shall be made available to the Board of Directors, and shall be posted on the Authority's website. The Authority's audited financial statements shall also be posted on the Authority's because they include, among other things, information on the Authority's current and future annual Pension Plan contributions as well as the funded status of each Pension Plan.

**D. Annual Budget to Contain Policy Directed Information.** The Authority's annual operating budget shall consider the items specified in this Policy for inclusion in each such annual budget.

**E. Review of Policy.** Funding a defined benefit pension plan requires a long-term horizon planning approach. This Policy is intended to provide general objectives and guidelines, which will require periodic review to consider changes in the Authority's financial position and Pension Plan funded status over time. As such, Authority staff will review the policy for implementation of new best practices and will provide to Board of Directors for adoption on an as needed basis, not to exceed 5 years.

**RESOLUTION NO. 45-2022**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
ADOPTING AN UNFUNDED ACCRUED LIABILITY PENSION  
MANAGEMENT POLICY**

**WHEREAS**, at the December 5, 2022 Board of Director's meeting the Board elected to establish an Unfunded Accrued Liability Pension Management Policy; and

**WHEREAS**, LAVTA desires to have a policy to establish, attain, and maintain targeted pension plan funding levels; and

**WHEREAS**, LAVTA seeks to manage and control future contribution volatility to the extent reasonably possible; and

**WHEREAS**, LAVTA wishes to demonstrate prudent financial management practices; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority that the Unfunded Accrued Liability Pension Management Policy be adopted.

**PASSED AND ADOPTED** this 5<sup>th</sup> day of December 2022.

BY \_\_\_\_\_  
David Haubert, Chair

ATTEST \_\_\_\_\_  
Christy Wegener, Executive Director

## **AGENDA**

### **ITEM 8**

## STAFF REPORT

SUBJECT: Funding Agreement with the City of Pleasanton for ADA Transportation Services

FROM: Christy Wegener, Executive Director

DATE: December 5, 2022

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### **Action Requested**

Staff requests the Board of Directors approve Resolution 46-2022 allowing the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of Pleasanton to relinquish their TDA 4.5 funds and a percentage of the ACTC Measure BB funds and to complete the transfer of ADA transportation services from Pleasanton to LAVTA.

### **Background**

In 2017, LAVTA and the Pleasanton Paratransit Program (Pleasanton Rides) engaged Nelson Nygaard, an industry leader in transportation planning, to explore the effectiveness of the current organization, management, and delivery of paratransit services in the Tri-Valley and prepare recommendations for service improvements. The City Paratransit services provided transportation for seniors and people with disabilities residing in Pleasanton. While LAVTA provided services to people with disabilities in Pleasanton, Dublin and Livermore. Therefore, both LAVTA and Pleasanton Rides provided paratransit services to Pleasanton residents.

Nelson Nygaard provided a comprehensive study of paratransit services called Mobility Forward: Tri-Valley Paratransit Study. The goals of the study were to continue to meet paratransit needs of Tri-Valley residents; identify opportunities for greater partnership and efficiencies between the City and LAVTA; and/or identify opportunities for consolidation or re-organization of paratransit services in the Tri-Valley. The study evaluated current service delivery and determined how to best meet residents need. A final report of the study was adopted by the Board in 2019.

This staff report addresses one of the four final report recommendations – Transfer Americans with Disability Act (ADA) services from the City to LAVTA. disabilities with a sub-recommendation to operate Pleasanton Rides as a senior transportation service for older adults, utilizing a contractor instead of City staff.

Currently, the City of Pleasanton receives transportation funding from MBB and MTC TDA 4.5 funds for both paratransit (senior riders) and ADA services.

### Discussion

LAVTA provides ADA transportation services to approximately 316 Pleasanton residents, resulting in roughly 4,802 annual trips. This number is expected to increase over the next few years, rising to 8,239 annual trips in 2024. LAVTA estimates the cost to provide ADA service to Pleasanton residents to be approximately \$330,000 in fiscal year 2022/23, \$412,000 in fiscal year 2023/24, and \$471,000 in fiscal year 2024/25.

In consideration of an equitable revenue sharing option, Nelson Nygaard developed different funding options for the City and LAVTA to consider. Options provided all Pleasanton MTC TDA 4.5 funds and a portion of MBB funds to LAVTA. The suggested revenue sharing arrangement was based upon retaining the Pleasanton Rides program without impact to the general fund, maintaining an adequate MBB reserve fund balance to purchase program vehicles, and providing some City transportation specific funds to LAVTA. City staff evaluated all financial options and proposed a revenue sharing arrangement where LAVTA would receive all the City's MTC TDA 4.5 monies and an increasing share (25% up to 35%) of the City's Measure BB monies.

### Fiscal Impact

<b>Estimated Pleasanton Rides Available Funds (prior to revenue sharing)</b>			
	<b>FY 23</b>	<b>FY 24</b>	<b>FY 25</b>
Measure BB	\$542,000	\$569,100	\$597,500
MTC TDA 4.5	\$105,000	\$110,200	\$115,700
<b>Total Available</b>	<b>\$647,000</b>	<b>\$679,300</b>	<b>\$713,300</b>
<b>Estimated Costs for LAVTA</b>			
LAVTA cost to transport Pleasanton ADA residents	\$330,400	\$412,339	\$471,715
Pleasanton revenue share with LAVTA	\$120,250 (50% MTC TDA 4.5 + 12.5% MBB) (prorated six months)	\$280,980 (100% MTC TDA 4.5 + 30% MBB)	\$324,907 (100% MTC TDA 4.5 + 35% MBB)
<b>Total LAVTA Obligation</b>	<b>(\$210,150)</b>	<b>(\$131,359)</b>	<b>(\$146,808)</b>
<b>Estimated Totals for Pleasanton Rides</b>			
Expense	\$454,000	\$476,000	\$515,000
Revenue	\$526,750 (50% MTC TDA 4.5 + 87.5% MBB) (six months)	\$398,370 (0% MTC TDA 4.5 + 70% MBB)	\$388,411 (0% MTC TDA 4.5 + 65% MBB)

The City of Pleasanton will share the transportation-specific funds with LAVTA:



Fiscal Year 2022/23 (half of a year) – 50% of City MTC TDA 4.5 and 12.5% of MBB funds (12.5% is based upon a full year at 25%) - **\$120,250**

Fiscal Year 2023/24 - 100% of City MTC TDA 4.5 and 30% of MBB funds - **\$280,980**

Fiscal Year 2024/25 - 100% of City MTC TDA 4.5 and 35% of MBB funds - **\$\$324,907**

The City and LAVTA staff have drafted a MOU (attached) with the proposed end date of June 2025 to allow both the City and LAVTA to assess ridership and cost trends and adjust future MBB funding as needed. MBB funds have historically increased year-to-year but, the increase varies. A more accurate revenue sharing discussion is recommended towards the end of this MOU term.

### **Recommendation**

Staff recommends that the Board of Directors approve Resolution 46-2022 allowing the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of Pleasanton to relinquish their TDA 4.5 funds and a percentage of the ACTC Measure BB funds and to complete the transfer of ADA transportation services from Pleasanton to LAVTA.

### **Attachments:**

1. Resolution 46-2022
2. Draft Memorandum of Understanding

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

**RESOLUTION 46-2022**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER IN AN MOU WITH THE  
CITY OF PLEASANTON TO RECEIVE FUNDING FOR ADA PARATRANSIT  
SERVICES FOR PLEASANTON RESIDENTS**

WHEREAS, in 2017 the City of Pleasanton and LAVTA entered into a study to determine the best manor to provide service to mutual customers; and

WHEREAS, the final report from the study was adopted by both the LAVTA Board of Directors and Pleasanton's City Council in 2019; and

WHEREAS, the study found that LAVTA and the City of Pleasanton have provided duplicate American with Disabilities Act (ADA) services; and

WHEREAS, one of the recommendations of the study was to transfer ADA services from the City of Pleasanton to LAVTA; and

WHEREAS, the City of Pleasanton wishes to implement this recommendation and to share the costs of current and future Pleasanton ADA trips;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority to accept the funding for the services from the City of Pleasanton; and

BE IT FURTHER RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority to authorize the Executive Director to enter into an MOU with the City of Pleasanton, in a form approved by Legal Counsel; and

PASSED AND ADOPTED this 5th day of December 2022.

---

David Haubert, Chair

Attest:

---

Christy Wegener, Executive Director

**MEMORANDUM OF UNDERSTANDING BETWEEN  
THE CITY OF PLEASANTON AND THE  
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY  
TO RELINQUISH METROPOLITAN TRANSPORTATION COMMISSION –  
TRANSPORTATION DEVELOPMENT ACT 4.5 FUNDS AND TO ALLOCATE AN  
ANNUAL PERCENTAGE OF CITY OF PLEASANTON ALAMEDA  
TRANSPORTATION COMMISSION – MEASURE BB FUNDS IN ORDER TO  
TRANSFER THE OPERATION OF ADA TRANSPORTATION SERVICES FROM  
PLEASANTON TO LAVTA**

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) is entered into between the CITY OF PLEASANTON, a municipal corporation ("City"), and the Livermore-Amador Valley Transit Authority (“LAVTA”), each also individually referred to as "Party" and collectively referred to as the "Parties".

*RECITALS*

WHEREAS, City is dedicated to providing efficient and responsive senior citizen transportation for Pleasanton residents 70 and older through the Pleasanton Rides Program; and

WHEREAS, LAVTA provides equal access to a variety of safe, affordable and reliable public transportation choices, increasing the mobility and improving the quality of life of those who use their services; and

WHEREAS, LAVTA is the local mandated Americans with Disability Act (ADA) transportation provider; and

WHEREAS, City has provided duplicative ADA transportation services for Pleasanton residents and will no longer provide said services; and

WHEREAS, City agrees to relinquish its Metropolitan Transportation Commission – Transportation Development Act 4.5 funds for LAVTA to claim, and City agrees to provide a percentage of its Alameda Transportation Commission – Measure BB funds as described below; and

WHEREAS, LAVTA agrees to take over the operation of all ADA transportation services for Pleasanton residents; and

**NOW, THEREFORE**, the Parties agree as follows:

**1. Cost sharing to off-set current and future Pleasanton ADA certified trips.** City will provide LAVTA with the following funding allocation:

- a. City will relinquish its annual Metropolitan Transportation Commission – Transportation Development Act 4.5 fund allocation. LAVTA will need to request said funds to be directly allocated to LAVTA. For Fiscal Year 2022/23 City will relinquish 50% of its allocation, reflecting a January 1, 2023 effective date.
- b. City will complete an annual fund transfer, during the month of June, of its Alameda County Transportation Commission – Measure BB funds.
- c. City Measure BB fund allocations to be transferred with the following percentages:
  - i. Fiscal Year 2022/23 (half year allocation, January 1 to June 30) – 25%
  - ii. Fiscal Year 2023/24 – 30%
  - iii. Fiscal Year 2024/25 – 35%

2. **Requirements.** LAVTA must transport all Pleasanton residents that qualify for transportation services under the Americans with Disability Act. Said transportation services must start January 1, 2023 and continue through June 30, 2025. To secure these funds LAVTA must:

- a. Apply to the Metropolitan Transportation Commission to acquire the City of Pleasanton relinquished allocation of MTC TDA 4.5 funds.
- b. Invoice the City for the LAVTA portion of Measure BB funds. Invoices must be submitted by May 30 of each year, up to and including May 30, 2025. Invoice amount must equal the amount described in Section 1.c. City will pay invoice within 30 days or receipt of invoice. LAVTA shall send invoice to:

City of Pleasanton  
123 Main Street  
Pleasanton, CA 94566  
Attn: Finance Department

3. **Term.** The term of this MOU begins on the date of the last signature below and ends June 30, 2025.

4. **Amendment.** This MOU may only be amended in writing and signed by both Parties.

5. **Notice.** Any notice required to be given by this MOU will be sufficient if hand delivered mailed or sent prepaid by commercial overnight delivery services as follows or to such other addresses as the affected Parties will specify in writing.

**To City:**

City of Pleasanton  
123 Main Street  
Pleasanton, CA 94566

Attn: City Manager    Attn: Interim Executive Director & Director of Finance

**To District:**

Livermore-Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

6. **Electronic Signatures.** This MOU may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), California Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

**CITY OF PLEASANTON**

**LIVERMORE-AMADOR VALLEY TRANSIT  
AUTHORITY**

\_\_\_\_\_  
Gerry Beaudin, City Manager

\_\_\_\_\_  
Christy Wegener, Executive Director

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

**ATTEST:**

\_\_\_\_\_  
Jocelyn Kwong, City Clerk

\_\_\_\_\_  
Jennifer Suda, Executive Assistant

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Daniel G. Sodergren, City Attorney

## **AGENDA**

### **ITEM 9**

## **EXECUTIVE DIRECTOR'S REPORT**

**December 2022**

### **Ridership**

Through the first four weeks of November, our average weekday ridership was approximately 3,985, which is just over 33 percent higher than a year ago. Weekday ridership in November 2019 was approximately 6,400, so we are still about 38 percent below pre-COVID numbers on weekdays. Our weekend ridership continues to recover at a faster rate than weekdays, with November 2022 weekend ridership only 24 percent below pre-COVID numbers.

### **Dublin Parking Garage**

Staff is working with the State to move funds that were remaining from the Hub Study, to the parking lot construction portion of the grant. The reallocation of \$187,000 is expected to go to the CalSTA Board in January.

### **Hacienda Business Park Shelters**

Hacienda had a slow down in the project when their original contractor left. However, a new contractor has been hired and the project is moving forward.

### **SAV Update**

With the vehicles anticipated to be used for Phase 2 not being available for another two years, staff has identified a potential Phase 1.5 interim solution to test more advanced autonomous vehicles, serve an expanded route to connect more passengers, and evaluate service demand. May Mobility is a technology company that offers a unique, turnkey operation designed to complement existing transit networks. So far, it's been the only provider found with full operations and maintenance support for faster vehicles that can operate at 25 MPH, and successful deployments on public roadways in mixed traffic. Staff is currently working with LAVTA legal counsel on contract terms and will bring the item to the special board meeting in December.

Meanwhile, the other work planned for Phase 2, namely the system engineering work with WSP and the mobility hub design with Kimley-Horn, is now underway.

### **Attachments:**

1. Board Statistics October 2022
2. FY23 Upcoming Items

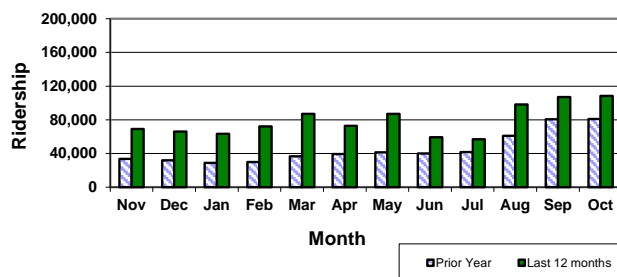
# Monthly Summary Statistics for Wheels

October 2022

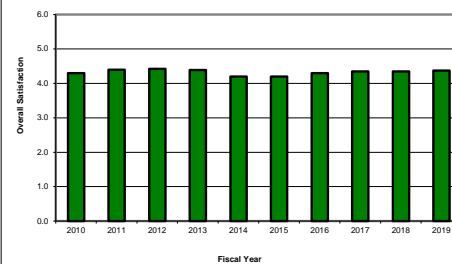
## FIXED ROUTE

	October 2022			% change from one year ago		
Total Ridership FY 2022 To Date	370,621			40.2%		
Total Ridership For Month	108,347			33.7%		
Fully Allocated Cost per Passenger	\$10.94			-13.3%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	4,563	1,356	1,150	34.4%	22.4%	37.1%
Passengers Per Hour	13.3	9.1	7.7	12.5%	21.1%	34.5%
	October 2022			% change from last month		
On Time Performance	87.4%			-1.8%		

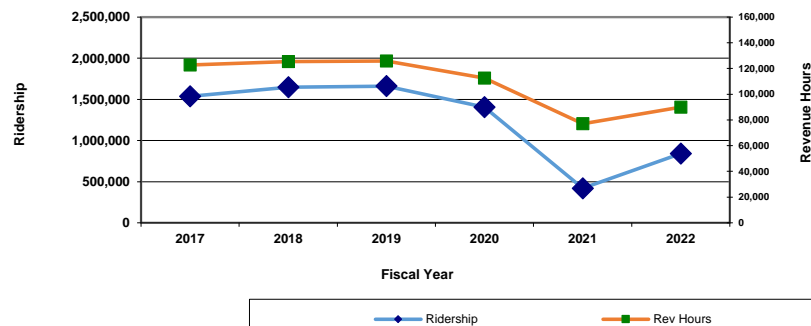
Monthly Unlinked Boardings  
Last 24 Months



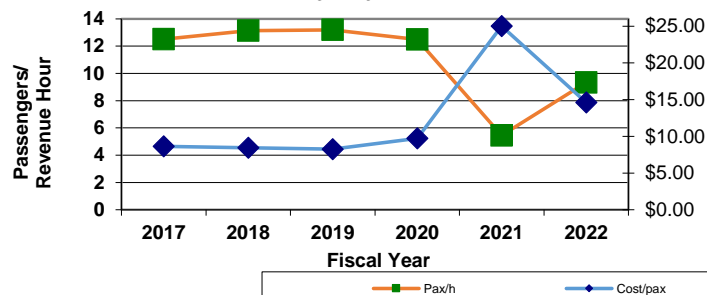
Historical Customer Service Survey  
Results



Annual Unlinked Boardings and Revenue Hours  
FY2017-2022



Full Cost Per Passenger and Passenger Per Hour  
FY2017-2022





## Monthly Summary Statistics for Wheels

October 2022

### PARATRANSIT

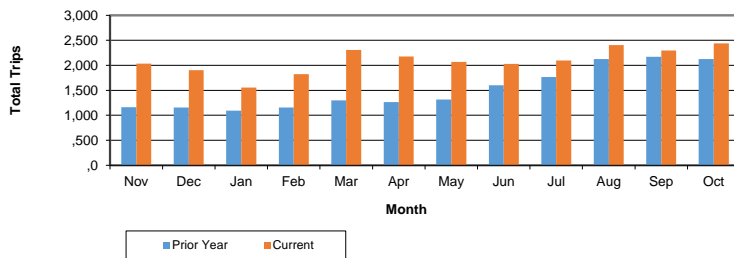
General Statistics	October 2022	% Change from last year	Year to Date
Total Monthly Passengers	2,439	14.7%	9,240
Average Passengers Per Hour	2.26	35.3%	2.12
On Time Performance	79.5%	-17.4%	88.2%
Cost per Trip	\$51.64	-1.8%	\$55.00
Number of Paratransit Assessments	0	n/a	0
Avg. wait time for calls (in minutes)	0:02:36	n/a	nk you

*\*There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application*

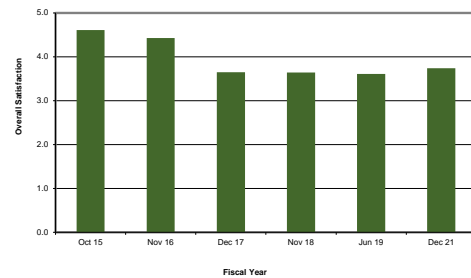
*and doctor's verification until the in-person assessments can be resumed.*

Missed Services Summary	October 2022	Year to Date
1st Sanction - Phone Call	0	0
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

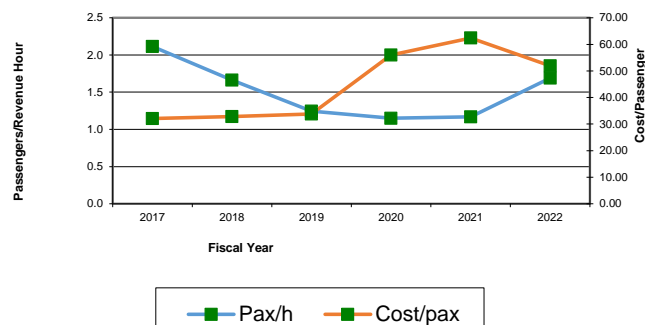
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour  
FY2017-2022

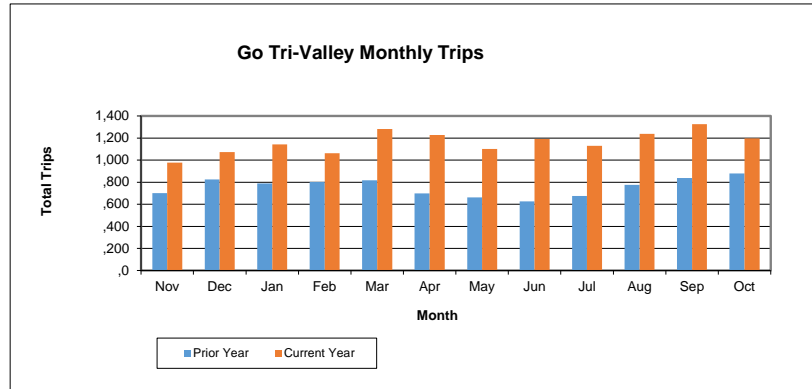


## Monthly Summary Statistics for Wheels

October 2022

### GO TRI-VALLEY

General Statistics	October 2022	% Change from last year	Year to Date
Total Monthly Passengers	1,196	35.9%	13,946
Subsidy Cost/Trip	\$ 4.83	n/a	4.77



**Monthly Summary Statistics for Wheels**  
**October 2022**

SAFETY								
ACCIDENT DATA	October 2022				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	2		0		4		0	
Preventable	1		0		3		0	
Non-Preventable	1		0		1		0	
Physical Damage								
Major	2		0		2		0	
Minor	0		0		2		0	
Bodily Injury								
Yes	0		0		0		0	
No	2		0		4		0	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$0.00							
To Date This Fiscal Year	\$0.00							
Budget	\$100,000.00							
% Expended	0%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	October 2022	Year To Date						
Praise	0	3						
Bus Stop	3	8						
Incident	1	3						
Trip Planning	0	1						
Fares/Tickets/Passes	1	4						
Route/Schedule Planning	9	53						
Marketing/Website	1	4						
ADA	3	6						
COVID Inquiries	0	2						
Lost/Found	2	3						
TOTAL	20	87						
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	0	0	0	5	0	0	0	0
Safety	1	1	1	4	0	0	0	0
Driver/Dispatch Discourtesy	1	2	1	4	0	0	0	0
Early	0	1	0	2	0	0	0	0
Late	1	1	0	9	2	0	0	5
No Show	0	0	0	1	0	0	0	1
Incident	0	0	0	2	0	1	0	0
Driver/Dispatch Training	2	0	0	5	0	0	0	2
Maintenance	0	0	0	0	0	0	0	0
Bypass	5	6	0	19	0	0	0	0
TOTAL COMPLAINTS	10	11	2	46	2	1	0	8
Valid Complaints								
Per 10,000 riders	0.92							
Per 1,000 riders					0.82			

## LAVTA COMMITTEE ITEMS - December 2022 - April 2023

### Finance & Administration Committee

#### December

Minutes

Action

X

Treasurers Report

X

\*Typically December committee meetings are cancelled

#### January

Minutes

Action

X

Treasurers Report

X

Draft 2023 Legislative Program

X

Capital Project Priorities

X

#### February

Minutes

Action

X

Treasurers Report

X

#### March

Minutes

Action

X

Treasurers Report

X

#### April

Minutes

Action

X

Treasurers Report

X

Prelim Budget

X

Funding Resolutions - TDA, STA, RM2, Measure B

X

## LAVTA COMMITTEE ITEMS - December 2022 - April 2023

### Projects & Services Committee

#### December

Minutes

\*Typically December committee meetings are cancelled

Action

X

Info

#### January

Minutes

DAR Customer Satisfaction Survey

Action

X

X

Info

#### February

Minutes

Action

X

Info

#### March

Minutes

Action

X

Info

#### April

Minutes

Action

X

Info