

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

BOARD OF DIRECTORS MEETING

DATE: April 1, 2024

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

TIME: 4:00pm

TELECONFERENCE LOCATIONS

Scott Haggerty Heritage House
4501 Pleasanton Avenue
Pleasanton CA. 94566

BOARD MEMBERS

MELISSA HERNANDEZ – CHAIR
KARLA BROWN
DAVID HAUBERT
JULIE TESTA

EVAN BRANNING – VICE CHAIR
JEAN JOSEY
BRITTNI KIICK

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

Documents received after publication of the Agenda and considered by the 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 Executive Director during normal business hours if you require access to any such documents.

MEETING PROCEDURE

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

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

Public comments will also be accepted via email until 1:00 p.m. on Monday, April 1, 2024 at frontdesk@lavta.org. Please include “Public Comment BOD – 4/1/2024” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

There will be zero tolerance for any person addressing the 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 If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, April 1, 2024 to frontdesk@lavta.org. Please include “Public Comment BOD – 4/1/2024” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the 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. March Tri-Valley Accessible Advisory Committee Minutes

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the March 4, 2024 Board of Directors meeting.

B. Treasurer’s Report for February 2024

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the February 2024 Treasurer’s Report.

C. Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2024-2025

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the Resolutions 07-2024 and 08-2024, authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2024-2025.

D. Resolution in Support of Allocation Request for FY 23-24 Funding through the State Low Carbon Transit Operations Program (LCTOP)

Recommendation: The Finance & Administration Committee recommends the Board of Directors approve Resolution 09-2024 in support of an allocation request to Caltrans for the FY 23-24 Low Carbon Transit Operations Program (LCTOP) to construct necessary facility improvements at LAVTA’s Atlantis Operations & Maintenance Facility to replace existing aging, insufficient facilities and accommodate the agency’s transition to and future expansion of a 100% Fuel Cell Electric Bus (FCEB) fleet.

E. **Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Transit Signal Priority Upgrade and Expansion Project**

Recommendation: The Finance & Administration Committee recommends the Board of Directors approve Resolution 10-2024 in support of an allocation request to the Metropolitan Transportation Commission for \$388,000 in RM2 funding for the design phase of the Transit Signal Priority Upgrade & Expansion Project.

F. **Dial-A-Ride Customer Satisfaction Survey 2023**

Recommendation: Approve the results of this year’s Dial-A-Ride Customer Satisfaction Survey and approve moving to a bi-annual schedule going forward.

G **Wheels Service to the 2024 Alameda County Fair**

Recommendation: The Projects and Services Committee recommends the LAVTA Board of Directors authorize the operation of dedicated shuttle during the 2024 Alameda County Fair.

6. **Long Range Transit Plan – Approval**

Recommendation: The Projects and Services Committee recommends the Board of Directors approve the LAVTA 2023-2034 Long Range Transit Plan.

7. **Executive Director’s Report**

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

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

9. **Next Meeting Date is Scheduled for: May 6, 2024**

10. **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

3/29/2024

Date

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

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

AGENDA

ITEM 4



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

Tri-Valley Accessible Advisory Committee

DATE: Wednesday, March 6, 2024

PLACE: LAVTA Administrative Office

TIME: 3:30 p.m.

DRAFT MINUTES

1. Call to Order

The TAAC Chair Zack Silva called the meeting to order at 3:32 pm.

Members Present:

Connie Mack	City of Dublin
Shawn Costello	City of Dublin – Alternate – joined via Zoom at 3:55pm
David Weir	City of Livermore
Judy LaMarre	City of Livermore
Susan O’Neill	City of Livermore – Alternate
Sue Tuite	City of Pleasanton
Jennifer White	City of Pleasanton
Herb Hastings	County of Alameda
Amy Mauldin	Social Services
Zack Silva	Social Services
Esther Waltz	PAPCO Representative

Staff Present:

Christy Wegener	LAVTA
Michael Tobin	LAVTA
Kadri Kulm	LAVTA
Regina Flores	MV Transit
Daisha Smith	MV Transit
Laura Corona	Transdev
Christian Sanchez	Trandev
Victor Carranza	Big Star Transit

Princess Rhoades
John Sanderson
Rosa Noya

Big Star Transit
CCCTA
CCCTA

Others:

Jeff Jacobsen

DAR user

2. Roll Call

3. Approval of Agenda and Modifications in necessary

Hastings/Waltz

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 January 10, 2024 meeting of the Committee

Approved.

Hastings/Waltz

6. Annual Dial-A-Ride Customer Satisfaction Survey

Staff presented the results of the annual Dial-A-Ride Customer Satisfaction survey. A total of 272 phone and email surveys were completed. On a 1 to 5 point scale 16 out of 18 questions received rating above 4. The highest rating (4.5) was given to safely securing the mobility aids.

7. LAVTA Paratransit Program Plan Submission to Alameda CTC for FY25

Staff talked about the paratransit program plan for FY25 that was submitted to ACTC on February 29, 2024. LAVTA's portion of the projected Measure BB revenues for paratransit for the next fiscal year is \$961,972.

8. TAAC Recruitment for Terms Starting FY25

LAVTA is recruiting for TAAC membership for FY25. The deadline for the applications is April 19, 2024. Staff will be issuing a press release shortly.

9. Go Tri-Valley Update

Staff updated the committee on the Go Tri-Valley program. Starting April 1, 2024 TNC trips will be capped at 10 trips per TNC provider per month.

10. PAPCO Report

Esther Waltz talked about the last PAPCO meeting on January 22nd. The committee received information on mid-year quarterly reports, Paratransit Program Plan review process and sub-committee selection, update about discretionary grant program, and mobility management. The next meeting will take on March 14th, and program plan reviews are scheduled for April 22nd and 23rd.

11. Service Updates and Concerns

Several members reported bus stop issues. Sue Tuite said Route 8 bus dropped her off on the grass again on the 1st and Neal (she had a walker) bus stop on March 5th at around 3-3:30pm. Herb Hasting talked about parking issue at the Hacienda and Owens bus stop going toward Livermore. He said it's hard to use the rear door because the bus is not parked straight. Shawn Costello mentioned the bus stop in front of Coco's where he is being dropped off on the grass. He recommends moving the stop 6 inches forward. Esther Waltz said that there are cars parked on some of the bus stops in such a way that the bus is not able to use the stop. One of these stops is the Route 8 stop on Vineyard. Staff to follow up on these concerns.

Sue Tuite reported that Dial-A-Ride reservations did not know about free rides to and from TAAC meeting when she called in to make a reservation. Christian Sanchez said that this issue has now been addressed by coding the trips to the meeting.

12. Adjournment

Meeting adjourned at 4:35 pm.

AGENDA

ITEM 5A

MINUTES OF THE MARCH 4, 2024 LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Chair Melissa Hernandez at 4:01pm.

2. Roll Call of Members

[Brittini Kiick, from City of Livermore, arrived during Roll Call of Members]

Members Present

Evan Branning – City of Livermore

David Haubert – County of Alameda

Brittini Kiick – City of Livermore (arrived at 4:02pm)

Melissa Hernandez – City of Dublin

Jean Josey – City of Dublin

Karla Brown – City of Pleasanton

Julie Testa – City of Pleasanton

3. Meeting Open to Public

No comments.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. **Minutes of the February 5, 2024 Board of Directors meeting.**

B. **Treasurer’s Report for January 2024**

The Board of Directors approved the January 2024 Treasurer’s Report.

Motion/Second: Brown/Kiick

Aye: Brown, Josey, Testa, Kiick, Branning, Haubert, Hernandez

No: None

Abstain: None

Absent: None

5. Contract Award for LAVTA Financial Auditing Services

Staff presented the Financial Auditing Services and informed the Finance and Administration Committee that two proposals were received, one from Maze and Associates and the other was Brown Armstrong. The contract would be for three years with four optional one-year extensions. LAVTA Staff and Chief Financial Officer Amber Johnson from County Connection interviewed the two firms and Maze and Associates scored slightly higher. Staff informed that the Finance and Administration Committee forwarded the recommendation to the full Board with one concern regarding the length of time Maze and Associates were LAVTAs financial auditing firm. Staff noted that Maze and Associates have been the agency’s auditor since 1996 and they rotate the lead auditor as well as other staff as required.

The item was discussed by the Board of Directors and staff. Director Julie Testa commented that, while she approved the auditing contract during the Finance Committee, she has had reservations and would like LAVTA to have a new auditing firm for fresh eyes especially since the two firms' ratings were very close. Director Jean Josey noted concerns that going with the same firm continuously will discourage new firms sending proposals.

The Board of Directors approved Resolution 06-2024, authorizing the Executive Director to enter into an agreement with Maze and Associates for the provision of financial auditing services for a three-year base term in a form approved by legal counsel.

Motion/Second: Haubert/Kiick

Aye: Brown, Josey, Kiick, Branning, Haubert, Hernandez

No: Testa

Abstain: None

Absent: None

6. Executive Director's Report

Executive Director Christy Wegener provided a brief overview of the Executive Director's Report that was included in the packet. She noted that ridership year over year continued to increase. LAVTA is implementing the new system network on March 23, 2024 and outreach will be conducted at different locations. The following events were noted: St. Patrick's Day Festivities on March 16-17, 2024, Transit Driver Appreciation Day on March 18, 2024, and celebrating Victoria Holt's 33 years driving for Wheels. Executive Director Christy Wegener informed that there will be a formal process per Title VI for adding the Emerald High School route.

Executive Director Christy Wegener explained that the updated monthly board statistics continue to be worked on by staff. Also highlighted were grants, legislative bills, and upcoming procurements.

The item was discussed by the Board of Directors and staff.

7. Matters Initiated by the Board of Directors

None.

8. Next Meeting Date is Scheduled for: April 1, 2024

9. Adjournment

Meeting adjourned at 4:43pm

AGENDA

ITEM 5B

S T A F F R E P O R T

SUBJECT: Treasurer’s Report for February 2024

FROM: Tamara Edwards, Director of Finance

DATE: April 1, 2024

Action Requested

Review and approve the LAVTA Treasurer’s Report for February 2024.

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 February 1, 2024	\$7,563,550.52
Payments made	\$1,545,871.26
Deposits made	\$903,025.80
Transfer from Farebox	\$300,000.00
Ending balance February 29, 2024	\$7,220,705.06

Farebox account activity (106):

Beginning balance February 1, 2024	\$305,497.73
Deposits made	\$166,238.12
Transfer to General Checking	\$300,000.00
Ending balance February 29, 2024	\$171,627.98

LAIF investment account activity (135):

Beginning balance February 1, 2024	\$11,511,096.95
Ending balance February 29, 2024	\$11,511,096.95

Operating Expenditures Summary:

As this is the eighth 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 67%. The agency is at 57% overall.

Operating Revenues Summary:

While expenses are at 57%, revenues are at 54.2%. however LAVTA has a healthy cash flow and reserve balance.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the February 2024 Treasurer's Report.

Attachments:

1. February 2024 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
February 29, 2024**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	7,220,704	
106 CASH - FIXED ROUTE ACCOUNT	171,628	
107 Clipper Cash	590,837	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	794,146	
135 INVESTMENTS - LAIF	11,511,097	
13599 INVESTMENTS - LAIF Mark to Market	(171,358)	
150 PREPAID EXPENSES	490	
160 OPEB ASSET	(300,685)	
165 DEFFERED OUTFLOW-Pension Related	873,906	
166 DEFFERED OUTFLOW-OPEB	711,036	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	92,358	
111 NET PROPERTY COSTS	67,977,108	
TOTAL ASSETS		89,471,752

LIABILITIES:

205 ACCOUNTS PAYABLE	94,539	
211 PRE-PAID REVENUE	2,059,861	
21101 Clipper to be distributed	471,357	
22000 FEDERAL INCOME TAXES PAYABLE	40	
22010 STATE INCOME TAX	20	
22020 FICA MEDICARE	244	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(1)	
22030 SDI TAXES PAYABLE	20	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(1,118)	
22090 WORKERS' COMPENSATION PAYABLE	83,701	
22100 PERS-457	0	
22110 Direct Deposit Clearing	1,172	
23101 Net Pension Liability	1,658,554	
23105 Deferred Inflow- OPEB Related	197,986	
23104 Deferred Inflow- Pension Related	74,719	
23103 INSURANCE CLAIMS PAYABLE	16,346	
23102 UNEMPLOYMENT RESERVE	8,300	
TOTAL LIABILITIES		4,665,740

FUND BALANCE:

301 FUND RESERVE	42,062,798	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,164,157	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	10,492,187	
TOTAL FUND BALANCE		84,806,012
TOTAL LIABILITIES & FUND BALANCE		89,471,752

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
February 29, 2024**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,083,270	174,499	862,801	220,469	79.6%
4020000	Business Park Revenues	226,476	22,039	135,275	91,201	59.7%
4020500	Special Contract Fares	369,618	0	74,730	294,888	20.2%
4020500	Special Contract Fares - Paratransit	36,000	6,585	16,578	19,422	46.1%
4010200	Paratransit Passenger Fares	172,500	8,014	70,145	102,355	40.7%
4060100	Concessions	111,559	1,993	11,959	99,600	10.7%
4060300	Advertising Revenue	185,000	0	185,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	150,000	0	216,344	(66,344)	144.2%
4070300	Non transportation revenue	48,000	15,163	120,775	(72,775)	251.6%
4099100	TDA Article 4.0 - Fixed Route	8,533,007	0	8,533,007	-	100.0%
4099500	TDA Article 4.0-BART	212,390	10,545	89,292	123,098	42.0%
4099200	TDA Article 4.5 - Paratransit	361,994	21,031	235,031	126,963	64.9%
4099600	Bridge Toll- RM2, RM1	409,489	0	0	409,489	0.0%
4099900	Other local funds	200,000	7,333	8,964	191,036	4.5%
4110100	STA Funds-Paratransit	148,949	0	0	148,949	0.0%
4110500	STA Funds- Fixed Route BART	450,860	0	450,860	-	100.0%
4110100	STA Funds-pop	3,946,123	668,331	1,329,704	2,616,419	33.7%
4110100	STA Funds- rev	499,413	0	0	499,413	0.0%
4110100	STA Funds- Lifeline	57,331	0	0	57,331	0.0%
4130000	FTA Section	4,355,371	0	0	4,355,371	100.0%
4130000	FTA Section 5307 ADA Paratransit	558,463	0	0	558,463	0.0%
4640500	Measure BB Paratransit Funds-GAP	1	11,651	11,651	(11,650)	1165078.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,603,800	0	747,522	856,278	46.6%
4640200	Measure BB Paratransit Funds-Paratransit	1,099,572	0	358,464	741,108	32.6%
RAIL		0	0	0		
TOTAL REVENUE		24,819,186	947,183	13,458,100	11,361,086	54.2%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
February 29, 2024**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$2,091,060	\$131,006	\$1,177,577	\$913,483	56.31%
502 00 Personnel Benefits	\$1,468,006	\$92,029	\$1,145,352	\$322,654	78.02%
503 00 Professional Services	\$1,215,063	\$62,035	\$519,919	\$695,144	42.79%
503 05 Non-Vehicle Maintenance	\$1,093,201	\$71,992	\$636,358	\$456,843	58.21%
503 99 Communications	\$7,001	\$82	\$150	\$6,851	2.15%
504 01 Fuel and Lubricants	\$2,048,500	\$74,892	\$803,331	\$1,245,169	39.22%
504 03 Non contracted vehicle maintenance	\$14,501	\$327	\$4,503	\$9,998	31.06%
504 99 Office/Operating Supplies	\$90,659	\$2,020	\$17,688	\$72,972	19.51%
504 99 Printing	\$60,000	\$4,704	\$30,412	\$29,588	50.69%
505 00 Utilities	\$349,469	\$29,320	\$274,164	\$75,305	78.45%
506 00 Insurance	\$526,038	\$55	\$624,918	(\$98,880)	118.80%
507 99 Taxes and Fees	\$111,868	\$7,922	\$78,435	\$33,433	70.11%
508 01 Purchased Transportation Fixed Route	\$12,466,373	\$957,348	\$7,716,925	\$4,749,448	61.90%
2-508 02 Purchased Transportation Paratransit	\$2,518,594	\$4,881	\$795,043	\$1,723,551	31.57%
508 03 Purchased Transportation WOD	\$115,300	\$22,604	\$142,574	(\$27,274)	123.65%
508 03 Purchased Transportation SAV	\$1	\$0	\$0	\$1	0.00%
509 00 Miscellaneous	\$170,061	(\$9,840)	\$88,626	\$81,435	52.11%
509 02 Professional Development	\$143,500	\$8,702	\$41,900	\$101,600	29.20%
509 08 Advertising	\$130,000	\$12,925	\$27,722	\$102,278	21.32%
TOTAL	\$24,619,195	\$1,473,003	\$14,125,597	\$10,493,598	57.38%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
February 29, 2024

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	237,000	0	0	237,000	0.00%
4090194	TDA Shop repairs and replacement	294,900	0	0	294,900	0.00%
4091094	TDA Transit Center Improvements	200,000	0	0	200,000	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
409xx	TDA Rutan upgrades	250,000	0			
409xx	TDA vehicle repairs	964,752	0			
4092094	TDA (Major component rehab)		0	0	0	#DIV/0!
4090394	TDA Doolan Tower Upgrade		0	0	0	#DIV/0!
4091794	TDA bus stops	908,909	0	0	908,909	0.00%
4090994	TDA buses 2022		0	0	0	#DIV/0!
4090994	TDA Buses 2025		0	0	0	#DIV/0!
4090294	TDA Atlantis	1,600,000	0	0	1,600,000	0.00%
40901	TFCA Atlantis		0	0	0	#DIV/0!
409xx94	Non-Revenue Vehicle	100,000	0	0	100,000	0.00%
4091796	RM2 bus stops		0	0	0	#DIV/0!
409xx94	TDA SAV		0	0	0	#DIV/0!
409xx96	BT SAV		0	0	0	#DIV/0!
4111700	SGR shelters and stops		0	0	0	#DIV/0!
4110900	State Buses 2025		0	0	0	#DIV/0!
4110500	Prop 1B office and facility		0	0	0	#DIV/0!
41120	SGR battery packs	61,126	0	0	61,126	0.00%
41110	SGR Transit Center		0	0	0	#DIV/0!
41118	Dublin Parking garage	15,500,000	0	8,097,750	7,402,250	52.24%
411xx	State Rutan retrofit	900,000	0	0	900,000	0.00%
41102	State Atlantis	625,776	0	0	625,776	0.00%
41323	FTA buses 2022		0	0	0	#DIV/0!
41309	FTA Buses 2025		0	0	0	#DIV/0!
413xx	FTA engines	212,180	0	0	212,180	0.00%
41311	FTA bus stops		0	0	0	#DIV/0!
413xx	SAV infrastructure		0	38,461	(38,461)	#DIV/0!
41302	FTA Atlantis fueling	6,671,250	0	0	6,671,250	0.00%
413xx	FTA Rutan Retrofit	500,000	0	0	500,000	0.00%
41320	FTA Hybrid battery packs		0	0	0	#DIV/0!
41310	FTA Transit Center	420,000	0	0	420,000	0.00%
TOTAL REVENUE		29,545,893	-	8,136,211	20,194,930	27.54%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
February 29, 2024**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	8,997,026	0	19,650	8,977,376	0.22%
5550107	Shop Repairs and replacement	294,900	0	0	294,900	0.00%
5551607	SAV		0	0	0	#DIV/0!
5552307	Buses 2022		0	0	0	#DIV/0!
555xx07	Buses 2025		0	0	0	#DIV/0!
5550507	Office and Facility Equipment	237,000	5,325	171,006	65,994	72.15%
5551007	Transit Center Upgrades and Improvements	620,000	7,000	7,000	613,000	1.13%
555xx07	Rutan Retrofit	1,650,000	0			
5551207	Doolan Tower upgrade	1	0	98,484	(98,483)	9848352.00%
5551807	Dublin Parking Garage	15,500,000	0	8,312,223	7,187,777	53.63%
5551707	Bus Shelters and Stops	908,909	0	0	908,909	0.00%
5552007	Major component rehab	1,238,058	0	223,245	1,014,813	18.03%
555??07	Transit Capital	100,000	0	125	99,875	0.13%
TOTAL CAPITAL EXPENDITURES		29,545,894	12,325	8,831,732	19,064,162	29.89%
FUND BALANCE (CAPITAL)		-1.00	(12,325)	(695,521)		
FUND BALANCE (CAPTIAL & OPERATING)		199,688.00	(538,283)	(1,377,424)		

California State Treasurer
Fiona Ma, CPA



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

March 17, 54274March 12,
2024

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

[Tran Type Definitions](#)

Account Number:

February 2024 Statement

Account Summary

Total Deposit:

Beginning Balance:

Total Withdrawal:

Ending Balance:

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
02-24	024241	02/21/24	AVI01 (AMADOR VALLEY INDUSTRIES)		626.99	.00	626.99	Automatic Generated Check
	024242	02/21/24	CAL13 (CALIFORNIA TRANSIT)		6,313.74	.00	6,313.74	Automatic Generated Check
	024243	02/21/24	FED01 (FedEx)		74.78	.00	74.78	Automatic Generated Check
	024244	02/21/24	MET01 (METROPOLITAN TRANSPORT-)		7,659.89	.00	7,659.89	Automatic Generated Check
	024245	02/21/24	OFF01 (ODP BUSINESS SOLUTIONS LLC)		365.52	.00	365.52	Automatic Generated Check
	024246	02/21/24	PAC16 (PACIFIC COAST TRANE)		1,046.40	.00	1,046.40	Automatic Generated Check
	024247	02/21/24	QUE01 (QUENCH USA, INC.)		201.90	.00	201.90	Automatic Generated Check
	024248	02/29/24	ATT02 (AT&T)		389.24	.00	389.24	Automatic Generated Check
	024249	02/29/24	CAL01 (CALIFORNIA TRANSIT ASSOCIATI		9,500.00	.00	9,500.00	Automatic Generated Check
	024250	02/29/24	CRA02 (CRANETECH INC.)		1,120.00	.00	1,120.00	Automatic Generated Check
	024251	02/29/24	DIR01 (DIRECT TV)		48.00	.00	48.00	Automatic Generated Check
	024252	02/29/24	DUB01 (DUBLIN CHAMBER OF COMMERCE)		460.00	.00	460.00	Automatic Generated Check
	024253	02/29/24	ESE01 (EDWARDS & SONS EQUIPMENT SER		333.00	.00	333.00	Automatic Generated Check
	024254	02/29/24	GAC01 (GACO SOURCING)		9,218.58	.00	9,218.58	Automatic Generated Check
	024255	02/29/24	LLO01 (LOS LOZA INC)		7,000.00	.00	7,000.00	Automatic Generated Check
	024256	02/29/24	MET01 (METROPOLITAN TRANSPORT-)		2,815.60	.00	2,815.60	Automatic Generated Check
	024257	02/29/24	NOR02 (NOR-CAL FIRE EQUIPMENT)		1,745.08	.00	1,745.08	Automatic Generated Check
	024258	02/29/24	TPG01 (THE PARKS GROUP)		10,200.51	.00	10,200.51	Automatic Generated Check
	H13869	02/01/24	KKI01 (ALPHA MEDIA LLC)		12,925.00	.00	12,925.00	KKI01, 719876-2, 12/1/23-
	H13899	02/01/24	CIT07 (CITY OF LIVERMORE - WATER)		36.03	.00	36.03	CIT07,361011724,12/19/23-
	H13923	02/06/24	WEG01 (CHRISTY WEGENER)		32.87	.00	32.87	WEG01,02-05-24EXP,2/5/24
	H13925	02/09/24	AIM01 (AIM TO PLEASE JANITORIAL SER		6,505.23	.00	6,505.23	AIM01,20240131B,1/1-1/31/
	H13926	02/09/24	AIM01 (AIM TO PLEASE JANITORIAL SER		6,800.00	.00	6,800.00	AIM01,1118,JAN-24 BUS STO
	H13927	02/09/24	ASM01 (AMERICAN SWEEPING & MAINTENA		617.00	.00	617.00	ASM01,16254,JAN-24 PARKIN
	H13928	02/09/24	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10,20240202,1/20/24-2/
	H13929	02/09/24	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02,189798,1/18/24 PEST
	H13930	02/09/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		898.12	.00	898.12	DIR02,20240131B,1/1-1/31/
	H13931	02/09/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		42,531.63	.00	42,531.63	DIR02,20240202,1/20/24-2/
	H13932	02/09/24	EFT01 (ELECTRONIC FUND TRANSFERS)		292.46	.00	292.46	EFT01,20240131B,1/1/24-1/
	H13933	02/09/24	EFT01 (ELECTRONIC FUND TRANSFERS)		11,098.16	.00	11,098.16	EFT01,20240202,1/20/24-2/
	H13934	02/09/24	INS01 (INSIGHT STRATEGIES INC)		725.01	.00	725.01	INS01,34305,1/10/24 PO#76
	H13935	02/09/24	INS01 (INSIGHT STRATEGIES INC)		3,000.00	.00	3,000.00	INS01,34314,1/29/24 PO764
	H13936	02/09/24	INS01 (INSIGHT STRATEGIES INC)		9,900.00	.00	9,900.00	INS01,34315,1/29/24 PO764
	H13937	02/09/24	MAR07 (DAVID MARK)		296.00	.00	296.00	MAR07,0211-0214,2/11/24-2
	H13938	02/09/24	MVT01 (MV TRANSPORTATION, INC.)		425,000.00	.00	425,000.00	MVT01,127766,FEB-24 1ST I
	H13939	02/09/24	MVT01 (MV TRANSPORTATION, INC.)		425,000.00	.00	425,000.00	MVT01,127767,FEB-24 2ND I
	H13940	02/09/24	MVT01 (MV TRANSPORTATION, INC.)		108,871.58	.00	108,871.58	MVT01,DEC-2023,DEC-23 FIX
	H13941	02/09/24	NEL01 (NELSON\NYGAARD CONSULTING AS		15,304.55	.00	15,304.55	NEL01,86674,11/25/23-12/3
	H13942	02/09/24	PER01 (PERS)		5,137.24	.00	5,137.24	PER01,20240202C,1/20/24-2
	H13943	02/09/24	PER01 (PERS)		5,816.36	.00	5,816.36	PER01,20240202N,1/20/24-2
	H13944	02/09/24	PER04 (CALPERS RETIREMENT SYSTEM)		2,746.93	.00	2,746.93	PER04,20240202,1/20/24-2/
	H13945	02/09/24	POW03 (POWER MANUFACTURING INC)		215.91	.00	215.91	POW03,51173,3/2/23 MP1483
	H13946	02/09/24	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01,20240150,1/10/24-2/
	H13947	02/09/24	STA01 (STATE COMPENSATION FUND)		1,091.33	.00	1,091.33	STA01,JAN-2024,JAN-24 WOR
	H13948	02/09/24	VER01 (VERIZON WIRELESS)		1,632.08	.00	1,632.08	VER01,995491269,12/23/23-
	H13949	02/09/24	WEG01 (CHRISTY WEGENER)		207.00	.00	207.00	WEG01,0216-0219,2/16/24-2
	H13950	02/09/24	ZIP01 (ZIP'S TRUCK EQUIPMENT INC)		5,444.19	.00	5,444.19	ZIP01,8071722,11/16/23 MP
	H13951	02/09/24	EMP01 (EMPLOYMENT DEVEL DEPT)		38.15	.00	38.15	EMP01,20240131B,1/1/24-1/
	H13952	02/09/24	EMP01 (EMPLOYMENT DEVEL DEPT)		3,662.53	.00	3,662.53	EMP01,20240202,1/20/24-2/
	H13953	02/01/24	HER05 (MELISSA HERNANDEZ STRAH)		150.00	.00	150.00	HER05,OCTDEC-23,OCT-DEC23
	H13954	02/12/24	CAL04 (CALIFORNIA WATER SERVICE)		201.68	.00	201.68	CAL04,198012224,12/19/23-
	H13955	02/12/24	CAL04 (CALIFORNIA WATER SERVICE)		1,586.66	.00	1,586.66	CAL04,909012224,12/19/23-
	H13956	02/12/24	CIT06 (CITY OF LIVERMORE SEWER)		107.75	.00	107.75	CIT06,BWO11724,12/19/23-1
	H13957	02/12/24	CIT06 (CITY OF LIVERMORE SEWER)		783.87	.00	783.87	CIT06,MOA011724,12/19/23-
	H13958	02/12/24	AIR02 (AIRESRING)		3,563.71	.00	3,563.71	AIR02,181090801,2/1/24-2/
	H13959	02/12/24	CIT07 (CITY OF LIVERMORE - WATER)		130.53	.00	130.53	CIT07,388010324,12/6/23-1
	H13960	02/12/24	CIT07 (CITY OF LIVERMORE - WATER)		36.03	.00	36.03	CIT07,399011724,12/19/23-
	H13963	02/02/24	CIT07 (CITY OF LIVERMORE - WATER)		12.12	.00	12.12	CIT07,432121923,12/19/2
	H13964	02/12/24	HDE01 (HOME DEPOT-CREDIT SERVICES)		216.96	.00	216.96	HDE01,JAN-2024,JAN-24 MIS
	H13965	02/12/24	INT06 (INTERSTATE ADVANCED MATERIAL		2,046.02	.00	2,046.02	INT06,7505274,MP1853 11/2
	H13966	02/12/24	LIV10 (LIVERMORE SANITATION INC)		2,728.05	.00	2,728.05	LIV10,2177766,1/1/24-1/31
	H13967	02/12/24	MAR07 (DAVID MARK)		113.18	.00	113.18	MAR07,0113-0128,1/13/24-1
	H13968	02/12/24	MER01 (MERCHANT SERVICES)		94.74	.00	94.74	MER01,TC013124,JAN-24 TC-
	H13969	02/12/24	MER01 (MERCHANT SERVICES)		66.27	.00	66.27	MER01,MOA013124,JAN-24 MO
	H13970	02/12/24	PAC02 (PACIFIC GAS AND ELECTRIC)		120.16	.00	120.16	PAC02,764011824,12/12/23-
	H13971	02/12/24	PER02 (CALPERS RETIREMENT SYSTEM)		29,901.00	.00	29,901.00	PER02,FY24OPEB,FY24 OPEB
	H13972	02/12/24	TEL01 (TPx COMMUNICATIONS)		2,498.37	.00	2,498.37	TEL01,177163696,2/1/24-2/
	H13973	02/12/24	CAS02 (LISETH CASTRO)		40.61	.00	40.61	CAS02,1204-0212,12/4/23-2
	H13974	02/12/24	GAR05 (JENNIFER GARCIA)		16.18	.00	16.18	GAR05,1211-0205,12/11/23-
	H13975	02/12/24	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11,2702,1/15/24 MONTHL
	H13976	02/12/24	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11,2703,1/16/24 ATLANT
	H13977	02/12/24	SCF01 (SC FUELS)		25,239.58	.00	25,239.58	SCF01,427147,1/23/24 FUEL
	H13978	02/12/24	SHA02 (SHAMROCK OFFICE SOLUTIONS)		19.56	.00	19.56	SHA02,3986647,1/30/24-2/2
	H13978	02/29/24	SHA02 (SHAMROCK OFFICE SOLUTIONS)		(19.56)	.00	(19.56)	Ck# H13978 Reversed
	H13980	02/12/24	CIT07 (CITY OF LIVERMORE - WATER)		220.30	.00	220.30	CIT07,430011724,12/19/23-
	H13986	02/15/24	AME06 (AMERICAN FIDELITY ASSURANCE		1,127.64	.00	1,127.64	AME06,SUP001-24,JAN-24 SU
	H13987	02/15/24	EPI01 (EPIQ EDISCOVERY SOLUTIONS IN		350.00	.00	350.00	EPI01,90823631,JAN-24 MON
	H13988	02/15/24	HAN01 (HANSON BRIDGETT MARCUS)		16,720.00	.00	16,720.00	HAN01,1368335,JAN-24 CONT
	H13989	02/15/24	HAN01 (HANSON BRIDGETT MARCUS)		4,751.00	.00	4,751.00	HAN01,1368336,JAN-24 LEGA
	H13990	02/15/24	LYF01 (LYFT, INC)		12,685.64	.00	12,685.64	LYF01,1122817,1/1/24-1/31
	H13991	02/15/24	LYF01 (LYFT, INC)		316.69	.00	316.69	LYF01,1122818,1/1/24-1/31
	H13992	02/15/24	MUC01 (MULLEN COUGHLIN LLC)		3,151.00	.00	3,151.00	MUC01,72200,DEC-23 PROFES
	H13993	02/15/24	PEX01 (PEX CARD)		5,000.00	.00	5,000.00	PEX01,02-13-24D,2/13/24 P
	H13994	02/15/24	ROB06 (ROBERT HALF MANAGEMENT RESOU		976.08	.00	976.08	ROB06,63204296,ENDING 2/9
	H13995	02/15/24	RSE01 (R & S ERECTION)		1,665.00	.00	1,665.00	RSE01,133432GR,MP1898 1/3
	H13996	02/15/24	SCF01 (SC FUELS)		27,625.49	.00	27,625.49	SCF01,433683,2/1/24 FUEL
	H13997	02/15/24	SCF01 (SC FUELS)		27,872.60	.00	27,872.60	SCF01,435882,2/8/24 FUEL
	H13998	02/15/24	TAX01 (HERB HASTINGS)		17.45	.00	17.45	TAX01,0120-0205,1/20/24-2
	H13999	02/15/24	TOB01 (MICHAEL TOBIN)		19.99	.00	19.99	TOB01,02-13-24,2/13/24 EX
	H14000	02/15/24	TX230 (SCOTT ZHANG)		167.35	.00	167.35	TX230,0116-0126,1/16/24-1
	H14001	02/15/24	TX242 (BONNIE WOLF)		40.00	.00	40.00	TX242,0109-0131,1/9/24-1/
	H14002	02/15/24	UBE01 (UBER)		9,602.09	.00	9,602.09	UBE01,JAN-2024,JAN-24 GO
	H14003	02/15/24	AME06 (AMERICAN FIDELITY ASSURANCE		1,369.98	.00	1,369.98	AME06,FSA01-24,JAN-24 FLE
	H14004	02/15/24	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOL01,24-02051A,JAN-24 CL

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
02-24	H14005	02/22/24	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10, 20240216, CA STATE
	H14006	02/22/24	COR01 (CORBIN WILLITS SYSTEMS)		296.34	.00	296.34	COR01, C402151, MAR-24 SE
	H14007	02/24/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		45,102.22	.00	45,102.22	DIR02, PR DIRECT DEPOSIT
	H14008	02/23/24	EFT01 (ELECTRONIC FUND TRANSFERS)		12,010.91	.00	12,010.91	EFT01, FEDERAL TAX 2/3/24
	H14009	02/23/24	EMP01 (EMPLOYMENT DEVEL DEPT)		4,020.00	.00	4,020.00	EMP01, STATE TAX 2/3/24-2
	H14012	02/14/24	CAL04 (CALIFORNIA WATER SERVICE)		55.28	.00	55.28	CAL04, 257020124, TC FIRE
	H14013	02/15/24	CAL04 (CALIFORNIA WATER SERVICE)		52.99	.00	52.99	CAL04, 361020224, TC WATE
	H14014	02/20/24	CAL04 (CALIFORNIA WATER SERVICE)		152.15	.00	152.15	CAL04, 461020224, TC IRRG
	H14015	02/14/24	CAL04 (CALIFORNIA WATER SERVICE)		73.71	.00	73.71	CAL04, 475020124, MOA FIR
	H14016	02/14/24	CAL04 (CALIFORNIA WATER SERVICE)		73.71	.00	73.71	CAL04, 575020124, CONTRAC
	H14017	02/20/24	CIT07 (CITY OF LIVERMORE - WATER)		183.66	.00	183.66	CIT07, 388020624, BUS WAS
	H14019	02/20/24	CIT07 (CITY OF LIVERMORE - WATER)		45.87	.00	45.87	CIT07, 431020624, ATLANTI
	H14021	02/28/24	GAN01 (GANNETT FLEMING COMPANIES)		5,324.75	.00	5,324.75	GAN01, 32816, RUTAN HYDRO
	H14022	02/28/24	HDE01 (HOME DEPOT-CREDIT SERVICES)		210.03	.00	210.03	HDE01, FEB-24 MISC MAINT
	H14023	02/28/24	MAR07 (DAVID MARK)		1,393.99	.00	1,393.99	MAR07, 2/9/24-2/14/24 TRA
	H14024	02/28/24	OME01 (OMER USA INC.)		1,630.00	.00	1,630.00	OME01, 1722, MP1871 PHOTO
	H14025	02/28/24	PAC02 (PACIFIC GAS AND ELECTRIC)		1,869.88	.00	1,869.88	PAC02, 606020224, ATLANTI
	H14026	02/28/24	PAC02 (PACIFIC GAS AND ELECTRIC)		2,516.97	.00	2,516.97	PAC02, 726013124, BUS STO
	H14027	02/22/24	PER01 (PERS)		5,859.80	.00	5,859.80	PER01, PERS NEW CONTRIBUT
	H14028	02/28/24	PER03 (CAL PUB EMP RETIRE SYSTM)		37,147.47	.00	37,147.47	PER03, MAR-24 PERS HEALTH
	H14029	02/22/24	PER04 (CALPERS RETIREMENT SYSTEM)		2,854.15	.00	2,854.15	PER04, PERS 457 CONTRIBUT
	H14030	02/28/24	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01, 20240249, 2/10/24-
	H14031	02/28/24	MOR02 (VANESSA MORENO)		29.02	.00	29.02	MOR02, 1/8/24-2/8/24 MILE
	H14032	02/28/24	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,626.80	.00	1,626.80	ROB06, 63240299, FRONT DE
	H14033	02/22/24	PER01 (PERS)		5,137.24	.00	5,137.24	PER01, PERS CLASSIC CONTR
	H14034	02/28/24	AFP01 (AQUAMATIC FIRE PROTECTION IN		640.00	.00	640.00	AFP01, 230471-1, 8/3/23 S
	H14035	02/28/24	AME06 (AMERICAN FIDELITY ASSURANCE		1,369.98	.00	1,369.98	AME06, FEB-24 FLEXIBLE SP
	H14036	02/28/24	AME06 (AMERICAN FIDELITY ASSURANCE		1,127.64	.00	1,127.64	AME06, FEB-24 SUPPLEMENTA
	H14037	02/28/24	DEL05 (ALLIED ADMIN/DELTA DENTAL)		1,716.26	.00	1,716.26	DEL05, FEB-24 DELTA DENTA
	H14038	02/28/24	DEL05 (ALLIED ADMIN/DELTA DENTAL)		1,917.00	.00	1,917.00	DEL05, MAR-24 DELTA DENTA
	H14039	02/28/24	MUT01 (MUTUAL OF OMAHA)		1,038.58	.00	1,038.58	MUT01, FEB-24 MUTUAL LTD
	H14040	02/28/24	MUT01 (MUTUAL OF OMAHA)		1,140.28	.00	1,140.28	MUT01, MAR-24 MUTUAL LTD
	H14041	02/28/24	VSP01 (VSP)		538.40	.00	538.40	VSP01, FEB-24 VSP VISION
	H14042	02/28/24	VSP01 (VSP)		538.40	.00	538.40	VSP01, MAR-24 VSP VISION
	H14043	02/28/24	CIT06 (CITY OF LIVERMORE SEWER)		55.97	.00	55.97	CIT06, TC021324, TRANSIT
	H14044	02/28/24	PAC02 (PACIFIC GAS AND ELECTRIC)		11,648.77	.00	11,648.77	PAC02, 580020624, MOA ELE
	H14045	02/29/24	SHA02 (SHAMROCK OFFICE SOLUTIONS)		20.27	.00	20.27	SHA02, 3986647CORRECT, 1/
	H14046	02/29/24	BAN03 (BANKCARD CENTER)		23,585.89	.00	23,585.89	BAN03, NOV-23 BMO CC STAT
	H14047	02/29/24	BAN03 (BANKCARD CENTER)		10,997.95	.00	10,997.95	BAN03, DEC-23 BMO CC STAT
Total for Bank Account 105 ----->					1,545,441.08	.00	1,545,441.08	
Grand Total of all Bank Accounts ----->					1,545,441.08	.00	1,545,441.08	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-24	AFP01 (AQUAMATIC FIRE PROTECTION I	230471-1H	09/06/23	10/06/23	A	640.00	AFP01, 230471-1, 8/3/23 SERVICE-FIXED VALVE
02-24	AIM01 (AIM TO PLEASE JANITORIAL SE	1118H 102JAN-24H	01/31/24 01/31/24	03/01/24 03/01/24	A A	6800.00 6505.23	AIM01,1118,JAN-24 BUS STOP CLEANING SERVICE AIM01,102JAN-24,JAN-24 MONTHLY JANITORIAL SER
	Vendor's Total ----->					13305.23	
02-24	AIR02 (AIRESPRING)	181090801H	02/01/24	03/02/24	A	3563.71	AIR02,181090801,2/1/24-2/29/24 SERVICE
02-24	AME06 (AMERICAN FIDELITY ASSURANCE	FSA01-24H FSA02-24H SUPP01-24H SUPP02-24H	01/11/24 02/17/24 02/14/24 02/17/24	02/10/24 03/18/24 03/15/24 03/18/24	A A A A	1369.98 1369.98 1127.64 1127.64	AME06,FSA01-24,JAN-24 FLEXIBLE SPENDING ACCO AME06, FEB-24 FLEXIBLE SPENDING ACCOUNTS AME06,SUPP01-24,JAN-24 SUPPLEMENTAL INSURANC AME06, FEB-24 SUPPLEMENTAL INSURANCE
	Vendor's Total ----->					4995.24	
02-24	ASM01 (AMERICAN SWEEPING & MAINTEN	16254H)	01/22/24	02/21/24	A	617.00	ASM01,16254,JAN-24 PARKING LOT SWEEPING
02-24	ATT02 (AT&T)	21263898	02/13/24	03/14/24	A	389.24	ATT02,21263898,PAYER#9391035694 1/13/24-2/12
02-24	AVI01 (AMADOR VALLEY INDUSTRIES)	1106607	01/31/24	03/01/24	A	626.99	AVI01,1106607,JAN-24 GARBAGE PICK UP SERVICE
02-24	BAN03 (BANKCARD CENTER)	DEC-2023H NOV-2023H	12/28/23 11/28/23	01/27/24 12/28/23	A A	10997.95 23585.89	BAN03, DEC-23 BMO CC STATEMENT BAN03, NOV-23 BMO CC STATEMENT
	Vendor's Total ----->					34583.84	
02-24	CAL01 (CALIFORNIA TRANSIT ASSOCIAT	15689	01/01/24	01/31/24	A	9500.00	CAL01, 15689,MP1925 PUBLIC TRANSIT MEMBERSHI
02-24	CAL04 (CALIFORNIA WATER SERVICE)	198012224H 257020124H 361020224H 461020224H 475020124H 575020124H 909012224H	01/22/24 02/01/24 02/02/24 02/02/24 02/01/24 02/01/24 01/22/24	02/21/24 03/02/24 03/03/24 03/03/24 03/02/24 03/02/24 02/21/24	A A A A A A A	201.68 55.28 52.99 152.15 73.71 73.71 1586.66	CAL04,198012224,12/19/23-1/19/24 BUS WASH CAL04, 257020124, TC FIRE 2/1/24-2/29/24 CAL04, 361020224, TC WATER 1/3/24-2/1/24 CAL04, 461020224, TC IRRG. 1/3/24-2/1/24 CAL04, 475020124, MOA FIRE 2/1/24-2/29/24 CAL04, 575020124, CONTRACTOR FIRE 2/1/24-2/2 CAL04,909012224,12/19/23-1/19/24 MOA WATER
	Vendor's Total ----->					2196.18	
02-24	CAL10 (CALIFORNIA STATE DISBURSEME	20240202H) 20240216H	02/07/24 02/22/24	03/08/24 03/23/24	A A	455.53 455.53	CAL10,20240202,1/20/24-2/2/24 CA STATE GARNI CAL10, 20240216, CA STATE GARNISHMENT 2/3-2/
	Vendor's Total ----->					911.06	
02-24	CAL13 (CALIFORNIA TRANSIT)	31-24-JAN	02/13/24	03/14/24	A	6313.74	CAL13,31-24-JAN,JAN-24 INSURANCE CLAIMS
02-24	CAS02 (LISETH CASTRO)	1204-0212H	02/12/24	03/13/24	A	40.61	CAS02,1204-0212,12/4/23-2/12/24 MILEAGE REIM
02-24	CIT06 (CITY OF LIVERMORE SEWER)	BW011724H TC021324H MOA011724H	01/17/24 02/13/24 01/17/24	02/16/24 03/14/24 02/16/24	A A A	107.75 55.97 783.87	CIT06,BW011724,12/19/23-1/17/24 BUS WASH CIT06, TC021324, TRANSIT CENTER 1/9/24-2/13/ CIT06,MOA011724,12/19/23-1/17/24 MOA WATER
	Vendor's Total ----->					947.59	
02-24	CIT07 (CITY OF LIVERMORE - WATER)	361011724H 388010324H 388020624H 399011724H 430011724H 431020624H 432121923H	01/17/24 01/03/24 02/06/24 01/17/24 01/17/24 02/06/24 01/17/24	02/16/24 02/02/24 03/07/24 02/16/24 02/16/24 03/07/24 02/16/24	A A A A A A A	36.03 130.53 183.66 36.03 220.30 45.87 12.12	CIT07,361011724,12/19/23-1/17/24 ATLANTIS CT CIT07,388010324,12/6/23-1/3/24 BUS WASH CIT07, 388020624, BUS WASH 1/3/24-2/6/24 CIT07,399011724,12/19/23-1/17/24 ATLANTIS ST CIT07,430011724,12/19/23-1/17/24 ATLANTIS IN CIT07, 431020624, ATLANTIS IRRG 1/3/24-2/6/2 CIT07, 432121923, 12/19/23-1/17/24 ATLANTIS
	Vendor's Total ----->					664.54	
02-24	COR01 (CORBIN WILLITS SYSTEMS)	C402151H	02/15/24	03/16/24	A	296.34	COR01, C402151, MAR-24 SERVICE
02-24	CRA02 (CRANETECH INC.)	41178	02/09/24	03/10/24	A	1120.00	CRA02, 41178, QRTLY MAINT & CRANE FEB-24
02-24	DAY02 (DAY & NITE PEST CONTROL)	189798H	01/25/24	02/24/24	A	218.00	DAY02,189798,1/18/24 PEST SERVICE
02-24	DEL05 (ALLIED ADMIN/DELTA DENTAL)	FEB-2024H MAR-2024H	01/09/24 02/12/24	02/08/24 03/13/24	A A	1716.26 1917.00	DEL05, FEB-24 DELTA DENTAL INSURANCE DEL05, MAR-24 DELTA DENTAL INSURANCE
	Vendor's Total ----->					3633.26	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-24	DIR01 (DIRECT TV)	96X240211	02/11/24	03/12/24	A	48.00	DIR01, 96X240211, 2/10/24-3/9/24 SERVICE
02-24	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20240202H	02/07/24	03/08/24	A	42531.63	DIR02,20240202,1/20/24-2/2/24 PR DIRECT DEPO
		20240216H	02/22/24	03/23/24	A	45102.22	DIR02, PR DIRECT DEPOSIT 2/3/24-2/16/24
		20240131BH	02/07/24	03/08/24	A	898.12	DIR02,20240131B,1/1-1/31/24 BOD PR DIRECT DE
		Vendor's Total ----->				88531.97	
02-24	DUB01 (DUBLIN CHAMBER OF COMMERCE)	9708	03/01/24	03/31/24	A	460.00	DUB01, 9708, MP1917 ANNUAL CHAMBER RENEWAL 2
02-24	EFT01 (ELECTRONIC FUND TRAFERS)	20240202H	02/07/24	03/08/24	A	11098.16	EFT01,20240202,1/20/24-2/2/24 FEDERAL TAX
		20240216H	02/22/24	03/23/24	A	12010.91	EFT01, FEDERAL TAX 2/3/24-2/16/24
		20240131BH	02/06/24	03/07/24	A	292.46	EFT01,20240131B,1/1/24-1/31/24 BOD FEDERAL T
		Vendor's Total ----->				23401.53	
02-24	EMP01 (EMPLOYMENT DEVEL DEPT)	20240202H	02/07/24	03/08/24	A	3662.53	EMP01,20240202,1/20/24-2/2/24 STATE TAX
		20240216H	02/22/24	03/23/24	A	4020.00	EMP01, STATE TAX 2/3/24-2/16/24
		20240131BH	02/06/24	03/07/24	A	38.15	EMP01,20240131B,1/1/24-1/31/24 STATE TAX (BO
		Vendor's Total ----->				7720.68	
02-24	EPI01 (EPIQ EDISCOVERY SOLUTIONS I	90823631H	02/08/24	03/09/24	A	350.00	EPI01,90823631,JAN-24 MONTHLY SERVICES VRU M
02-24	ESE01 (EDWARDS & SONS EQUIPMENT SE	56166	01/12/24	02/11/24	A	333.00	ESE01, 56166, MP1913 SERVICE CALL 1/12/24
02-24	FED01 (FedEx)	839697162	02/02/24	03/03/24	A	74.78	FED01,839697162,JAN-24 STATEMENT
02-24	GAC01 (GACO SOURCING)	29859-1	01/25/24	02/24/24	A	9218.58	GAC01, 29859-1, MP1915 VARIOUS PROMO ITEMS
02-24	GAN01 (GANNETT FLEMING COMPANIES)	32816H	02/20/24	03/21/24	A	5324.75	GAN01, 32816, RUTAN HYDROGEN RETROFIT 1/26/2
02-24	GAR05 (JENNIFER GARCIA)	1211-0205H	02/12/24	03/13/24	A	16.18	GAR05,1211-0205,12/11/23-2/5/24 MILEAGE REIM
02-24	HAN01 (HANSON BRIDGETT MARCUS)	1368335H	02/15/24	03/16/24	A	16720.00	HAN01,1368335,JAN-24 CONTRACT LEGAL FEES
		1368336H	02/15/24	03/16/24	A	4751.00	HAN01,1368336,JAN-24 LEGAL SERVICE ADMIN
		Vendor's Total ----->				21471.00	
02-24	HDE01 (HOME DEPOT-CREDIT SERVICES)	FEB-2024H	02/13/24	03/14/24	A	210.03	HDE01, FEB-24 MISC MAINT SUPPLIES-CC STATEME
		JAN-2024H	01/12/24	02/11/24	A	216.96	HDE01,JAN-2024,JAN-24 MISC MAINT SUPPLIES CC
		Vendor's Total ----->				426.99	
02-24	HER05 (MELISSA HERNANDEZ STRAH)	OCTDEC-23H	01/29/24	02/28/24	A	150.00	HER05,OCTDEC-23,OCT-DEC23 BOD STIPEND ADJ
02-24	INS01 (INSIGHT STRATEGIES INC)	34305H	01/22/24	02/21/24	A	725.01	INS01,34305,1/10/24 PO#7640 T FISHER WRKSHOP
		34314H	01/29/24	02/28/24	A	3000.00	INS01,34314,1/29/24 PO7640 EXECUTIVE COACHIN
		34315H	01/29/24	02/28/24	A	9900.00	INS01,34315,1/29/24 PO7640 LEADERSHIP/PM WOR
		Vendor's Total ----->				13625.01	
02-24	INT06 (INTERSTATE ADVANCED MATERIA	7505274H	12/13/23	01/12/24	A	2046.02	INT06,7505274,MP1853 11/29/23 ACRYLIC SHEET
02-24	KKI01 (ALPHA MEDIA LLC)	719876-2H	01/14/24	02/13/24	A	12925.00	KKI01, 719876-2, 12/1/23-12/31/23 STUFF-A BU
02-24	LIV10 (LIVERMORE SANITATION INC)	2177766H	02/01/24	03/02/24	A	2728.05	LIV10,2177766,1/1/24-1/31/24 GARBAGE SERVICE
02-24	LLO01 (LOS LOZA INC)	INV #2	02/15/24	03/16/24	A	7000.00	LLO01, INV #2, TRANSIT CENTER LANDSCAPE PROJ
02-24	LYF01 (LYFT, INC)	1122817H	01/31/24	03/01/24	A	12685.64	LYF01,1122817,1/1/24-1/31/24 GO TRI VALLEY
		1122818H	01/31/24	03/01/24	A	316.69	LYF01,1122818,1/1/24-1/31/24 GO SAN RAMON
		Vendor's Total ----->				13002.33	
02-24	MAR07 (DAVID MARK)	0113-0128H	02/07/24	03/08/24	A	113.18	MAR07,0113-0128,1/13/24-1/28/24 MOVING EXPEN
		0209-0214H	02/18/24	03/19/24	A	1393.99	MAR07, 2/9/24-2/14/24 TRAVEL & HOTEL EXPENSE
		0211-0214H	12/04/23	01/03/24	A	296.00	MAR07,0211-0214,2/11/24-2/14/24 TRAVEL PER D
		Vendor's Total ----->				1803.17	
02-24	MER01 (MERCHANT SERVICES)	TC013124H	01/31/24	03/01/24	A	94.74	MER01,TC013124,JAN-24 TC-CC STATEMENT

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 02-24

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-24	MER01 (MERCHANT SERVICES)	MOA013124H	01/31/24	03/01/24	A	66.27	MER01,MOA013124,JAN-24 MOA-CC STATEMENT
			Vendor's Total ----->			161.01	
02-24	MET01 (METROPOLITAN TRANSPORT-)	AR030390	11/30/22	12/30/22	A	1191.71	MET01, AR030390, OCT-22 CLIPPER FEES 2.0
		AR033649	10/18/23	11/17/23	A	85.19	MET01, AR033649, JULY-DEC 2022 BANK FEES
		AR034373	01/25/24	02/24/24	A	3258.25	MET01,AR034373,NOV-23 CLIPPER FEES 2.0
		AR034395	01/25/24	02/24/24	A	3251.64	MET01,AR034395,DEC-23 CLIPPER FEES 2.0
		AR034485	02/12/24	03/13/24	A	1538.70	MET01, AR034485, OCT-DEC 2023 QRTLTY RTC FEES
		AR034524	02/01/24	03/02/24	A	1150.00	MET01,AR034524,FY24 RTC STAFF COSTS
			Vendor's Total ----->			10475.49	
02-24	MOR02 (VANESSA MORENO)	0108-0208H	02/19/24	03/20/24	A	29.02	MOR02, 1/8/24-2/8/24 MILEAGE EXPENSE REIMBUR
02-24	MUC01 (MULLEN COUGHLIN LLC)	72200H	01/31/24	03/01/24	A	3151.00	MUC01,72200,DEC-23 PROFESSIONAL LEGAL SERVIC
02-24	MUT01 (MUTUAL OF OMAHA)	FEB-2024H	01/16/24	02/15/24	A	1038.58	MUT01, FEB-24 MUTUAL LTD & LIFE INSURANCE
		MAR-2024H	02/13/24	03/14/24	A	1140.28	MUT01, MAR-24 MUTUAL LTD & LIFE INSURANCE
			Vendor's Total ----->			2178.86	
02-24	MVT01 (MV TRANSPORTATION, INC.)	127766H	02/05/24	03/06/24	A	425000.00	MVT01,127766,FEB-24 1ST INSTALL PAYMENT
		127767H	02/05/24	03/06/24	A	425000.00	MVT01,127767,FEB-24 2ND INSTALL PAYMENT
		DEC-2023H	01/04/24	02/03/24	A	108871.58	MVT01,DEC-2023,DEC-23 FIXED ROUTE MONTHLY SE
			Vendor's Total ----->			958871.58	
02-24	NEL01 (NELSON\NYGAARD CONSULTING A	86674H	01/09/24	02/08/24	A	15304.55	NEL01,86674,11/25/23-12/31/23 LAVTA SRTP/LRT
02-24	NOR02 (NOR-CAL FIRE EQUIPMENT)	51160	02/14/24	03/15/24	A	1745.08	NOR02, 51160, ANNUAL FIRE EXTINGUISHER SERVI
02-24	OFF01 (ODP BUSINESS SOLUTIONS LLC)	353672826	02/06/24	03/07/24	A	6.60	OFF01,353672826,2/6/24 OFFICE SUPPLIES
		353673334	02/07/24	03/08/24	A	334.65	OFF01,353673334,2/7/24 OFFICE SUPPLIES
		353673336	02/07/24	03/08/24	A	24.27	OFF01,353673336,2/7/24 OFFICE SUPPLIES
			Vendor's Total ----->			365.52	
02-24	OME01 (OMER USA INC.)	1722H	12/12/23	01/11/24	A	1630.00	OME01, 1722, MP1871 PHOTOCCELL/RETROREFLECTOR
02-24	PAC02 (PACIFIC GAS AND ELECTRIC)	580020624H	02/06/24	03/07/24	A	11648.77	PAC02, 580020624, MOA ELECTRIC 1/2/24-1/30/2
		606020224H	02/02/24	03/03/24	A	1869.88	PAC02, 606020224, ATLANTIS 12/28/23-1/28/24
		726013124H	01/31/24	03/01/24	A	2516.97	PAC02, 726013124, BUS STOP 12/20/23-1/21/24
		764011824H	01/18/24	02/17/24	A	120.16	PAC02,764011824,12/12/23-1/10/24 DOOLAN TWR
			Vendor's Total ----->			16155.78	
02-24	PAC11 (PACIFIC ENVIRONMENTAL SERVI	2702H	01/31/24	03/01/24	A	130.00	PAC11,2702,1/15/24 MONTHLY RUTAN INSPECTION
		2703H	01/31/24	03/01/24	A	130.00	PAC11,2703,1/16/24 ATLANTIS MONTHLY INSPECTI
			Vendor's Total ----->			260.00	
02-24	PAC16 (PACIFIC COAST TRANE)	SRVC22521	01/30/24	02/29/24	A	1046.40	PAC16,SRVC22521,MP1919 1/23/24 HVAC SERVICE
02-24	PER01 (PERS)	20240202CH	02/07/24	03/08/24	A	5137.24	PER01,20240202C,1/20/24-2/2/24 PERS CLASSIC
		20240202NH	02/07/24	03/08/24	A	5816.36	PER01,20240202N,1/20/24-2/2/24 PERS NEW CONT
		20240216CH	02/21/24	03/22/24	A	5137.24	PER01, PERS CLASSIC CONTRIBUTIONS 2/3/24-2/1
		20240216NH	02/21/24	03/22/24	A	5859.80	PER01, PERS NEW CONTRIBUTIONS 2/3/24-2/16/24
			Vendor's Total ----->			21950.64	
02-24	PER02 (CALPERS RETIREMENT SYSTEM)	FY24OPEBH	01/17/24	02/16/24	A	29901.00	PER02,FY24OPEB,FY24 OPEB ADDITIONAL CONTRIBU
02-24	PER03 (CAL PUB EMP RETIRE SYSTM)	MAR-2024H	02/14/24	03/15/24	A	37147.47	PER03, MAR-24 PERS HEALTH INSURANCE
02-24	PER04 (CALPERS RETIREMENT SYSTEM)	20240202H	02/07/24	03/08/24	A	2746.93	PER04,20240202,1/20/24-2/2/24 PERS 457 CONTR
		20240216H	02/21/24	03/22/24	A	2854.15	PER04, PERS 457 CONTRIBUTIONS 2/3/24-2/16/24
			Vendor's Total ----->			5601.08	
02-24	PEX01 (PEX CARD)	02-13-24DH	02/13/24	03/14/24	A	5000.00	PEX01,02-13-24D,2/13/24 PEX CARDS ACCOUNT DE
02-24	POW03 (POWER MANUFACTURING INC)	51173H	03/02/23	04/01/23	A	215.91	POW03,51173,3/2/23 MP1483 DRIVER BARRIER HIN

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
02-24	QUE01 (QUENCH USA,INC.)	06893153	02/01/24	03/02/24	A	201.90	QUE01,06893153,MP1415 2/1/24-1/31/25 TCQUENC
02-24	RMT01 (RMT LANDSCAPE CONTRACTORS I	20240150H 20240249H	01/24/24 02/23/24	02/23/24 03/24/24	A A	9845.00 9845.00	RMT01,20240150,1/10/24-2/9/24 LANDSCAPING SE RMT01, 20240249, 2/10/24-3/9/24 LANDSCAPING
				Vendor's Total ----->		19690.00	
02-24	ROB06 (ROBERT HALF MANAGEMENT RESO	63204296H 63240299H	02/13/24 02/21/24	03/14/24 03/22/24	A A	976.08 1626.80	ROB06,63204296,ENDING 2/9/24 FRONT DESK TEMP ROB06, 63240299, FRONT DESK HELP W/E 2/16/24
				Vendor's Total ----->		2602.88	
02-24	RSE01 (R & S ERECTION)	133432GRH	01/31/24	03/01/24	A	1665.00	RSE01,133432GR,MP1898 1/31/24 REPAIR PHOTO E
02-24	SCF01 (SC FUELS)	427147H 433683H 435882H	01/23/24 02/01/24 02/08/24	02/22/24 03/02/24 03/09/24	A A A	25239.58 27625.49 27872.60	SCF01,427147,1/23/24 FUEL DELIVERY SCF01,433683,2/1/24 FUEL DELIVERY SCF01,435882,2/8/24 FUEL DELIVERY
				Vendor's Total ----->		80737.67	
02-24	SHA02 (SHAMROCK OFFICE SOLUTIONS)	3986647H 3986647u 3986647CH	01/29/24 02/29/24 01/29/24	02/28/24 / / 02/28/24	A A A	19.56 19.56 20.27	SHA02,3986647,1/30/24-2/28/24 FRONT DESK PRI 19.56-Ck# H13978 Reversed SHA02, 3986647CORRECT, 1/30/24-2/28/24 FRONT
				Vendor's Total ----->		20.27	
02-24	SOL01 (SOLUTIONS FOR TRANSIT)	24-0205LAH	02/05/24	03/06/24	A	2083.33	SOL01,24-0205LA,JAN-24 CLIPPER ANALYSIS
02-24	STA01 (STATE COMPENSATION FUND)	JAN-2024H	01/21/24	02/20/24	A	1091.33	STA01,JAN-2024,JAN-24 WORKERS COMP PREMIUM
02-24	TAX01 (HERB HASTINGS)	0120-0205H	02/14/24	03/15/24	A	17.45	TAX01,0120-0205,1/20/24-2/5/24 PARATAXI REIM
02-24	TEL01 (TPx COMMUNICATIONS)	177163696H	01/31/24	03/01/24	A	2498.37	TEL01,177163696,2/1/24-2/29/24 SERVICE
02-24	TOB01 (MICHAEL TOBIN)	02-13-24H	02/13/24	03/14/24	A	19.99	TOB01,02-13-24,2/13/24 EXPENSE REIMBURSE - F
02-24	TPG01 (THE PARKS GROUP)	76645	02/21/24	03/22/24	A	10200.51	TPG01, 76645, MP1918 STANDARD/LARGE BUS STOP
02-24	TX230 (SCOTT ZHANG)	0116-0126H	02/14/24	03/15/24	A	167.35	TX230,0116-0126,1/16/24-1/26/24 PARATAXI REI
02-24	TX242 (BONNIE WOLF)	0109-0131H	02/14/24	03/15/24	A	40.00	TX242,0109-0131,1/9/24-1/31/24 PARATAXI REIM
02-24	UBE01 (UBER)	JAN-2024H	02/01/24	03/02/24	A	9602.09	UBE01,JAN-2024,JAN-24 GO DUBLIN BILLING
02-24	VER01 (VERIZON WIRELESS)	995491269H	01/31/24	03/01/24	A	1632.08	VER01,995491269,12/23/23-1/22/24 CELL & WIFI
02-24	VSP01 (VSP)	FEB-2024H MAR-2024H	01/19/24 02/19/24	02/18/24 03/20/24	A A	538.40 538.40	VSP01, FEB-24 VSP VISION INSURANCE VSP01, MAR-24 VSP VISION INSURANCE
				Vendor's Total ----->		1076.80	
02-24	WEG01 (CHRISTY WEGENER)	02-05-24EH 0216-0219H	02/06/24 12/07/23	03/07/24 01/06/24	A A	32.87 207.00	WEG01,02-05-24EXP,2/5/24 EXPENSE REIMBURSE WEG01,0216-0219,2/16/24-2/19/24 TRAVEL PER D
				Vendor's Total ----->		239.87	
02-24	ZIP01 (ZIP'S TRUCK EQUIPMENT INC)	S071722H	11/16/23	12/16/23	A	5444.19	ZIP01,S071722,11/16/23 MP1833 PUSH BUMPER/GR
				Total of Purchases -->		1545441.08	

AGENDA

ITEM 5C

STAFF REPORT

SUBJECT: Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2024-2025

FROM: Tamara Edwards, Director of Finance

DATE: April 1, 2024

Action Requested

Approval of the following resolutions:

1. Resolution 07-2024 of the Board of Directors of the Livermore Amador Valley Transit Authority authorizing the filing of a claim with the Metropolitan Transportation Commission (MTC) for Allocation of Transportation Development Act (TDA) Article 4.0, State Transit Assistance (STA), Regional Measure 2 (RM 2), and Regional Measure 3 (RM3) for Fiscal Year 2024-2025
2. Resolution 08-2024 of the Board of Directors of the Livermore Amador Valley Transit Authority Authorizing the filing of a claim with the Metropolitan Transportation Commission for Allocation of Transportation Development Act Article 4.5 Funds for the Fiscal Year 2024-2025

These resolutions authorize staff to file applications with the MTC for the 2024-2025 Fiscal Year.

Background

Attached for your review and approval are the annual resolutions authorizing LAVTA's Executive Director (or designee) to file a claim with MTC for TDA Article 4.0, 4.5, and STA funds for Fiscal Year 2024-2025. These resolutions are required as part of MTC's annual claim submittal. The funds requested in the claim are limited to the amount allocated to LAVTA, based on a prescribed apportionment formula. On an annual basis, LAVTA is required to resolve support for the submission of applications for Regional Measure 2 and Regional Measure 3 operating assistance in connection with the providing service to the BRT service. MTC has advised LAVTA that the inclusion of provisions relevant to RM2 and RM3 can be included in the TDA and STA resolutions for ease of submission.

Discussion

Attached to this report is the MTC staff report which accompanied their estimate and gives background information on the various funding sources and the bases for this year's estimates:

Budget Considerations

The next step will be to prepare a detailed capital and operating budget within the available revenues.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the Resolutions 07-2024 and 08-2024, authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2024-2025.

Attachments:

1. February 28, 2024 Fund Estimate from MTC
2. Resolution 07-2024
3. Resolution 08-2024

Date: February 28, 2024
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4629

This resolution approves the FY 2024-25 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2024.

Date: February 28, 2024
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4629

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2023-24 and FY 2024-25 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2024-25 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2024-25 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2024-25 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 28, 2024.

**FY 2024-25 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4629
Page 1 of 19
2/28/2024

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	FY2024-25	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance¹	Outstanding Commitments, Refunds, & Interest²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,671,967	(121,777,896)	113,845,387	(10,340,581)	(4,140,192)	104,539,854	(4,181,594)	128,616,944
Contra Costa	53,390,374	(68,640,459)	60,006,712	(3,285,200)	(2,268,860)	58,423,157	(2,336,927)	95,288,796
Marin	268,925	(12,988,604)	14,839,778	2,311,280	(686,042)	17,494,079	(699,762)	20,539,655
Napa	5,176,302	(12,237,155)	12,368,198	(122,121)	(489,843)	12,490,999	(499,640)	16,686,740
San Francisco	6,292,656	(810,261)	51,445,000	(2,477,500)	(1,958,700)	50,292,500	(2,011,701)	100,771,995
San Mateo	13,838,281	(2,143,708)	60,360,105	(5,164,400)	(2,207,828)	58,595,049	(2,343,801)	120,933,697
Santa Clara	12,071,491	(146,726,118)	145,007,000	(655,663)	(5,774,053)	147,383,000	(5,895,320)	145,410,337
Solano	45,432,860	(38,291,928)	27,790,758	857,224	(1,888,475)	28,647,982	(1,888,475)	60,659,947
Sonoma	35,278,789	(34,577,042)	33,200,000	(2,600,000)	(1,224,000)	31,500,000	(1,260,000)	60,317,747
TOTAL	\$222,421,643	(\$438,193,171)	\$518,862,938	(\$21,476,960)	(\$20,637,993)	\$509,366,620	(\$21,117,220)	\$749,225,858

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

<i>Column</i>	A	B	C	D	E=Sum(A:D)
	6/30/2023		FY2022-24	FY2023-24	FY2024-25
Fund Source	Balance (w/ interest)¹		Outstanding Commitments²	Revenue Estimate	Revenue Estimate
					Available for Allocation
State Transit Assistance					
Revenue-Based	78,481,735		(134,288,345)	258,125,769	249,517,946
Population-Based	99,313,121		(75,803,454)	93,383,567	90,269,467
SUBTOTAL	177,794,856		(210,091,799)	351,509,336	339,787,413
AB1107 - BART District Tax (25% Share)	0		(104,000,000)	104,000,000	104,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,965,253		(6,735,076)	1,450,000	1,450,000
5% State General Fund Revenue	24,330,375		(18,286,723)	3,476,936	3,511,706
SUBTOTAL	33,295,628		(25,021,799)	4,926,936	4,961,706
Low Carbon Transit Operations Program	0		0	78,260,504	66,585,278
State of Good Repair Program					
Revenue-Based ^d	21,759		(33,656,207)	33,656,207	34,666,010
Population-Based	20,109,423		(31,799,022)	12,175,989	12,541,311
SUBTOTAL	20,131,181		(65,455,229)	45,832,196	47,207,321
Senate Bill 125 Funding	0		0	0	171,187,549
TOTAL	\$231,221,665		(\$404,568,827)	\$584,528,972	\$733,729,266

Please see Attachment A pages 2-19 for detailed information on each fund source.

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 1/31/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4629
Page 2 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	113,845,387	13. County Auditor Estimate	104,539,854
2. Revised Estimate (Feb, 24)	103,504,806	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(10,340,581)	14. MTC Administration (0.5% of Line 13)	522,699
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	522,699
4. MTC Administration (0.5% of Line 3)	(51,703)	16. MTC Planning (3.0% of Line 13)	3,136,196
5. County Administration (Up to 0.5% of Line 3) ⁴	(51,703)	17. Total Charges (Lines 14+15+16)	4,181,594
6. MTC Planning (3.0% of Line 3)	(310,217)	18. TDA Generations Less Charges (Lines 13-17)	100,358,260
7. Total Charges (Lines 4+5+6)	(413,623)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(9,926,958)	19. Article 3.0 (2.0% of Line 18)	2,007,165
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	98,351,095
9. Article 3 Adjustment (2.0% of line 8)	(198,539)	21. Article 4.5 (5.0% of Line 20)	4,917,555
10. Funds Remaining (Lines 8-9)	(9,728,419)	22. TDA Article 4 (Lines 20-21)	93,433,540
11. Article 4.5 Adjustment (5.0% of Line 10)	(486,421)		
12. Article 4 Adjustment (Lines 10-11)	(9,241,998)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	7,484,280	113,954	7,598,234	(6,265,191)	0	2,185,831	(198,539)	3,320,335	2,007,165	5,327,500
Article 4.5	897,011	15,071	912,082	(5,780,948)	0	5,355,287	(486,421)	0	4,917,555	4,917,555
SUBTOTAL	8,381,291	129,025	8,510,316	(12,046,139)	0	7,541,118	(684,960)	3,320,335	6,924,720	10,245,055
Article 4										
AC Transit										
District 1	8,408,316	103,272	8,511,588	(68,058,207)	0	65,495,586	(5,948,967)	0	60,180,711	60,180,711
District 2	2,261,460	27,636	2,289,096	(17,968,329)	0	17,245,657	(1,566,424)	0	15,957,528	15,957,528
BART ³	12,398	470	12,868	(142,139)	0	142,186	(12,915)	0	101,010	101,010
LAVTA	20,012,120	259,243	20,271,363	(20,272,880)	0	14,669,457	(1,332,427)	13,335,512	13,382,358	26,717,870
Union City	11,596,383	184,358	11,780,741	(3,994,207)	0	4,197,568	(381,265)	11,602,837	3,811,933	15,414,770
SUBTOTAL	42,290,676	574,980	42,865,656	(110,435,762)	0	101,750,453	(9,241,998)	24,938,349	93,433,540	118,371,889
GRAND TOTAL	\$50,671,967	\$704,005	\$51,375,972	(\$122,481,900)	\$0	\$109,291,571	(\$9,926,958)	\$28,258,684	\$100,358,260	\$128,616,944

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

Attachment A
Res No. 4629
Page 3 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	60,006,712	13. County Auditor Estimate	58,423,157
2. Revised Estimate (Feb, 24)	56,721,512	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(3,285,200)	14. MTC Administration (0.5% of Line 13)	292,116
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	292,116
4. MTC Administration (0.5% of Line 3)	(16,426)	16. MTC Planning (3.0% of Line 13)	1,752,695
5. County Administration (Up to 0.5% of Line 3) ⁴	(16,426)	17. Total Charges (Lines 14+15+16)	2,336,927
6. MTC Planning (3.0% of Line 3)	(98,556)	18. TDA Generations Less Charges (Lines 13-17)	56,086,230
7. Total Charges (Lines 4+5+6)	(131,408)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,153,792)	19. Article 3.0 (2.0% of Line 18)	1,121,725
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	54,964,505
9. Article 3 Adjustment (2.0% of line 8)	(63,076)	21. Article 4.5 (5.0% of Line 20)	2,748,225
10. Funds Remaining (Lines 8-9)	(3,090,716)	22. TDA Article 4 (Lines 20-21)	52,216,280
11. Article 4.5 Adjustment (5.0% of Line 10)	(154,536)		
12. Article 4 Adjustment (Lines 10-11)	(2,936,180)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,563,551	96,839	2,660,390	(3,639,952)	0	1,152,129	(63,076)	109,491	1,121,725	1,231,216
Article 4.5	(10,399)	12,575	2,177	(2,199,046)	0	2,822,716	(154,536)	471,311	2,748,225	3,219,536
SUBTOTAL	2,553,153	109,414	2,662,566	(5,838,998)	0	3,974,845	(217,612)	580,802	3,869,950	4,450,752
Article 4										
AC Transit										
District 1	(14,932)	22,036	7,104	(8,963,624)	0	9,475,264	(518,744)	0	9,213,421	9,213,421
BART ³	(2,072)	2,245	173	(213,924)	0	226,131	(12,380)	0	218,572	218,572
CCCTA	41,352,632	1,220,820	42,573,452	(40,558,854)	10,786,896	24,796,860	(1,357,559)	36,240,795	24,036,247	60,277,042
ECCTA	4,558,250	189,645	4,747,895	(19,836,177)	0	15,962,167	(873,884)	0	15,660,711	15,660,711
WCCTA	4,943,344	96,434	5,039,778	(5,656,372)	0	3,171,176	(173,613)	2,380,969	3,087,329	5,468,298
SUBTOTAL	50,837,221	1,531,180	52,368,401	(75,228,951)	10,786,896	53,631,598	(2,936,180)	38,621,764	52,216,280	90,838,044
GRAND TOTAL	\$53,390,374	\$1,640,594	\$55,030,967	(\$81,067,949)	\$10,786,896	\$57,606,443	(\$3,153,792)	\$39,202,566	\$56,086,230	\$95,288,796

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

Attachment A
Res No. 4629
Page 4 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	14,839,778	13. County Auditor Estimate	17,494,079
2. Revised Estimate (Feb, 24)	17,151,058	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	2,311,280	14. MTC Administration (0.5% of Line 13)	87,470
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	87,470
4. MTC Administration (0.5% of Line 3)	11,556	16. MTC Planning (3.0% of Line 13)	524,822
5. County Administration (Up to 0.5% of Line 3) ⁴	11,556	17. Total Charges (Lines 14+15+16)	699,762
6. MTC Planning (3.0% of Line 3)	69,338	18. TDA Generations Less Charges (Lines 13-17)	16,794,317
7. Total Charges (Lines 4+5+6)	92,450	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	2,218,830	19. Article 3.0 (2.0% of Line 18)	335,886
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,458,431
9. Article 3 Adjustment (2.0% of line 8)	44,377	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	2,174,453	22. TDA Article 4 (Lines 20-21)	16,458,431
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	2,174,453		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	292,156	59,454	351,609	(420,737)	0	284,924	44,377	260,173	335,886	596,059
Article 4.5										
SUBTOTAL	292,156	59,454	351,609	(420,737)	0	284,924	44,377	260,173	335,886	596,059
Article 4/8										
GGBHTD	(11,640)	12,439	799	(4,770,059)	0	5,483,984	854,125	1,568,850	6,961,916	8,530,766
Marin Transit	(11,591)	12,222	632	(7,881,923)	0	8,477,279	1,320,328	1,916,315	9,496,515	11,412,830
SUBTOTAL	(23,230)	24,661	1,431	(12,651,982)	0	13,961,263	2,174,453	3,485,165	16,458,431	19,943,596
GRAND TOTAL	\$268,925	\$84,115	\$353,040	(\$13,072,719)	\$0	\$14,246,187	\$2,218,830	\$3,745,338	\$16,794,317	\$20,539,655

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

Attachment A
Res No. 4629
Page 5 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	12,368,198	13. County Auditor Estimate	12,490,999
2. Revised Estimate (Feb, 24)	12,246,077	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	-122,121	14. MTC Administration (0.5% of Line 13)	62,455
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	62,455
4. MTC Administration (0.5% of Line 3)	(611)	16. MTC Planning (3.0% of Line 13)	374,730
5. County Administration (Up to 0.5% of Line 3) ⁴	(611)	17. Total Charges (Lines 14+15+16)	499,640
6. MTC Planning (3.0% of Line 3)	(3,664)	18. TDA Generations Less Charges (Lines 13-17)	11,991,359
7. Total Charges (Lines 4+5+6)	(4,886)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(117,235)	19. Article 3.0 (2.0% of Line 18)	239,827
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	11,751,532
9. Article 3 Adjustment (2.0% of line 8)	(2,345)	21. Article 4.5 (5.0% of Line 20)	587,577
10. Funds Remaining (Lines 8-9)	(114,890)	22. TDA Article 4 (Lines 20-21)	11,163,955
11. Article 4.5 Adjustment (5.0% of Line 10)	(5,745)		
12. Article 4 Adjustment (Lines 10-11)	(109,145)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	491,987	5,626	497,613	(510,000)	0	237,469	(2,345)	222,737	239,827	462,564
Article 4.5	274,592	3,502	278,094	(846,730)	0	581,800	(5,745)	7,419	587,577	594,996
SUBTOTAL	766,580	9,128	775,707	(1,356,730)	0	819,269	(8,090)	230,156	827,404	1,057,560
Article 4/8										
NVTA ³	4,409,722	42,412	4,452,134	(10,931,965)	0	11,054,201	(109,145)	4,465,225	11,163,955	15,629,180
SUBTOTAL	4,409,722	42,412	4,452,134	(10,931,965)	0	11,054,201	(109,145)	4,465,225	11,163,955	15,629,180
GRAND TOTAL	\$5,176,302	\$51,540	\$5,227,841	(\$12,288,695)	\$0	\$11,873,470	(\$117,235)	\$4,695,381	\$11,991,359	\$16,686,740

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

Attachment A
Res No. 4629
Page 6 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	51,445,000	13. County Auditor Estimate	50,292,500
2. Revised Estimate (Feb, 24)	48,967,500	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(2,477,500)	14. MTC Administration (0.5% of Line 13)	251,463
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	251,463
4. MTC Administration (0.5% of Line 3)	(12,388)	16. MTC Planning (3.0% of Line 13)	1,508,775
5. County Administration (Up to 0.5% of Line 3) ⁴	(12,388)	17. Total Charges (Lines 14+15+16)	2,011,701
6. MTC Planning (3.0% of Line 3)	(74,325)	18. TDA Generations Less Charges (Lines 13-17)	48,280,799
7. Total Charges (Lines 4+5+6)	(99,101)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(2,378,399)	19. Article 3.0 (2.0% of Line 18)	965,616
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	47,315,183
9. Article 3 Adjustment (2.0% of line 8)	(47,568)	21. Article 4.5 (5.0% of Line 20)	2,365,759
10. Funds Remaining (Lines 8-9)	(2,330,831)	22. TDA Article 4 (Lines 20-21)	44,949,424
11. Article 4.5 Adjustment (5.0% of Line 10)	(116,542)		
12. Article 4 Adjustment (Lines 10-11)	(2,214,289)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,891,650	79,966	1,971,616	(1,009,396)	0	987,744	(47,568)	1,902,396	965,616	2,868,012
Article 4.5	4,520,175	0	4,520,175	0	0	2,419,973	(116,542)	6,823,606	2,365,759	9,189,365
SUBTOTAL	6,411,825	79,966	6,491,791	(1,009,396)	0	3,407,717	(164,110)	8,726,002	3,331,375	12,057,377
Article 4										
SFMTA	(119,169)	119,169	0	0	0	45,979,483	(2,214,289)	43,765,194	44,949,424	88,714,618
SUBTOTAL	(119,169)	119,169	0	0	0	45,979,483	(2,214,289)	43,765,194	44,949,424	88,714,618
GRAND TOTAL	\$6,292,656	\$199,135	\$6,491,791	(\$1,009,396)	\$0	\$49,387,200	(\$2,378,399)	\$52,491,196	\$48,280,799	\$100,771,995

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

Attachment A
Res No. 4629
Page 7 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	60,360,105	13. County Auditor Estimate	58,595,049
2. Revised Estimate (Feb, 24)	55,195,705	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(5,164,400)	14. MTC Administration (0.5% of Line 13)	292,975
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	292,975
4. MTC Administration (0.5% of Line 3)	(25,822)	16. MTC Planning (3.0% of Line 13)	1,757,851
5. County Administration (Up to 0.5% of Line 3) ⁴	(25,822)	17. Total Charges (Lines 14+15+16)	2,343,801
6. MTC Planning (3.0% of Line 3)	(154,932)	18. TDA Generations Less Charges (Lines 13-17)	56,251,248
7. Total Charges (Lines 4+5+6)	(206,576)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(4,957,824)	19. Article 3.0 (2.0% of Line 18)	1,125,025
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	55,126,223
9. Article 3 Adjustment (2.0% of line 8)	(99,156)	21. Article 4.5 (5.0% of Line 20)	2,756,311
10. Funds Remaining (Lines 8-9)	(4,858,668)	22. TDA Article 4 (Lines 20-21)	52,369,912
11. Article 4.5 Adjustment (5.0% of Line 10)	(242,933)		
12. Article 4 Adjustment (Lines 10-11)	(4,615,735)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,002,861	143,865	4,146,726	(2,598,444)	0	1,158,914	(99,156)	2,608,040	1,125,025	3,733,065
Article 4.5	491,773	40,375	532,149	0	0	2,839,339	(242,933)	3,128,555	2,756,311	5,884,866
SUBTOTAL	4,494,634	184,241	4,678,875	(2,598,444)	0	3,998,253	(342,089)	5,736,595	3,881,336	9,617,931
Article 4										
SamTrans	9,343,646	270,496	9,614,142	0	0	53,947,447	(4,615,735)	58,945,854	52,369,912	111,315,766
SUBTOTAL	9,343,646	270,496	9,614,142	0	0	53,947,447	(4,615,735)	58,945,854	52,369,912	111,315,766
GRAND TOTAL	\$13,838,281	\$454,736	\$14,293,017	(\$2,598,444)	\$0	\$57,945,700	(\$4,957,824)	\$64,682,449	\$56,251,248	\$120,933,697

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

Attachment A
Res No. 4629
Page 8 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	145,007,000	13. County Auditor Estimate	147,383,000
2. Revised Estimate (Feb, 24)	144,351,337	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(655,663)	14. MTC Administration (0.5% of Line 13)	736,915
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	736,915
4. MTC Administration (0.5% of Line 3)	(3,278)	16. MTC Planning (3.0% of Line 13)	4,421,490
5. County Administration (Up to 0.5% of Line 3) ⁴	(3,278)	17. Total Charges (Lines 14+15+16)	5,895,320
6. MTC Planning (3.0% of Line 3)	(19,670)	18. TDA Generations Less Charges (Lines 13-17)	141,487,680
7. Total Charges (Lines 4+5+6)	(26,226)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(629,437)	19. Article 3.0 (2.0% of Line 18)	2,829,754
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	138,657,926
9. Article 3 Adjustment (2.0% of line 8)	(12,589)	21. Article 4.5 (5.0% of Line 20)	6,932,896
10. Funds Remaining (Lines 8-9)	(616,848)	22. TDA Article 4 (Lines 20-21)	131,725,030
11. Article 4.5 Adjustment (5.0% of Line 10)	(30,842)		
12. Article 4 Adjustment (Lines 10-11)	(586,006)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2023 Balance (w/o interest)	FY2022-23 Interest	6/30/2023 Balance (w/ interest) ¹	FY2022-24 Outstanding Commitments ²	FY2023-24 Transfers/ Refunds	FY2023-24 Original Estimate	FY2023-24 Revenue Adjustment	6/30/2024 Projected Carryover	FY2024-25 Revenue Estimate	FY2024-25 Available for Allocation
Article 3	7,906,741	260,582	8,167,323	(7,059,835)	0	2,784,134	(12,589)	3,879,033	2,829,754	6,708,787
Article 4.5	208,238	5,302	213,540	(7,001,645)	0	6,821,129	(30,842)	2,182	6,932,896	6,935,078
SUBTOTAL	8,114,979	265,884	8,380,863	(14,061,480)	0	9,605,263	(43,431)	3,881,215	9,762,650	13,643,865
Article 4										
VTA	3,956,512	100,731	4,057,243	(133,031,253)	0	129,601,457	(586,006)	41,442	131,725,030	131,766,472
SUBTOTAL	3,956,512	100,731	4,057,243	(133,031,253)	0	129,601,457	(586,006)	41,442	131,725,030	131,766,472
GRAND TOTAL	\$12,071,491	\$366,615	\$12,438,106	(\$147,092,733)	\$0	\$139,206,720	(\$629,437)	\$3,922,657	\$141,487,680	\$145,410,337

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.
3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

Attachment A
Res No. 4629
Page 9 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	13. County Auditor Estimate	28,647,982
2. Revised Estimate (Feb, 24)	28,647,982	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	857,224	14. MTC Administration (0.5% of Line 13)	143,240
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	143,240
4. MTC Administration (0.5% of Line 3)	4,286	16. MTC Planning (3.0% of Line 13)	859,439
5. County Administration (Up to 0.5% of Line 3) ⁴	4,286	17. Total Charges (Lines 14+15+16)	1,145,919
6. MTC Planning (3.0% of Line 3)	25,717	18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴	742,556
7. Total Charges (Lines 4+5+6)	34,289	19. TDA Generations Less Charges (Lines 13-17)	26,759,507
8. STA Planning (2.7%)	22,219	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	800,716	20. Article 3.0 (2.0% of Line 18)	535,190
FY2023-24 TDA Adjustment By Article		21. Funds Remaining (Lines 18-19)	26,224,317
9. Article 3 Adjustment (2.0% of line 8)	16,014	22. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	784,702	23. TDA Article 4 (Lines 20-21)	26,224,317
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	784,702		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	16,014	211,965	535,190	747,155
Article 4.5										
SUBTOTAL	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	16,014	211,965	535,190	747,155
Article 4/8										
Dixon	2,204,870	47,091	2,251,961	(333,157)	0	1,085,464	33,482	3,037,750	1,123,910	4,161,660
Fairfield	7,030,992	198,495	7,229,488	(2,408,623)	0	6,819,888	210,364	11,851,117	7,063,650	18,914,767
Rio Vista	1,761,669	37,069	1,798,739	(127,209)	0	564,546	17,414	2,253,490	590,263	2,843,753
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	32,173	4,032,786	1,069,777	5,102,563
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	50,699	1,311,663	1,682,556	2,994,219
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	177,659	2,549,903	5,957,351	8,507,254
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	262,911	8,651,766	8,736,810	17,388,576
SUBTOTAL	44,170,475	1,064,647	45,235,121	(38,144,058)	373,093	25,439,615	784,702	33,688,475	26,224,317	59,912,792
GRAND TOTAL	\$45,432,860	\$1,092,797	\$46,525,657	(\$39,757,819)	\$373,093	\$25,958,791	\$800,716	\$33,900,440	\$26,759,507	\$60,659,947

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

Attachment A
Res No. 4629
Page 10 of 19
2/28/2024

FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	33,200,000	13. County Auditor Estimate	31,500,000
2. Revised Estimate (Feb, 24)	30,600,000	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(2,600,000)	14. MTC Administration (0.5% of Line 13)	157,500
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	157,500
4. MTC Administration (0.5% of Line 3)	(13,000)	16. MTC Planning (3.0% of Line 13)	945,000
5. County Administration (Up to 0.5% of Line 3) ⁴	(13,000)	17. Total Charges (Lines 14+15+16)	1,260,000
6. MTC Planning (3.0% of Line 3)	(78,000)	18. TDA Generations Less Charges (Lines 13-17)	30,240,000
7. Total Charges (Lines 4+5+6)	(104,000)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(2,496,000)	19. Article 3.0 (2.0% of Line 18)	604,800
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	29,635,200
9. Article 3 Adjustment (2.0% of line 8)	(49,920)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(2,446,080)	22. TDA Article 4 (Lines 20-21)	29,635,200
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	(2,446,080)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,776,280	36,607	2,812,886	(2,248,914)	0	637,440	(49,920)	1,151,493	604,800	1,756,293
Article 4.5										
SUBTOTAL	2,776,280	36,607	2,812,886	(2,248,914)	0	637,440	(49,920)	1,151,493	604,800	1,756,293
Article 4/8										
GGBHTD ³	(8,783)	14,354	5,571	(7,785,049)	0	7,767,384	(608,289)	(620,383)	7,408,800	6,788,417
Petaluma	4,181,137	60,605	4,241,742	(1,560,310)	0	2,412,993	(188,969)	4,905,456	2,573,313	7,478,769
Santa Rosa	10,205,578	125,020	10,330,598	(9,925,805)	1,800,274	8,676,778	(679,507)	10,202,338	8,112,132	18,314,470
Sonoma County	18,124,578	217,659	18,342,237	(18,618,911)	3,307,427	12,377,405	(969,315)	14,438,843	11,540,954	25,979,797
SUBTOTAL	32,502,509	417,638	32,920,147	(37,890,074)	5,107,701	31,234,560	(2,446,080)	28,926,254	29,635,200	58,561,454
GRAND TOTAL	\$35,278,789	\$454,245	\$35,733,034	(\$40,138,988)	\$5,107,701	\$31,872,000	(\$2,496,000)	\$30,077,747	\$30,240,000	\$60,317,747

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

*Attachment A
Res No. 4629
Page 11 of 19
2/28/2024*

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) ³	\$258,125,769	4. Projected Carryover (Jan, 24)	\$202,319,156
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$249,517,946
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$451,837,102

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	29,939	0	376,768	406,707	364,204	770,911
Caltrain	3,735,616	(3,365,754)	12,234,876	12,604,739	11,826,875	24,431,614
CCCTA	852,028	(1,681,676)	1,072,650	243,002	1,036,880	1,279,882
City of Dixon	58,487	0	10,473	68,960	10,124	79,084
ECCTA	182,549	(647,366)	518,610	53,793	501,316	555,109
City of Fairfield	93,860	(264,398)	190,333	19,795	183,986	203,781
GGBHTD	4,140,630	(15,651,179)	11,739,882	229,333	11,348,387	11,577,720
LAVTA	181,692	(499,413)	514,526	196,805	497,367	694,172
Marin Transit	2,849,615	(2,500,000)	2,006,381	2,355,996	1,939,474	4,295,470
NVTA	51,267	(181,821)	145,664	15,110	140,807	155,917
City of Petaluma	5,180	0	62,499	67,679	60,415	128,094
City of Rio Vista	20,360	0	3,329	23,689	3,219	26,908
SamTrans	4,557,269	(1,541,284)	12,270,784	15,286,769	11,861,584	27,148,353
SMART	916,701	0	2,536,390	3,453,091	2,451,807	5,904,898
City of Santa Rosa	15,686	(203,846)	210,014	21,854	203,010	224,864
Solano County Transit	157,428	(558,377)	447,352	46,403	432,435	478,838
Sonoma County Transit	102,987	(283,960)	292,552	111,579	282,797	394,376
City of Union City	12,644	0	158,936	171,580	153,636	325,216
Vacaville City Coach	161,234	0	34,064	195,298	32,928	228,226
VTA	2,746,274	(36,100,554)	37,191,452	3,837,172	35,951,214	39,788,386
VTA - Corresponding to ACE	16,043	(210,982)	217,366	22,427	210,118	232,545
WCCTA	332,824	(660,333)	680,315	352,806	657,628	1,010,434
WETA	19,093,482	(9,527,654)	3,336,243	12,902,071	3,224,988	16,127,059
SUBTOTAL	40,313,799	(73,878,597)	86,251,459	52,686,658	83,375,199	136,061,857
AC Transit	11,539,770	(40,947,165)	32,810,667	3,403,272	31,716,516	35,119,788
BART	20,133,794	(18,462,584)	51,414,358	53,085,568	49,699,822	102,785,390
SFMTA	6,494,373	(1,000,000)	87,649,285	93,143,658	84,726,409	177,870,067
SUBTOTAL	38,167,937	(60,409,749)	171,874,310	149,632,498	166,142,747	315,775,245
GRAND TOTAL	\$78,481,735	(\$134,288,345)	\$258,125,769	\$202,319,156	\$249,517,946	\$451,837,102

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY 2023-24 allocations as of 1/31/24.

3. FY 2023-24 STA revenue estimates are based on State Controller's Office forecasts from August 2023.

4. Projected carryover as of 6/30/24 does not include interest accrued in FY2023-24.

5. FY2024-25 STA revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

Attachment A
Res No. 4629
Page 12 of 19
2/28/2024

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) ³	\$93,383,567	4. Projected Carryover (Jan, 24)	\$116,474,779
2. Actual Revenue (Aug, 24)		5. State Estimate ⁵ (Jan, 24)	\$90,269,467
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,744,246

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

<i>Column</i>	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest)¹	Outstanding Commitments²	Revenue Estimate³	Projected Carryover⁴	Revenue Estimate⁵	Available For Allocation
County Block Grant⁶						
Alameda	8,803,885	(11,667,439)	11,555,259	8,691,705	11,169,921	19,861,626
Contra Costa	11,037,661	(15,787,520)	14,500,385	9,750,525	14,016,834	23,767,359
Marin	2,841,929	(4,461,536)	3,730,219	2,110,612	3,605,825	5,716,437
Napa	1,161,656	(3,209,927)	2,281,782	233,511	2,205,691	2,439,202
San Francisco	5,209,534	0	5,527,224	10,736,758	5,342,905	16,079,663
San Mateo	6,101,403	0	3,309,292	9,410,695	3,198,936	12,609,631
Santa Clara	681,886	(8,961,946)	9,211,738	931,679	8,904,551	9,836,230
Solano	10,266,348	(9,783,634)	6,864,979	7,347,692	6,636,050	13,983,742
Sonoma	2,354,896	(8,367,704)	8,387,619	2,374,811	8,107,914	10,482,725
SUBTOTAL	48,459,199	(62,239,706)	65,368,497	51,587,988	63,188,627	114,776,615
Regional Program	28,341,407	(13,563,748)	27,596,617	42,374,276	19,080,840	61,455,116
WestCat Feeder Bus Support			418,453		0	418,453
Means-Based Transit Fare Program	21,504,764	0	0	21,504,764	8,000,000	29,504,764
Transit Emergency Service Contingency Fund⁷	1,007,751	0	0	1,007,751	0	1,007,751
GRAND TOTAL	\$99,313,121	(\$75,803,454)	\$93,383,567	\$116,474,779	\$90,269,467	\$207,162,699

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2024-25 FUND ESTIMATE
BRIDGE TOLLS¹**

Attachment A
Res No. 4629
Page 13 of 19
2/28/2024

BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>			<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2023	FY2019-21	FY2019-21	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Fund Source	Balance ²	Actuals	Encumbrances	Outstanding Commitments ³	Programming Amount ⁴	Projected Carryover	Programming Amount ⁴	Available for Allocation
MTC 2% Toll Revenues								
Ferry Capital	8,075,495		(5,670,337)	(5,670,337)	1,000,000	3,405,158	1,000,000	4,405,158
Bay Trail	352,213		(802,213)	(802,213)	450,000	0	450,000	450,000
Studies	537,544		(262,526)	(262,526)	0	275,018	0	275,018
SUBTOTAL	8,965,253	0	(6,735,076)	(6,735,076)	1,450,000	3,680,176	1,450,000	5,130,176
5% State General Fund Revenues								
Ferry	24,008,730		(17,674,836)	(17,674,836)	3,186,694	9,520,588	3,218,561	12,739,149
Bay Trail	321,645		(611,887)	(611,887)	290,242	0	293,145	293,145
SUBTOTAL	24,330,375	0	(18,286,723)	(18,286,723)	3,476,936	9,520,588	3,511,706	13,032,294

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60)

and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations and as of 1/31/24.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2024-25 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Attachment A
Res No. 4629
Page 14 of 19
2/28/2024

FY2023-24 AB1107 Revenue Estimate		FY2024-25 AB1107 Estimate	
1. Original MTC Estimate (Feb, 23)	\$104,000,000	4. Projected Carryover (Jul, 23)	\$0
2. Revised Revenue (Feb, 24)	\$104,000,000	5. MTC Estimate (Feb, 24)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$104,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2023	FY2022-24	6/30/2023	FY2022-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(52,000,000)	52,000,000	0	0	52,000,000	52,000,000
SFMTA	0	0	0	(52,000,000)	52,000,000	0	0	52,000,000	52,000,000
TOTAL	\$0	\$0	\$0	(\$104,000,000)	\$104,000,000	\$0	\$0	\$104,000,000	\$104,000,000

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 1/31/24.

**FY 2024-25 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

Attachment A
Res No. 4629
Page 15 of 19
2/28/2024

ARTICLE 4.5 SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$4,917,555	\$3,219,536
AC Transit	\$4,327,294	\$778,043
LAVTA	\$253,114	
Pleasanton	\$0	
Union City	\$359,470	
CCCTA		\$1,079,293
ECCTA		\$1,181,793
WCCTA		\$180,407

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2024-25
CCCTA	\$820,003
LAVTA	\$597,369
ECCTA	\$2,665,851
WCCTA	\$2,768,927

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$102,785,390	
STA Revenue-Based	BART	CCCTA ²	(820,003)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	(496,359)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	(2,665,851)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ²	(2,550,354)	BART Feeder Bus
Total Payment			(6,532,568)	
Remaining BART STA Revenue-Based Funds			\$96,252,822	
Total Available BART TDA Article 4 Funds²			\$319,582	
TDA Article 4	BART-Alameda	LAVTA	(101,010)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(218,572)	BART Feeder Bus
Total Payment			(319,582)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$27,148,353	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$26,347,329	
Total Available Union City TDA Article 4 Funds			\$15,414,770	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$15,298,071	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Staff recommendation is to maintain the same percentage reduction as FY2023-24, as this reduction aligns with the assumptions that inform the SB 125 distribution framework. The precise distribution of the reduced payment between the bus operators may be adjusted based on operator feedback.

**FY 2024-25 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

*Attachment A
Res No. 4629
Page 16 of 19
2/28/2024*

FY2023-24 LCTOP Revenue Estimate¹		FY2024-25 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 23)	\$214,500,000	5. Estimated Statewide Appropriation (Jan, 23)	\$182,500,000
2. MTC Region Revenue-Based Funding	\$57,469,463	6. Estimated MTC Region Revenue-Based Funding	\$48,895,930
3. MTC Region Population-Based Funding	\$20,791,041	7. Estimated MTC Region Population-Based Funding	\$17,689,347
4. Total MTC Region Funds	\$78,260,504	8. Estimated Total MTC Region Funds	\$66,585,278

1. The FY 2023-24 LCTOP revenue generation is based on the \$215 million revised estimate included in the FY 2024-25 Governor's Proposed State Budget.

2. The FY 2024-25 LCTOP revenue generation is based on the \$183 million estimated in the FY 2024-25 Governor's Proposed State Budget.

**FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
Res No. 4629
Page 17 of 19
2/28/2024

FY2023-24 SGR Revenue-Based Revenue Estimate		FY2024-25 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 23)	\$33,656,207	4. Projected Carryover (Jan, 24)	\$21,757
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$34,666,010
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$34,687,767

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2022-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	32	(49,125)	49,125	32	50,600	50,632
Caltrain	1,034	(1,595,267)	1,595,267	1,034	1,643,131	1,644,165
CCCTA	91	(139,859)	139,859	91	144,056	144,147
City of Dixon	2	(1,366)	1,366	2	1,407	1,409
ECCTA	44	(67,620)	67,620	44	69,649	69,693
City of Fairfield	16	(24,817)	24,817	16	25,562	25,578
GGBHTD	992	(1,530,726)	1,530,726	992	1,576,653	1,577,645
LAVTA	43	(67,087)	67,087	43	69,100	69,143
Marin Transit	169	(261,606)	261,606	169	269,455	269,624
NVTA	12	(18,993)	18,993	12	19,563	19,575
City of Petaluma	5	(8,149)	8,149	5	8,393	8,398
City of Rio Vista	1	(434)	434	1	447	448
SamTrans	1,037	(1,599,949)	1,599,949	1,037	1,647,953	1,648,990
SMART	214	(330,712)	330,712	214	340,634	340,848
City of Santa Rosa	18	(27,383)	27,383	18	28,205	28,223
Solano County Transit	38	(58,329)	58,329	38	60,079	60,117
Sonoma County Transit	26	(38,145)	38,145	26	39,289	39,315
City of Union City	14	(20,723)	20,723	14	21,345	21,359
Vacaville City Coach	2	(4,441)	4,441	2	4,575	4,577
VTA	3,143	(4,849,277)	4,849,277	3,143	4,994,771	4,997,914
VTA - Corresponding to ACE	18	(28,342)	28,342	18	29,192	29,210
WCCTA	0	(88,704)	88,704	0	91,366	91,366
WETA	282	(435,002)	435,002	282	448,054	448,336
SUBTOTAL	7,234	(11,246,056)	11,246,056	7,233	11,583,479	11,590,712
AC Transit	2,768	(4,278,080)	4,278,080	2,768	4,406,437	4,409,205
BART	4,338	(6,703,756)	6,703,756	4,339	6,904,892	6,909,231
SFMTA	7,418	(11,428,315)	11,428,315	7,417	11,771,203	11,778,620
SUBTOTAL	14,524	(22,410,151)	22,410,151	14,524	23,082,531	23,097,055
GRAND TOTAL	\$21,759	(\$33,656,207)	\$33,656,207	\$21,757	\$34,666,010	\$34,687,767

1. FY2023-24 State of Good Repair Program revenue generation is based on September 2023 report from the State Controller's Office (SCO).

2. FY2024-25 State of Good Repair Program revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

Attachment A
Res No. 4629
Page 18 of 19
2/28/2024

FY2023-24 SGR Population-Based Revenue Estimate		FY2024-25 SGR Population-Based Revenue Estimate	
1. State Estimate (Jan, 23)	\$12,203,772	4. Projected Carryover (Jan, 24)	\$486,390
2. Actual Revenue (Aug, 23)	\$12,175,989	5. State Estimate (Jan, 24)	\$12,541,311
3. Revenue Adjustment (Lines 2-1)	(\$27,783)	6. Total Funds Available (Lines 4+5)	\$13,027,701

SGR PROGRAM POPULATION-BASED APPORTIONMENT									
Column	A				B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2022-24	FY2022-24	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment	Balance (w/interest)	Actuals	Refunds and Transfers	Encumbrances	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	20,109,423	(8,194,323)	0	(23,604,699)	(31,799,022)	12,175,989	486,390	12,541,311	13,027,701
GRAND TOTAL	\$20,109,423	(\$8,194,323)	\$0	(\$23,604,699)	(\$31,799,022)	\$12,175,989	\$486,390	\$12,541,311	\$13,027,701

1. FY2023-24 State of Good Repair Program revenue generation is based on August 2023 report from the State Controller's Office (SCO).

2. FY2024-25 State of Good Repair Program revenue generation is based on January 2024 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**FY 2024-25 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING**

*Attachment A
Res No. 4629
Page 19 of 19
2/28/2024*

FY2024-25 SB 125 Funding	
1. Estimate (Feb, 24)	\$171,187,549
2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)	

SB 125 FUNDING DISTRIBUTION

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F
	6/30/2023	FY2021-23	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance	Outstanding	Distribution	Projected	Distribution	Available For
	(w/interest)	Commitments		Carryover		Allocation
SFMTA	0	0	0	0	99,477,176	99,477,176
BART	0	0	0	0	58,211,496	58,211,496
AC Transit	0	0	0	0	4,000,000	4,000,000
Caltrain	0	0	0	0	0	0
GGBHTD	0	0	0	0	2,838,216	2,838,216
ACE	0	0	0	0	1,776,585	1,776,585
ECCTA	0	0	0	0	502,927	502,927
LAVTA	0	0	0	0	896,636	896,636
NVTA	0	0	0	0	1,484,513	1,484,513
SolTrans	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
MTC (Regional Network Management)	0	0	0	0	2,000,000	2,000,000
GRAND TOTAL	\$0	\$0	\$0	\$0	\$171,187,549	\$171,187,549

RESOLUTION NO. 07-2024

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE FILING OF A CLAIM WITH THE
METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION
OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4.0, STATE
TRANSIT ASSISTANCE, REGIONAL MEASURE 2, AND REGIONAL
MEASURE 3 FUNDS FOR FISCAL YEAR 2024-2025**

WHEREAS, the Transportation Development Act (TDA), (Pub. Utilities Code 992200 *et. seq.* provides for the disbursement of funds from the Local Transportation Fund of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin, Livermore and Pleasanton; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 *et. seq.*), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code 99310 (*et. seq.*); and

WHEREAS, the STA fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA and STA funds pursuant to PUC Section 99260 and Article 4 funds pursuant to PUC Section 99260A, as attested by the Livermore Amador Valley Authority's opinion of counsel dated March 7, 2024; and

WHEREAS, TDA funds from the Local Transport Fund of Alameda County and STA funds will be required by claimant in Fiscal Year 2023-2024 for transit service;

WHEREAS, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 3, Expenditure Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors as follows:

1. That the Executive Director or his designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA/STA funds in Fiscal Year 2024-2025; and be it further resolved

2. That a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein; and be it further resolved
3. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's, "Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures," (MTC Resolution No. 3636, Amended April 28, 2010); and be it further resolved
4. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's "Regional Measure 3 Policies and Procedures," (MTC Resolution No. 4404, Amended October 25, 2023); and be it further resolved
5. That LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP) and is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.); and be it further resolved
6. That LAVTA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further resolved
7. That LAVTA approves the certification of assurances, attached to this resolution; and be it further resolved
8. That there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further resolved
9. That LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds; and be it further resolved
10. That LAVTA authorizes its Executive Director, or his designee to execute and submit an allocation request for operating or planning costs for Fiscal Year 2021-2022 with MTC for Regional Measure 2 funds, for the project, purposes and amounts included in the project application attached to this resolution; and be it further resolved
11. That the Executive Director, or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the OAP as he/she deems appropriate.

PASSED AND ADOPTED this 1st day of April 2024.

Melissa Hernandez, Chair

ATTEST:

Christy Wegener, Executive Director

RESOLUTION NO. 08-2024

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF
A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION
FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE
4.5 FUNDS FOR THE FISCAL YEAR 2024-2025**

WHEREAS, the Transportation Development Act (TDA), Pub Util. Code 99200 et. seq. provides for the disbursement of funds from the Local Transportation Funds of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin and Livermore; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, TDA funds from the Local Transportation Fund of Alameda County will be required by claimant in Fiscal Year 2023-2024 for paratransit services; and

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA funds pursuant to PUC Section 99275 funds as attested by the Livermore Amador Valley Transit Authority’s opinion of counsel dated March 7, 2024; and

RESOLVED, that the Executive Director or his/her designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents with the Metropolitan Transportation Commission for an allocation of TDA funds in Fiscal Year 2023-2024; and be it further

NOW, THEREFORE, LET IT BE RESOLVED, that a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

PASSED AND ADOPTED this 1st day of April 2024.

Melissa Hernandez, Chair

ATTEST:

Christy Wegener, Executive Director

AGENDA

ITEM 5D

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Request for FY 23-24 Funding through the State Low Carbon Transit Operations Program (LCTOP)

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: April 1, 2024

Action Requested

The Finance & Administration recommends the Board of Directors approve Resolution 09-2024 in support of an allocation request to Caltrans for the FY 23-24 Low Carbon Transit Operations Program (LCTOP) to construct necessary facility improvements at LAVTA’s Atlantis Operations & Maintenance Facility to replace existing aging, insufficient facilities and accommodate the agency’s transition to and future expansion of a 100% Fuel Cell Electric Bus (FCEB) fleet. This resolution is required to request an allocation of these funds from Caltrans.

Background

The LCTOP was established by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. The funds are derived from California’s Cap-and-Trade Program and are the result of quarterly auctions of emission credits for greenhouse gas emitters regulated under AB 32, California’s Global Warming Solutions Act of 2006. Auction proceeds, known as the Greenhouse Gas Reduction Fund, are then reinvested in various projects to further reduce emissions. There is a continuous appropriation of 5 percent of Cap and Trade auction proceeds into the LCTOP and other Cap and Trade programs. Though auction proceeds have seen notable fluctuation due to the COVID-19 pandemic in recent years, auction sales stabilized in 2023 relative to 2022, leading to a slight increase in revenues available to the LCTOP for allocation in FY23-24 compared to last year, with proceeds still trending above pre-pandemic levels.

The program guidelines state that transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded services, expanded intermodal facilities, and include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
- Operational expenditures that increase transit mode share.
- Expenditures related to the purchase of zero-emission buses (ZEBs), including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

The LCTOP requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and will not supplant other sources of funds. In addition, project sponsors are required to document how their projects meet all program requirements related to benefits to Disadvantaged Communities (DACs) and AB 1550 Population requirements to benefit low-income households. LAVTA’s service area does not have any DACs, but the project is expected to benefit low-income households and the low-income community of North Livermore identified by AB 1550 (shown in Attachment 2) by reducing harmful emissions of diesel particulate matter by enabling LAVTA to replace its diesel-fueled fleet with zero-emission hydrogen fuel-cell electric buses in accordance with LAVTA’s Zero-Emission Bus Rollout Plan adopted by LAVTA’s Board in April 2022.

Discussion

Securing a full funding plan for construction of the Atlantis Operations & Maintenance Facility is a high priority for LAVTA, in order to support the agency’s transition to 100% ZEBs beginning in 2026 as mandated by the California Air Resources Board’s Innovative Clean Transit regulation adopted in 2018. LCTOP funds are continuously appropriated and allocated to transit operators by formula for eligible projects. Under LCTOP guidelines, LAVTA can accrue up to four years of funding for eligible capital projects, including those that support necessary equipment and infrastructure to support ZEBs. Given recent funding recommended in the 2024 State Transportation Improvement Program for FY28, LAVTA will work in the intervening time to accrue LCTOP funds and secure a full funding plan from discretionary state, federal, and local sources, in anticipation of a 100% ZEB purchase requirement coming into effect in 2029, for ZEBs likely to be put in operation in 2030/2031.

Budget

The funding plan assumes a total of four years of LCTOP funding will be rolled over to support this major project, which is the maximum allowable accrual under LCTOP guidelines. The proposed budget is as follows, with the current allocation request shown under “Current/In Process.” Future estimated LCTOP funds assume a 5% Year over Year increase in funding based on trends in recent years for the proceeds from auction sales, but may vary.

Fund Sources	Amount	%
<u>Previously Committed</u>		
TDA (FY24 Budget)	\$12,753,366	
ACTC Measure B Discretionary (2024 CIP)	\$3,000,000	
<i>Subtotal Committed</i>	<i>\$15,753,366</i>	<i>19%</i>
<u>Current/In Process</u>		
2024 State Transportation Improvement Program	\$5,180,000	
FY23-24 LCTOP (Year 1 of 4)	\$669,768	
<i>Subtotal Current/In Process</i>	<i>\$5,849,768</i>	<i>7%</i>
<u>Future Estimated</u>		
FY24-25 LCTOP (Year 2 of 4)	\$703,257	
FY25-26 LCTOP (Year 3 of 4)	\$738,419	
FY26-27 LCTOP (Year 4 of 4)	\$775,340	
<i>Subtotal Future Estimated</i>	<i>\$2,217,016</i>	<i>3%</i>
<u>Future Uncommitted (All Potential Sources)</u>	<u>\$59,305,850</u>	<u>71%</u>
Total Estimated Project Cost	\$83,126,000	100%

Recommendation

The Finance & Administration Committee recommends the Board of Directors approve Resolution 09-2024 in support of an allocation request to Caltrans for the FY 23-24 Low Carbon Transit Operations Program (LCTOP) to construct necessary facility improvements at LAVTA's Atlantis Operations & Maintenance Facility to replace existing aging, insufficient facilities and accommodate the agency's transition to and future expansion of a 100% Fuel Cell Electric Bus (FCEB) fleet.

Attachments:

1. Resolution 09-2024
2. North Livermore AB 1550 Low Income Community

RESOLUTION 09-2024

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) TO SUPPORT THE ATLANTIS FACILITY
CONSTRUCTION PROJECT USING \$669,768 IN LCTOP FUNDS**

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Livermore Amador Valley Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or his/her designee; and

WHEREAS, the Livermore Amador Valley Transit Authority wishes to implement the following LCTOP project listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all LCTOP-funded transit projects; and

BE IT FURTHER RESOLVED that the Executive Director or his/her designee be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and

BE IT FURTHER RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY2023-2024 LCTOP funds:

Project Name: LAVTA Atlantis Facility Construction

Amount of LCTOP funds requested: \$669,768

Short description of project: Construct necessary facility improvements at LAVTA's Atlantis Maintenance Facility to replace existing aging, insufficient facilities and accommodate the agency's transition to and future expansion of a 100% Fuel Cell Electric Bus (FCEB) fleet.

Benefit to a Priority Population: Reduces diesel particulate matter and other harmful emissions in the AB 1550 community of North Livermore and other low-income households in LAVTA's service area.

Contributing Sponsor: Metropolitan Transportation Commission

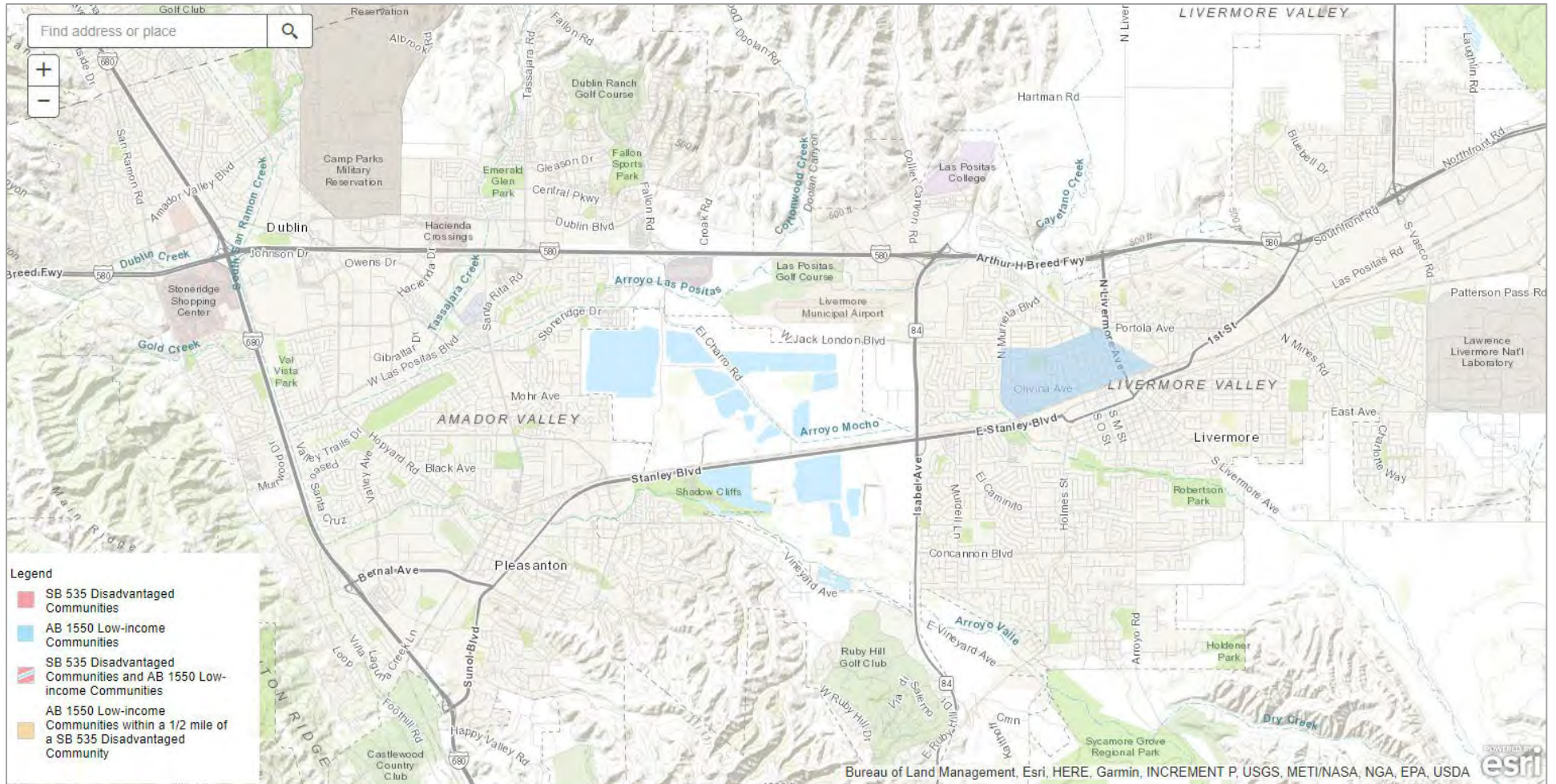
PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 1st day of April 2024.

Melissa Hernandez, Chair

Attest:

Christy Wegener, Executive Director

Attachment 2. Location of AB 1550 Low Income Community (North Livermore) in LAVTA's Service Area



AGENDA

ITEM 5E

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F R E P O R T

SUBJECT: Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Transit Signal Priority Upgrade and Expansion Project

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: April 1, 2024

Action Requested

The Finance & Administration Committee recommends the Board of Directors approve Resolution 10-2024 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$388,000 in Regional Measure 2 (RM2) funds for the design phase of LAVTA’s Transit Signal Priority Upgrade and Expansion Project. This resolution is required to request an allocation of this funding from MTC.

Background

Regional Measure 2 (RM2) funds various traffic relief programs and projects in eligible Bay Area bridge corridors from a portion of bridge tolls collected. RM2 legislation identified the Alameda County Transportation Commission (ACTC) as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project 32, *I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County*. In late 2020, MTC notified LAVTA staff that a balance remained on the Project available for allocation to eligible transit-related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. ACTC expressed willingness to delegate their responsibility as project sponsors to LAVTA as implementing agency for such projects in order to spend down the available RM2 funds.

In September 2021, LAVTA’s Board approved Resolution 26-2021 in support of an allocation request to MTC for \$150,000 in RM2 funds for the design phase of the Shared Autonomous Vehicle (SAV) Phase 2 Deployment Project. At the time, the SAV Project was one of LAVTA’s priority initiatives following a successful Phase 1 testing deployment which launched in 2018 and concluded in late 2020. Funds for design-engineering were requested in anticipation of a subsequent allocation for the construction phase of \$2.545 million (including vehicle acquisitions and construction of a mobility hub near Dublin’s Zeiss Innovation Center and Ross headquarters), for a total RM2-eligible funding plan for the SAV project of \$2.695 million. In October 2021 and with concurrence from ACTC, MTC allocated the initial design-phase funding for the SAV Phase 2 Deployment project, with conditions that future construction-phase allocations would be subject to LAVTA securing additional funding needed to fully support the project’s capital needs, as well as an identified source of funding to operate the Project.

LAVTA staff subsequently worked with project partners to implement Phase 2 of the project, however various feasibility issues emerged that were not previously anticipated, including the delay of market-ready technology available to meet the route's performance specifications, as well as a lack of operating funding that was exacerbated by the persistence of remote work post-pandemic. With a lack of progress in terms of market favorability for the project, in November 2023 the Projects & Services Committee directed staff to close out the SAV project and seek an alternative project that would be eligible to receive RM2 funds and could be implemented in a timely fashion, contingent on concurrence of corresponding funding agencies. No RM2 funds previously allocated for the SAV project were expended by LAVTA.

Discussion

LAVTA staff has identified a need to upgrade the existing Transit Signal Priority (TSP) system utilized by 24 Rapid-branded buses at 67 intersections on Routes 10R and 30R. The current system using GPS technology was procured in 2019 and will no longer be supported by the manufacturer after the initial five-year contract term is complete. TSP functionality helps LAVTA meet On-Time Performance (OTP) goals on our highest-ridership routes by allowing Rapid buses to request a longer green phase when the bus is approaching an intersection more than 3 minutes behind schedule, enabling buses to get back on schedule as quickly as possible. If the bus is not behind schedule, no TSP request is made. This "low-priority" TSP functionality is distinct from the high-priority Emergency Vehicle Preemption (EVP) system that bypasses normal traffic signal operations to prioritize movement of emergency vehicles through intersections.

TSP is increasingly used in local jurisdictions to enhance operating efficiency of transit vehicles operating in mixed traffic, with numerous existing examples in operation around the Bay Area and nationwide. LAVTA currently has a high OTP over 85% as of January 2024, but with congestion increasing amid post-pandemic and economic recovery, it will be essential to keep the TSP system in optimal working order throughout the service area in order to maintain efficient and reliable travel times for riders using the system now and in the future. LAVTA staff therefore recommends upgrading the obsolescent GPS-based TSP system to a cloud-based system to improve performance and reliability, and expanding the TSP functionality to encompass the entire fleet, in order to maximize the benefits of TSP for riders regardless of vehicle subfleet assignments ("Rapid" vs. "Wheels"-branded buses) on Rapid routes.

To request RM2 funding, project sponsors must submit a governing-board certification of compliance with RM2 provisions ([Attachment 1](#)). Because the RM2 legislation identifies ACTC as the project sponsor, ACTC must also submit a resolution of local support for the project following LAVTA's Board approval, and LAVTA would again request ACTC designate LAVTA as the project's Implementing Agency, delegating responsibility to LAVTA for compliance with all RM2 Policies and Procedures.

RM2 Policies and Procedures require each allocation fund a minimum usable segment and/or deliverable. Thus MTC's initial allocation will fund \$388,000 budgeted for the project's design phase only, which will include professional engineering services provided by LAVTA's on-call engineering consultant, Kimley-Horn and Associates, for the planning, design, and installation oversight and coordination of a new Cloud-Based TSP system to

replace the existing GPS-Based system. Kimley-Horn’s proposed services will consist of project management, vendor coordination, design of field equipment installations, coordination with the local cities, and overall oversight of the installation, testing and commissioning of the new Cloud-Based TSP system as a turnkey solution for LAVTA.

Pending acceptance of 100% plans, specifications, and estimates for the project, MTC may consider allocating an additional \$2.307 million for the construction phase as described in the Initial Project Report (IPR), shown in Attachment 2. A map of current TSP locations to be upgraded is shown in Attachment 3. Of the 67 intersections now equipped with GPS-based TSP, there are 26 in Dublin, 8 in Pleasanton, and 33 in Livermore.

Budget

The project budget is funded 100% by RM2 funds in the design phase and by a combination of RM2 and TDA funds in the construction phase, as shown below (all amounts shown in thousands of dollars). LAVTA staff will seek out other outside grant funding to support the construction phase if available, in lieu of using TDA funds to complete the project.

Phase	RM2	TDA	Total
Design (<i>current allocation</i>)	\$388	--	\$388
Construction (<i>future allocation</i>)	\$2,307	\$95	\$2,402
Total	\$2,695	\$95	\$2,790

Next Steps

Following MTC approval of the RM2 allocation later this spring, LAVTA staff will request Board approval to execute a Task Order with its on-call design-engineering firm, Kimley-Horn, to complete the necessary design-engineering work, and begin seeking additional grant funding to support the project’s construction phase in lieu of using TDA funds.

Recommendation

The Finance & Administration Committee recommends the Board of Directors approve Resolution 10-2024 in support of an allocation request to the Metropolitan Transportation Commission for \$388,000 in RM2 funding for the design phase of the Transit Signal Priority Upgrade & Expansion Project.

Attachments:

1. Resolution 10-2024
2. Initial Project Report: LAVTA Transit Signal Upgrade & Expansion Project
3. IPR Attachment A: Intersections currently equipped with GPS-based TSP

RESOLUTION NO. 10-2024

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE
TRANSIT SIGNAL PRIORITY UPGRADE AND EXPANSION PROJECT**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

WHEREAS, in September 2021 the Alameda County Transportation Commission approved Resolution 21-014 designating the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Shared Autonomous Vehicle Phase 2 Deployment Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

WHEREAS, LAVTA is an eligible implementing agency for transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, in October 2021 MTC approved MTC Resolution 3664, Revised, allocating one hundred fifty thousand dollars (\$150,000) in RM2 funds to LAVTA for design-engineering for the Shared Autonomous Vehicle Phase 2 Deployment project as an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

WHEREAS, despite LAVTA's sustained efforts to implement the SAV Phase 2 Deployment project as originally planned, LAVTA was unable to procure equipment and vehicles meeting the specifications necessary to complete the project's construction phase in a timely fashion due to lack of market availability and therefore terminated the Project; and

WHEREAS, LAVTA did not expend any RM2 funds allocated for the SAV Phase 2 Deployment Project and therefore desires to request an allocation of RM2 funds for a different eligible Project; and

WHEREAS, LAVTA has identified the Transit Signal Priority Upgrade and Expansion Project as an eligible project meeting all the requirements of RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements and which is ready to be implemented; and

WHEREAS, the Alameda County Transportation Commission intends to designate the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Transit Signal Priority Project Upgrade and Expansion Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

WHEREAS, the Transit Signal Priority Upgrade and Expansion Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that LAVTA is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Transit Signal Priority Upgrade and Expansion Project in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

RESOLVED, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful

life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the design phase with MTC for Regional Measure 2 funds in the amount of three hundred eighty-eight thousand dollars (\$388,000), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

RESOLVED, that allocation of Regional Measure 2 funding for the Transit Signal Priority Upgrade & Expansion Project is contingent upon action by the Alameda County Transportation Commission designating LAVTA as implementing agency for the Project and the Metropolitan Transportation Commission's approval of this designation with the allocation request.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 1st day of April 2024.

Melissa Hernandez, Chair

Attest:

Christy Wegener, Executive Director

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2 Initial Project Report (IPR)

Project Title:

LAVTA Transit Signal Priority Upgrade and Expansion

RM2 Project No.32.5
(deallocation and reprogramming of SAV Phase 2 Project)**Allocation History:**

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$**Current Allocation Request:**

IPR Date	Amount Being Requested	Phase Requested
4/2/2024	\$388,000	PSE

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Alameda County Transportation Commission / Livermore Amador Valley Transit Authority

B. Project Purpose

LAVTA will alleviate congestion in the I-580 Corridor by upgrading the obsolete and unsupported GPS-based Transit Signal Priority (TSP) technology on its two Rapid routes (30R between West Dublin/Pleasanton BART and Lawrence Livermore/Sandia National Laboratories, and 10R between East Dublin/Pleasanton BART and the Livermore Transit Center/ACE Station) to a modern, cloud-based system, and expanding TSP functionality from 20 buses currently to the entire fleet of 68 buses.

C. Project Description (Attach graphics to your submittal as appropriate)

LAVTA will replace its existing GPS-Based Transit Signal Priority (TSP) system encompassing 67 intersections located within its service area in Dublin (26 intersections), Pleasanton (8 intersections), and Livermore (33 intersections) to a Cloud-Based TSP system. LAVTA will also expand deployment of the vehicle-side TSP equipment from the current TSP-enabled subfleet of 20 buses to encompass LAVTA's entire fleet of 68 buses in order to optimize flexibility of vehicle assignments to TSP-equipped routes and maximize benefits of travel time reduction, congestion relief, and improved on-time performance in the I-580 corridor. A map of Tri Valley intersections in the I-580 corridor currently equipped with GPS-based TSP is included as Attachment A.

D. Impediments to Project Completion

Funding currently programmed and allocated for Project 32.5 will need to be deprogrammed and deallocated in order to be made available for programming and allocation of funds for this project.

E. Operability

Once construction is complete, the system is expected to remain in continuous use over the life of the master service agreement for a minimum of 10 years. LAVTA will be responsible for O&M in accordance with existing encroachment/maintenance agreements with the cities of Dublin, Pleasanton, and Livermore.

Regional Measure 2 – INITIAL PROJECT REPORT

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

N/A – project is statutorily exempt from CEQA (PRC 21080.25) The proposed project meets the definition of a transit prioritization project as defined in PRC Section 21080.25 (a)(11)(B) for the installation of wayside technology and onboard technology for transit prioritization projects in the public right-of-way. NEPA does not apply.

G. Design –

LAVTA has solicited a proposal for design-engineering services for the project from its on-call engineering consultant, Kimley-Horn and Associates, who also supported the deployment of the initial infrared-based TSP system launched in 2010, as well as the GPS-based successor system. The proposed work to be performed is described in Attachment B.

H. Right-of-Way Activities / Acquisition –

Any ROW issues are to be addressed and specified during PS&E phase in consultation with the jurisdiction – see attached proposed Scope of Work from Kimley-Horn for details. All work is expected to be within existing City/public ROW and no new ROW will need to be acquired as part of this project.

I. Construction / Vehicle Acquisition -

The construction phase will include acquisition and installation of both vehicle-based and intersection-based TSP equipment and software licensing fees for up to 10 years of cloud-based software operation.

Regional Measure 2 – INITIAL PROJECT REPORT**III. PROJECT BUDGET****J. Project Budget (Escalated to year of expenditure)**

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ --
Design - Plans, Specifications and Estimates (PS&E)	\$388
Right-of-Way Activities /Acquisition (R/W)	\$ --
Construction / Rolling Stock Acquisition (CON)	\$2,402
Total Project Budget (in thousands)	\$2,790

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	\$388
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$388

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	7/1/24	3/31/25
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	7/1/25	3/31/26

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

This allocation request will provide for professional engineering, project management and implementation oversight and coordination services to assist LAVTA in the design and delivery of a new Cloud-Based TSP system. This new TSP system includes the field equipment elements, field modifications at traffic signals, equipment installation on LAVTA buses, new central management systems and traffic operating parameters necessary for the new TSP system to operate at the signalized intersections.

Funds for equipment acquisition and construction phase will be requested upon completion of the PS&E phase.

Amount being requested (in escalated dollars)	\$388,000
Project Phase being requested	PS&E
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	4/1/2024
Month/year being requested for MTC Commission approval of allocation	May 2024

O. Status of Previous Allocations (if any)

\$150,000 in RM2 funds for PS&E was allocated by MTC in October 2021 for work on LAVTA's Shared Autonomous Vehicle Phase 2 Deployment project (RM2 project #32.5). Despite LAVTA's ongoing efforts alongside the City of Dublin to implement the project in the face of challenges related to pandemic-impacted demand and technology readiness, in November 2023, LAVTA's Projects & Services Committee directed staff to discontinue the SAV project and seek reprogramming of existing funds dedicated to the project to another eligible project. The SAV project was then discontinued due to a lack of availability of vehicles meeting specifications for operations on arterial roadways (speed minimums) and lack of operating funding given the new post-pandemic use case relative to previous project plans assuming workers were commuting to and from East Dublin/Pleasanton BART five days per week. LAVTA in consultation with ACTC staff and pending approval of Alameda CTC is now requesting deallocation of the \$150,000 in funds previously allocated to Project 32.5 and reallocation to a different project scope consistent with RM2 funding principles.

Q. Impediments to Allocation Implementation

None. LAVTA's existing but obsolete TSP system is already operational at 67 intersections in all 3 cities. LAVTA's on-call engineering consultant is available and capable of completing the design-engineering

Regional Measure 2 – INITIAL PROJECT REPORT

work. LAVTA has received quotes from prospective vendors who can furnish the necessary equipment and software in the construction phase.

VI. RM-2 FUNDING INFORMATION**R. RM-2 Funding Expenditures for funds being allocated**

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request, if any

April 2025 (CON)

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: May 7, 2024

VIII. CONTACT / PREPARATION INFORMATION**Contact for Applicant's Agency**

Name: Jennifer Yeamans

Phone: (925) 455-7561

Title: Senior Grants & Management Specialist

E-mail: jyeamans@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Information on Person Preparing IPR

Name: Jennifer Yeamans

Phone: (925) 455-7561

Title: Senior Grants & Management Specialist

E-mail: jyeamans@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Applicant Agency's Accounting Contact

Name: Tamara Edwards

Phone: (925) 455-7566

Title: Director of Finance

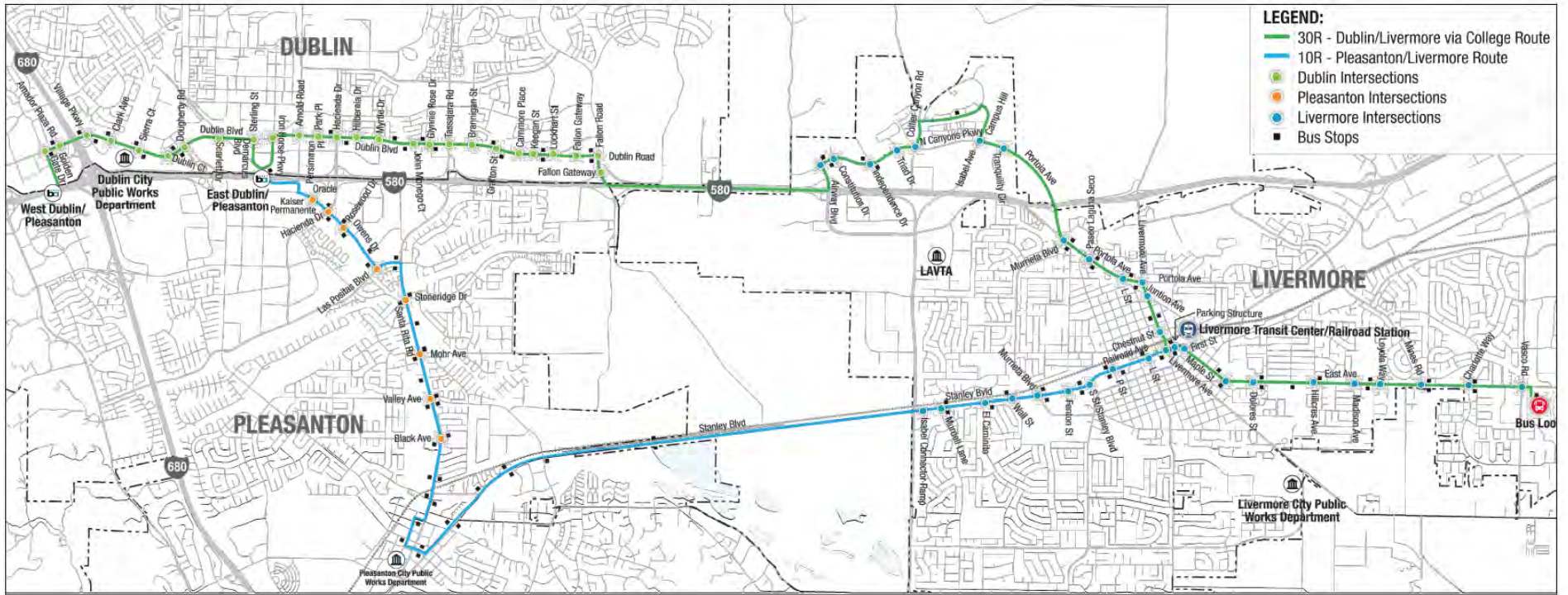
E-mail: tedwards@lavta.org

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

Revised IPR_REV12-05-new.docx

LAVTA TSP Upgrade and Expansion Project Locations

May 2019



*Locations for reference only;
map not to scale*

AGENDA

ITEM 5F

STAFF REPORT

SUBJECT: Dial-A-Ride Customer Satisfaction Survey 2023

FROM: Kadri Klm, Paratransit Planner

DATE: April 1, 2024

Action Requested

Approve the results of this year’s Dial-A-Ride Customer Satisfaction Survey and approve moving to a bi-annual schedule going forward.

Background

LAVTA performs annual Dial-A-Ride surveys to assess customer satisfaction in order to continually improve service.

Methodology

The latest survey was conducted in January/February 2024 and the methodology for the customer satisfaction survey incorporated telephone, and online surveys. In an effort to ensure there is a diverse group of respondents, a combination of active and non-active riders was polled.

The survey was administered by a third-party vendor QMR, and a total of 272 Dial-A-Ride surveys were completed, which included 229 phone surveys and 43 online surveys. QMR used a variety of methods to reach those who had used the service in 2023, including sending postcards, emails and texts, and making multiple attempts to reach the riders by phone. Overall, as many as 10 attempts were made to complete the survey with the current users.

The surveyors asked the passengers to rate Dial-A-Ride service on a 1-to-5 scale (5 being highest and 1 being lowest) on a variety of topics, including the reservation process, pick-up experience, ride experience, drop-off experience, and their overall satisfaction with the service.

Discussion

The survey respondents were asked 18 questions asking them to rate their experience with wheels Dial-A-Ride. High mean ratings persist across diverse aspects of all riders' experience, with ratings of at least a 4 on a 5-point scale for nearly everyone surveyed. Notably, driver timeliness stands out as the only exception, still garnering a commendable 3.7 overall rating. Compared to the 2022 ratings, riders are notably more enthusiastic than in the previous year about their overall satisfaction with the drop off (+.41) and ride (+.32), them not encountering problems with the phone menu (+.39), and the driver offering assistance (+.28).

New questions relating to wheelchair and scooter usage show one-third of all riders use one, and these riders accord an extremely high mean rating of 4.5 for the device being safely secured.

New demographic questions were posed this year. Notable demographic statistics include the following: nearly half of all riders live below the federal poverty level, and one-third of riders are people of color.

This survey has traditionally been conducted annually; however, as this customer satisfaction survey isn't a requirement, staff will be moving to a bi-annual survey with the next survey scheduled for January 2026. More time between surveys will allow for more accurate trend analysis.

Recommendation

Approve the results of this year's Dial-A-Ride Customer Satisfaction Survey and approve moving to a bi-annual schedule going forward.

Attachment:

Wheels Dial-a-Ride Survey Findings



Livermore Area Valley Transportation Authority (LAVTA)
Ridership Satisfaction
Phone and Online Survey

Summary of Findings

Prepared February 2024

Quantum Market Research



Methodology

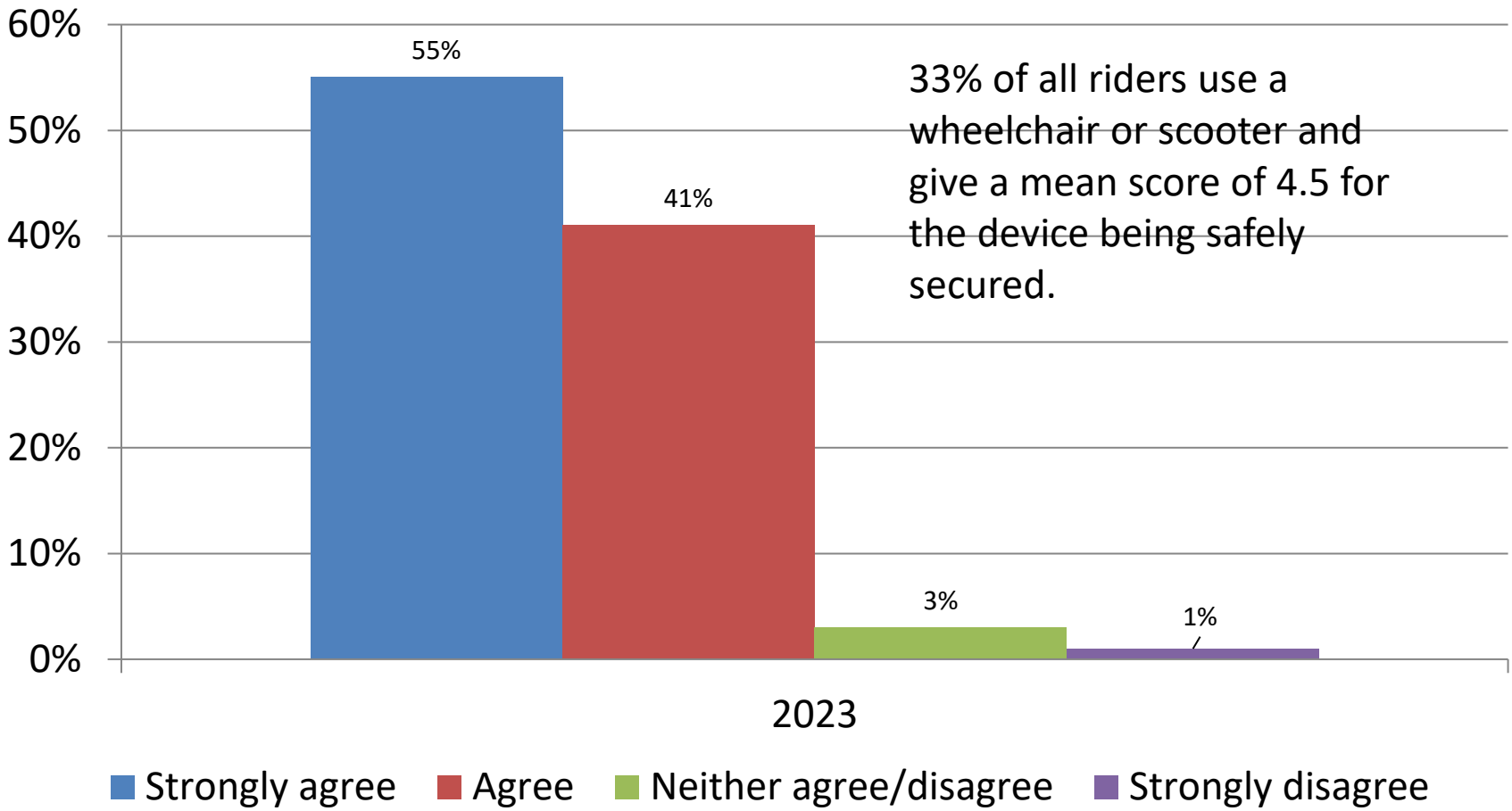
- This year, **272** surveys were conducted that averaged **18** minutes in length.
- **229** completed the survey on the phone, with another **43** completing the survey online.
- Nearly everyone completed the survey in **English**, with just 4 opting to complete in **Spanish**.
- QMR used a variety of methods:
 - including sending postcards
 - emails and texts
 - Phone
- The margin of error is just over **+5%** at the **95%** confidence level.
- A raffle of four prizes of \$50 was offered to all respondents.



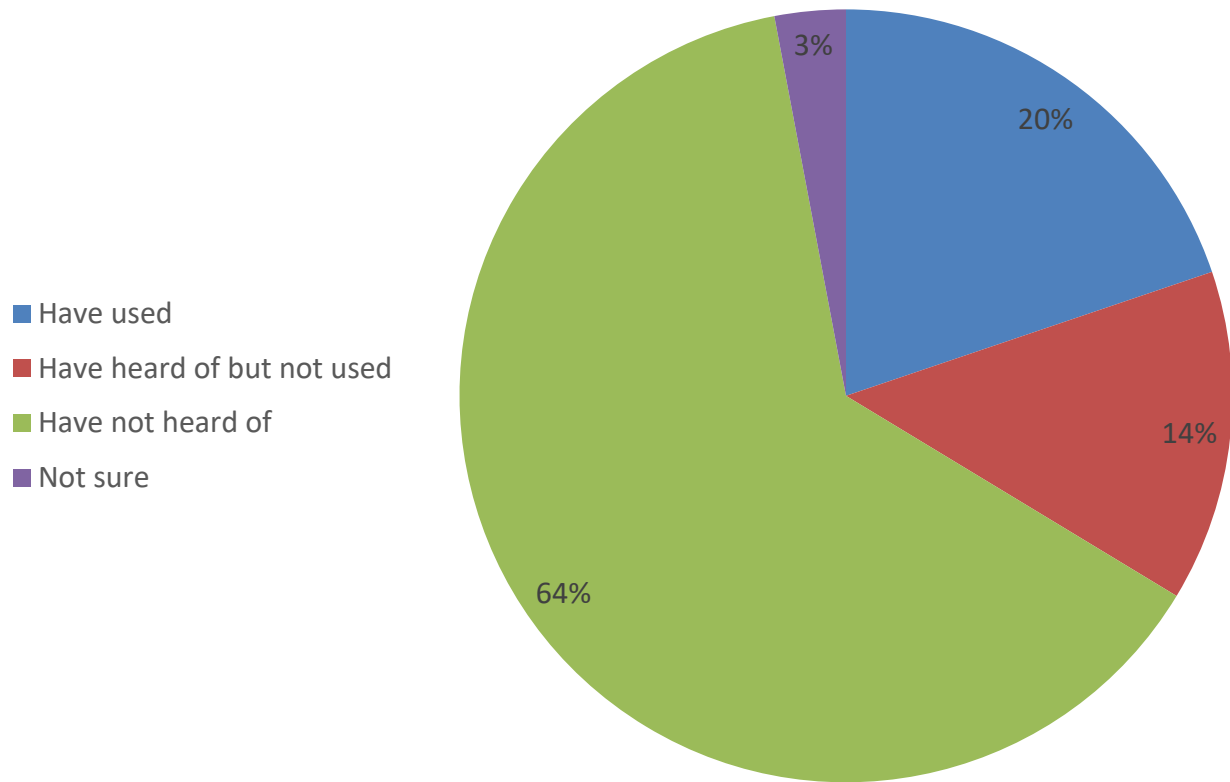
Comparisons of Mean Ratings

	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2019</u>	<u>2023 v 2022</u>
Overall experience	3.93	4.02	3.74	3.61	-0.09
Overall high level of satisfaction with pickup experience	4.09	3.85	3.90	3.73	0.24
Overall high level of satisfaction with ride experience	4.17	3.85	4.14	4.00	0.32
Overall high level of satisfaction with drop off experience	4.25	3.84	4.12	3.96	0.41
My wheelchair/scooter was safely secured	4.48	NA	NA	NA	NA
Driver courteous and helpful	4.26	4.19	4.21	4.15	0.07
Driver operated vehicle safely/followed traffic laws	4.24	4.03	4.28	4.17	0.21
Driver dressed appropriately/clean	4.24	3.97	4.27	4.15	0.27
Person on phone able to arrange request for transportation	4.20	4.09	4.17	3.82	0.11
Vehicle/shuttle was clean	4.19	4.25	4.21	4.07	-0.06
Driver dropped me off on time/in correct place	4.17	4.00	4.05	3.92	0.17
No problems with phone menu	4.16	3.77	4.11	3.98	0.39
Vehicle/shuttle was in working order	4.14	3.95	4.14	4.03	0.19
Driver offered me help during drop off	4.13	3.85	4.14	4.02	0.28
Driver arrived correct address/pickup spot	4.13	4.19	4.12	4.01	-0.06
Easy to make arrangements for transportation on phone	4.10	3.90	4.06	3.82	0.20
Person on phone knowledgeable	4.01	4.21	4.08	3.82	-0.20
Driver on time	3.74	3.95	3.62	3.53	-0.21

Wheelchair/Scooter Safely Secured

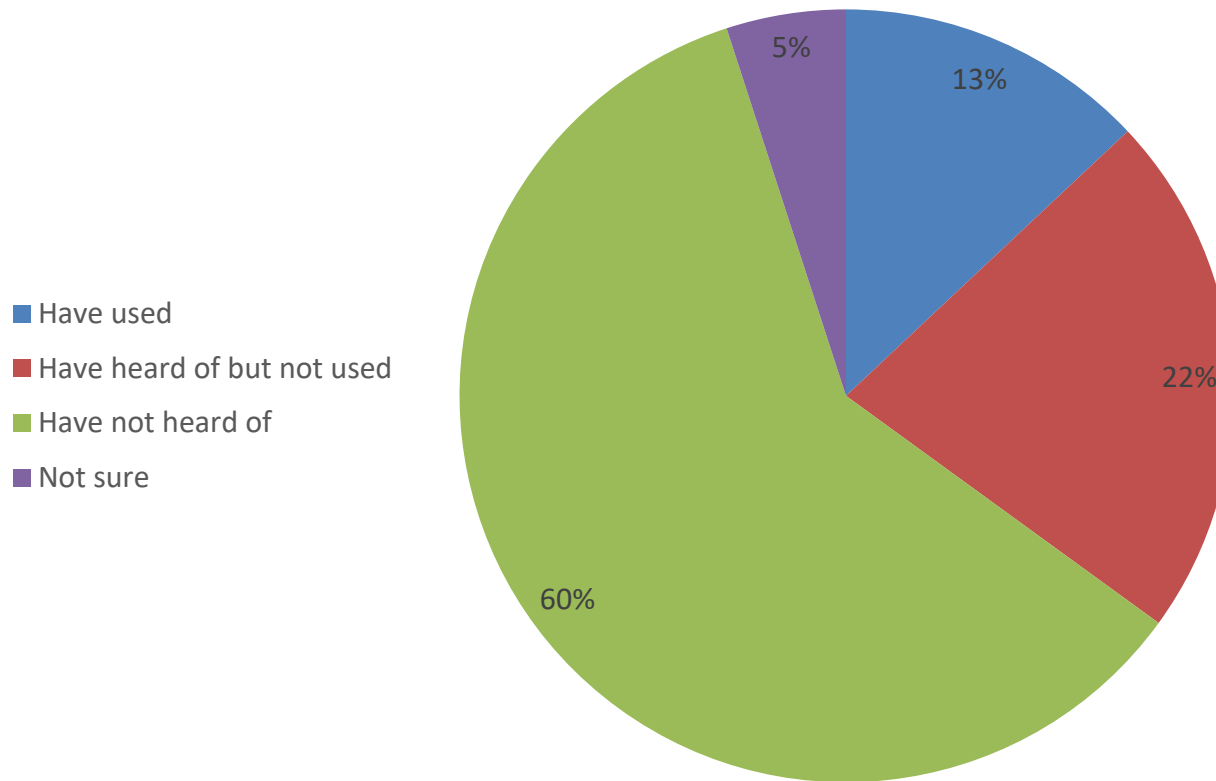


Familiarity with My Transit app



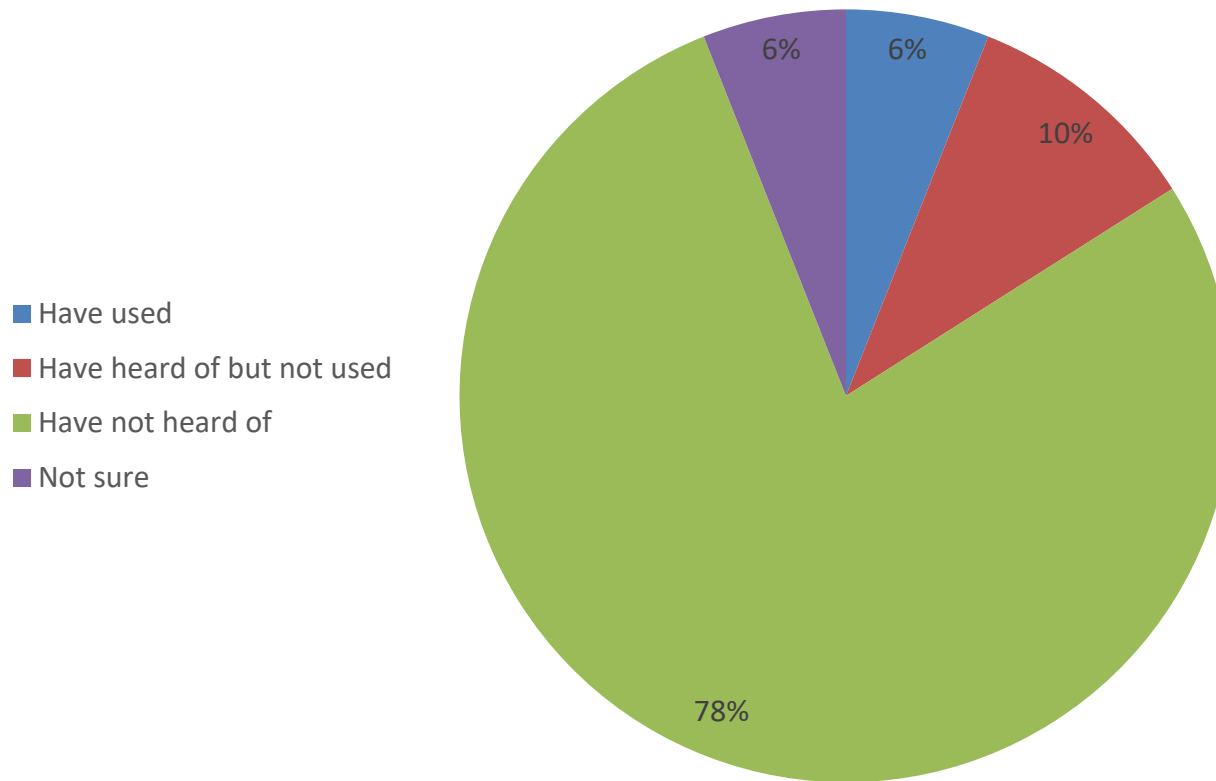
2023

Familiarity with Para-Taxi Program



2023

Familiarity with One Seat Ride Program



2023

AGENDA

ITEM 5G

STAFF REPORT

SUBJECT: Wheels Service to the 2024 Alameda County Fair

FROM: Christy Wegener, Executive Director
David Mark, Director of Customer Experience

DATE: April 1, 2024

Action Requested

Authorize the operation of a dedicated shuttle during the 2024 Alameda County Fair.

Background

The summer version of the Alameda County Fair is returning again this year. This year's Fair will be held between Friday, June 14 and Sunday July 7, 2024 at the Fairgrounds in Pleasanton. During this time, the event will be open Wednesdays thru Sundays, and operate between the hours of noon and 11PM. The Fair will also operate reduced hours on Thursday, July 4 with gates closing at 4PM and an earlier closing time of 8PM. The Fair is a major event that draws visitors from across the Tri-Valley as well as other parts of Alameda County and the Bay Area.

Most fairgoers from outside the Tri-Valley that are taking public transportation to the event travel on BART and then transfer to a Wheels route to complete their trip to the Alameda County Fairgrounds, which is not within walking distance from a BART station.

Discussion

The accommodation of fairgoers on Wheels service has varied over the years. Through 2004, a dedicated BART shuttle was provided, whereas from 2005 through 2016, the agency accommodated these trips by applying detours and extensions to one or more existing routes. However, the current fixed route service does not lend itself to detouring without substantial disruption and delays to regular service. As a result, in 2017 the Board of Directors approved a return to a dedicated shuttle (Route 52), which was operated during the 2017, 2018, 2019, 2022, and 2023 fairs.

Dedicated Shuttle

Staff is again proposing a dedicated shuttle service between BART and the Fairgrounds for the 2024 Alameda County Fair, with similar parameters and budget as last year. The shuttle would be provided during days that the Fair will be open and run between the hours of approximately 11:30AM and 11:30PM, with an earlier last trip on July 4. Using one bus, the service would operate hourly between the East Dublin/Pleasanton BART Station and the Pleasanton ACE bus stop on Pleasanton Avenue, which is located just across from the

Fairgrounds main entrance. Similar to the past operation, the shuttle would use Hopyard Road between BART and the Fair, and pick up at local bus stops in order to serve local fairgoers wishing to use the service as well. All regular Wheels fares and policies would apply to this service, and its schedule would be published through the same channels as that of regular Wheels routes as well as via additional dissemination through the Fair Association's information channels.

If approved, a dedicated shuttle service as outlined above would incur approximately 220 revenue hours and 10 deadhead hours of service. The incremental cost to operate the proposed shuttle is estimated at approximately \$18,900. Based on last year's ridership, the service would be expected to see approximately 1,900 passenger boardings, resulting in an estimated net cost of \$16,700 after fare revenues.

Other Wheels Service Available to the Fair

Route 10R operates between the East Dublin/Pleasanton BART station and the Transit Center in Livermore, via downtown Pleasanton, from early morning to late evening, every day of the week. Serving a pair of bus stops on Peters Avenue, it provides another option for accessing the east Fairgrounds gate on Pleasanton Avenue with a short walk.

Route 8 operates between the East Dublin/Pleasanton BART Station and downtown Pleasanton via Valley Avenue and with stops near the west entrances to the Fairgrounds.

Marketing and Coordination with the Fair Association

LAVTA staff and County Fair staff have discussed the continuation of the dedicated shuttle service. The Fair staff is very supportive of continuing the service, and committed to providing marketing and in-kind support to help promote ridership and defray the cost of operation for LAVTA.

In 2022 and 2023, the Fair agreed to provide prime space near the entrance to the horse track to display the Memorial Madden Cruiser bus, as well as space by the bus display for a tent and information booth. The Madden bus was a very popular attraction for fairgoers. Fair staff have indicated they would like the Madden bus to return again this year.

The Fair has also promoted the Wheels connection from BART as an integrated message. An ad for our shuttle has also been in the rotation on the video display sign at the corner of Bernal and Valley. The Fair has also traditionally purchased advertising on Wheels buses.

Budget

If approved, the 220 additional revenue hours associated with the proposed service will be incorporated with the concurrent budgeting process for the upcoming fiscal year, and will require no amendments.

Recommendation

The Projects and Services Committee recommends the LAVTA Board of Directors authorize the operation of dedicated shuttle during the 2024 Alameda County Fair.

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: Long Range Transit Plan - Approval

FROM: Christy Wegener, Executive Director

DATE: April 1, 2024

Action

Approve the 2023-2034 LAVTA Long Range Transit Plan.

Background

Following the completion of LAVTA's Short Range Transit Plan (SRTP) in December 2022, the agency began work on a Long Range Transit Plan (LRTP) which focuses on the long term vision of transit for the Tri-Valley Region, including an evaluation of housing and employment growth, an updated evaluation of demographic characteristics, and specific transit service changes to align with and complement planned Valley Link commuter rail service.

The SRTP was cost-constrained per Metropolitan Transportation Committee (MTC) guidelines and focused on prioritized service restoration following reductions related to the Covid-19 Pandemic. The LRTP is focused on aligning future service investments with planned housing and employment growth areas and coordinating services with planned Valley Link commuter rail station locations and schedules. The LRTP is cost unconstrained and illustrates likely transit needs by 2034.

The Long Range Transit Plan is broken into several components:

- A document review that includes a review of all current local and regional planning documents, the most recently approved Housing Elements, and the Valley Link Service Plan.
- Demographic analysis that builds upon the analysis completed as a part of the SRTP, but with more recent data made available to reflect current conditions more accurately.
- A summary of the Wheels in Motion Network Changes, highlighting the near-term service changes that are planned for 2024 that will be built upon by the long-term recommendations.
- Recommendations detailing the network changes that LAVTA will need to make to meet the growing needs of the Tri-Valley and to align with other regional transit investments.

Discussion

The Long Range Transit Plan is included at Attachment 1. Staff presented the LRTP to the Projects and Services Committee in February; after receiving comments, minor revisions were made to the draft LRTP and the plan was approved by the Committee at their March meeting.

Staff will present a detailed overview of the LRTP's contents during the Board Meeting.

Recommendation

The Projects and Services Committee recommends the Board of Directors approve the LAVTA 2023-2034 Long Range Transit Plan.

Attachments:

1. Long Range Transit Plan



LAVTA Long Range Transit Plan Final Report

March 2024



Table of Contents

		Page
1	Introduction.....	1-1
	What Is A Long Range Transit Plan?	1-1
	Document Organization.....	1-2
2	Document Review	2-1
	Key Findings.....	2-1
	Regional Transit Studies.....	2-2
	Local Housing Elements.....	2-7
	General Plans and Neighborhood Specific Plans.....	2-8
3	Demographic Analysis.....	3-1
	Key Findings.....	3-1
	Demographics.....	3-1
	Population and Employment	3-4
	Demographic Trends.....	3-11
	Transit Propensity Index.....	3-17
4	LAVTA Wheels in Motion Network Changes.....	4-1
5	Recommendations	5-1
	Key Attributes.....	5-1
	Route Level Changes.....	5-5
	Costing and Implementation	5-14

Table of Figures

		Page
Figure 2-1	I-680 Express Connection Operating Concepts.....	2-4
Figure 2-2	Tri-Valley Hub Infrastructure Improvements	2-4
Figure 2-3	Proposed Valley Link Route and Station Locations.....	2-6
Figure 2-4	Imagine Livermore 2045 General Plan Land Use Alternatives Map.....	2-8
Figure 2-5	Isabel Neighborhood Specific Plan Area Map.....	2-9
Figure 3-1	Demographic Details.....	3-2
Figure 3-2	Population Density.....	3-6
Figure 3-3	Selected Large Tri-Valley Employers.....	3-7

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-4	Employment Density	3-8
Figure 3-5	Composite Transit Demand.....	3-10
Figure 3-6	Change in Demographic Indicators.....	3-11
Figure 3-7	Density of Residents with Low Incomes	3-12
Figure 3-8	Density of Zero Vehicle Households.....	3-13
Figure 3-9	Density of Older Adults (65+).....	3-14
Figure 3-10	Density of People with Disabilities.....	3-15
Figure 3-11	Density of Non-White Residents	3-16
Figure 3-12	Transit Propensity Index.....	3-19
Figure 4-2	LAVTA 2024 Network Weekday Frequency and Service Span.....	4-6
Figure 4-3	LAVTA 2024 Network Weekend Frequency and Service Span.....	4-6
Figure 5-1	LAVTA LRTP Recommended Improvements System Map.....	5-3
Figure 5-2	Long Range Recommended Weekday Frequency and Service Span.....	5-4
Figure 5-3	Long Range Recommended Weekend Frequency and Service Span	5-5
Figure 5-4	On-Demand Operating Models.....	5-11
Figure 5-5	LAVTA LRTP Recommendations Fixed-Route Revenue Hour and Peak Vehicle Impacts	5-15
Figure 5-6	LAVTA LRTP Recommendations On-Demand Revenue Hour and Peak Vehicle Impacts	5-16
Figure 5-7	Existing and Potential Proposed Distribution of Services by Municipality.....	5-17

1 INTRODUCTION

Following the completion of LAVTA’s Short Range Transit Plan (SRTP) in December 2022, the agency began work on a Long Range Transit Plan (LRTP) which focuses on the long term vision of transit for the Tri-Valley Region, including an evaluation of housing and employment growth, an updated evaluation of demographic characteristics, and specific transit service changes to align with and complement planned Valley Link commuter rail service.

The SRTP was cost-constrained per Metropolitan Transportation Committee (MTC) guidelines and focused on prioritized service restoration following reductions related to the Covid-19 Pandemic. The LRTP is focused on aligning future service investments with planned housing and employment growth areas and coordinating services with planned Valley Link commuter rail station locations and schedules. The LRTP is cost unconstrained and illustrates likely transit needs by 2034.

WHAT IS A LONG RANGE TRANSIT PLAN?

This Long Range Transit Plan establishes a vision for future transit priorities in the Tri-Valley based on our current understanding of existing and future transportation needs. In addition to existing demographics and comprehensive plan housing elements, these recommendations also consider significant planned future developments, including Boulevard in Dublin, Stoneridge Mall, and Hacienda. However, it is impossible to account for all planned developments over such a long term planning horizon as new developments emerge.

This document provides a guide for potential service improvements over the long term but should not be used as a prescriptive solution for short term service changes. LAVTA’s current service change process allows for three service changes per year to better align service with new development, demand for service, and financial capacity. This process should continue to be used to make iterative service changes that best align with observed demand.

The recommendations included in this document should be viewed as a pathway for additional investment as resources become available through the 2034 planning horizon.

DOCUMENT ORGANIZATION

In addition to this introduction chapter, this Final Report consists of four additional chapters, including:

- **Chapter 2 Document Review** – Includes a detailed review and summary of several regional planning documents, including regional housing elements and Valley Link service plans.
- **Chapter 3 Demographic Analysis** – Builds upon the demographic analysis completed during the SRTP process but with more recent data made available following the 2020 American Community Survey and 2019 Longitudinal-Employer Household Dynamics survey to reflect current conditions more accurately.
- **Chapter 4 LAVTA Wheels in Motion Network Changes** – Identifies the near-term service changes that are planned for 2024 and will be built upon by the long-term recommendations.
- **Chapter 5 Recommendations** – Details the specific service change recommendations included in this LRTP to continue meeting the growth needs of the community and aligning with other regional transit investments.

2 DOCUMENT REVIEW

Current transit planning efforts in the Tri-Valley area exist within a broader planning context that has evolved over time. This chapter reviews that planning context, focusing on plans for new or modified service throughout the region, including in Contra Costa and Alameda counties, as well as potential transit supportive infrastructure improvements along major corridors such as I-580 and I-680.

The primary documents reviewed in this chapter include:

Regional Transit Studies

- Tri-Valley Hub Network Integration Study (2021)
- The Valley Link Rail Project (ongoing)

Local Housing Elements

- Dublin 2023-2031 Housing Element Initial Study
- Livermore 2023-2031 Housing Element
- Pleasanton 2023-2031 Housing Element

General Plans and Neighborhood Specific Plans

- Imagine Livermore 2045 General Plan Update
- Isabel Neighborhood Specific Plan

Findings from this chapter contextualize future transit planning work in the Tri-Valley by enumerating the region's planning goals, highlighting consistent visions, and identifying unfulfilled objectives of the planning process.

KEY FINDINGS

The following are key findings from the document review:

- **Current plans emphasize the need to maintain and improve existing connections between residential and employment centers.** Past planning efforts focus on connecting residents from suburban and exurban communities in south Contra Costa and Alameda counties to employment corridors in and around Oakland and San Francisco through rapid transit, commuter rail, and bus service.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

- **Bus service plays a critical role in connecting riders to high-capacity corridors.** BART service is essential in carrying commuters into Oakland, San Francisco, and beyond. However, extending existing BART facilities is increasingly expensive and time intensive. Express Bus service is nimble and can expand transit catchment areas and connect communities that have limited access to fixed rail service. Express bus service can also capitalize on express lanes.
- **The Dublin-Pleasanton-Livermore area is a key connection point between communities in the East Bay.** Because of its central location, this area is a strategic convergence point for public transit to carry travelers across the region. As population grows, new and innovative travel modes will be necessary to meet the needs of regional residents.

REGIONAL TRANSIT STUDIES

Tri-Valley Hub Network Integration Study (2021)

The Tri-Valley Hub Network Integration Study investigates how bus service would connect Dublin, Pleasanton, and Livermore to the broader inter-city and commuter rail system described in the 2018 California State Rail Plan. The Tri-Valley area was identified in the 2018 plan as a connection point for regional bus services and the Suisun-Fairfield Amtrak Station, which is served by Amtrak's Capitol Corridor line. The Study also explores potential improvements to the Dublin/Pleasanton BART Station that would allow it to more effectively serve as a regional transit hub.

Needs Assessment and Feasibility

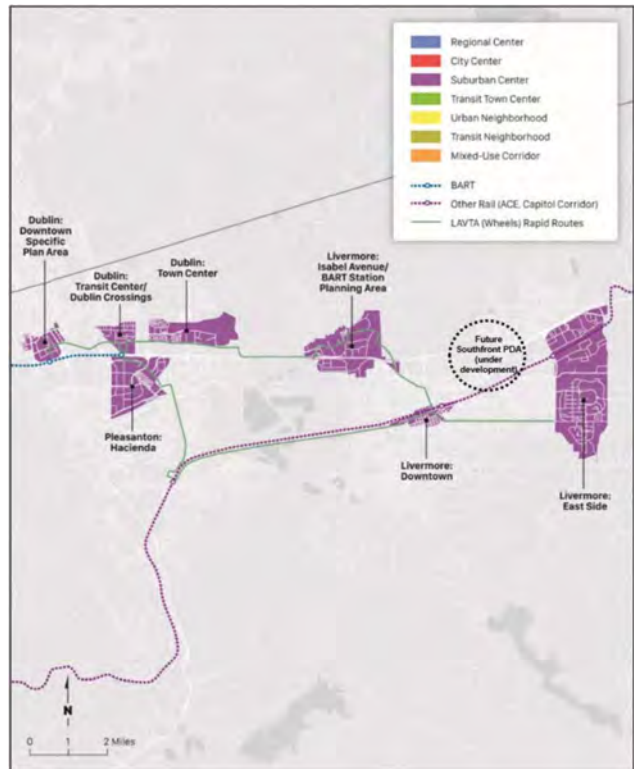
The report establishes the need for improved connections in the Tri-Valley area, which has seen a significant uptick in traffic congestion on I-580 and I-680 as jobs, population, and housing supply have increased in the last 15 years. Population and jobs are expected to grow further over the next 20 years. The plan identified multiple growth areas in the Tri-Valley.

The recommendations from this study would help alleviate mounting stress on the I-580 and I-680 corridors by providing fast and reliable connections between regional transit hubs at existing Amtrak and BART stations. This effort would be aided by the ongoing construction of a regional express lane network on I-680 and I-580. At the time of writing, there were no one-seat ride connections between the Tri-Valley and either the Suisun or Martinez Amtrak stations.

A hub station as described in the 2018 California State Rail Plan would provide connections to transit, rail, bicycle, and pedestrian facilities and expand the overall reach of the state rail system. The 2018 plan states that the Tri-Valley hub should provide connections to additional hubs in the East Bay, Stockton, and Solano County.

The report explores the feasibility of three potential Tri-Valley hub locations in order of preference:

- **DUBLIN/PLEASANTON BART STATION:** Located along I-580 and less than one mile from the I-580/I-690 interchange, planned connection to Stockton through Valley Link project, existing connection to BART and seven regional bus routes.
- **WEST DUBLIN/PLEASANTON BART STATION:** Located along I-580 and less than ¼ mile from the I-580/I-690 interchange, existing connection to BART and three LAVTA bus routes.
- **PLEASANTON ACE STATION:** Located three miles south of the I-580/I-680 interchange and one mile east of I-680, existing connections to Stockton and South Bay, existing connection to three regional bus routes and Wheels Routes 53 and 54 to BART.



Ridership and Service Plan

The report proposes several service additions and improvements, shown below in Figure 2-1 and Figure 2-2.

Figure 2-1 I-680 Express Connection Operating Concepts

Improvement Category	Recommendations
Routing and Stops	<ul style="list-style-type: none"> ▪ Suisun-Fairfield Amtrak Station ▪ Martinez Amtrak Station, ▪ <i>Pleasant Hill/Contra Costa Centre BART Station*</i> ▪ Walnut Creek BART Station ▪ Bollinger Canyon Park-and Ride ▪ Dublin/Pleasanton BART Station ▪ <i>West Dublin/Pleasanton BART Station*</i> ▪ <i>Pleasanton ACE Station**</i>
Headways and Service	<ul style="list-style-type: none"> ▪ Half-hourly AM peak departures, southbound only ▪ Hourly AM off-peak departures ▪ PM departures timed with ACE, northbound only ▪ Peak hour only connection to Pleasanton ACE
Est. Run Time	<ul style="list-style-type: none"> ▪ AM Peak: 105-112 minutes ▪ AM off-peak: 93-103 minutes ▪ PM peak: 111-120 minutes ▪ PM off-peak: 94-101 minutes
Est. Ridership	<ul style="list-style-type: none"> ▪ 1,107-1,555 forecasted daily boardings ▪ 24-39 average riders per bus (based on 2019 ridership)
Est. VMT Reduction	<ul style="list-style-type: none"> ▪ 27,000 – 35,000 daily VMT reduction (based on 2019 ridership)
Fleet Requirements	<ul style="list-style-type: none"> ▪ Six buses, including one spare

* Alternative stops

** Peak service only

Figure 2-2 Tri-Valley Hub Infrastructure Improvements

Improvement Category	Recommendations
Additional Bus Bays	<ul style="list-style-type: none"> ▪ Between two and six additional bays ▪ Cost per bay \$299,000-\$405,000 depending on alternative
AV Shuttles	<ul style="list-style-type: none"> ▪ AV shuttles connecting to ADA parking, employer parking, and nearby development ▪ Est. capital cost of \$2.7 million ▪ Est. annual operating cost of \$4.4 million
Wayfinding	<ul style="list-style-type: none"> ▪ Signage improvements (\$53,000)

Improvement Category	Recommendations
Bike and Scooter Parking	<ul style="list-style-type: none"> ▪ Ten additional bike lockers (\$27,000) ▪ Overhead sidewalk coverings (\$458,000)

The report recommends an independent governance structure for new service provided to the regional hub, comprised of the three existing service providers operating in the Tri-Valley. The report also highlights the need to identify a consistent funding source for implementation and ongoing operations.

The Valley Link Project

The Tri-Valley – San Joaquin Valley Regional Rail Authority, in cooperation with the Federal Transit Administration (FTA) and Caltrans, is advancing environmental clearance and project design for the Valley Link Rail Project. The project will establish a new passenger rail service along a 22-mile corridor between the existing Dublin/Pleasanton BART Station in Alameda County and the proposed Mountain House Community Station in San Joaquin County with all-day bi-directional service on weekdays and weekends at frequent intervals using zero-emission multiple-unit vehicles. The proposed alignment for this project is shown in Figure 2-3.

The project goals are to:

- Improve connectivity within the Northern California Megaregion, connecting housing, people, and jobs.
- Provide rail connectivity between the BART rapid transit system and the ACE commuter rail service.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

The alignment would be constructed in a combination of the existing I-580 freeway median, the existing transportation corridor owned by Alameda County, existing Caltrans right-of-way adjacent to the westbound I-580 freeway, and new right-of-way to be acquired for the proposed project and include four new stations, as shown in Figure 2-3 and described below.

- **Dublin/Pleasanton Station** would be constructed south of the eastbound I-580 freeway lanes in proximity to the existing Dublin/Pleasanton BART Station and would be designed to provide seamless intermodal passenger service between Valley Link, BART, and local bus transit services.

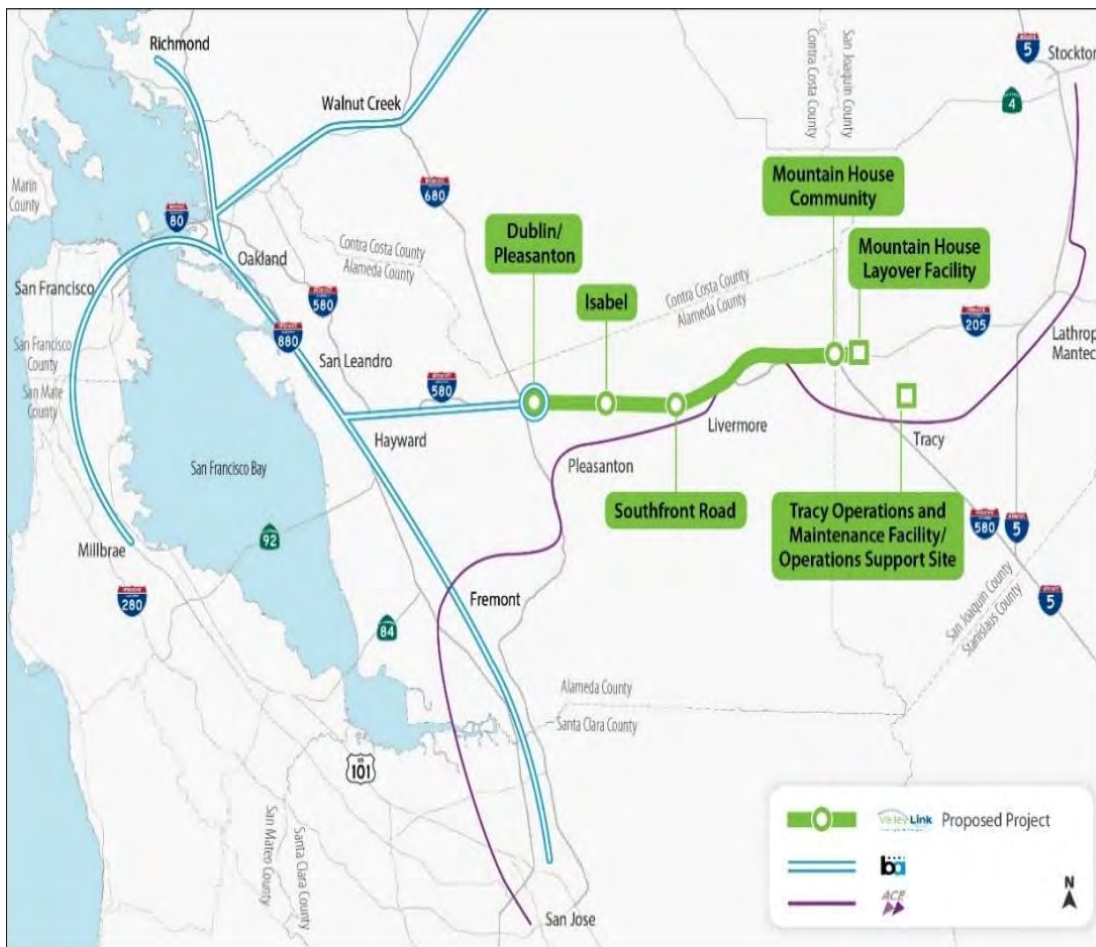
LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

- **Isabel Station** would be constructed within the I-580 median with adjacent parking on a 24-acre site along East Airway Blvd south of I-580 and east of the Isabel Ave I-580 overcrossing in Livermore.
- **Southfront Road Station** in Livermore would be constructed within the I-580 median with adjacent parking located south of I-580 on a seven-acre site along Southfront Rd between McGraw Ave and Franklin Ln. This station is sometimes referred to as “Midtown Station” in the City of Livermore planning documents.
- **The Mountain House Community Station** would be constructed north of I-205 on an approximately 54-acre site west of Mountain House Pkwy near the I-205/Mountain House Pkwy interchange.

Facilities to support the operations and maintenance and ancillary project activities are planned at the eastern end of the alignment and include the Altamont Maintenance of Way (MoW) Staging Area; Mountain House Layover Facility (LF); and Tracy Operations and Maintenance Facility/Operations Support Site (OMF/OSS).

Figure 2-3 Proposed Valley Link Route and Station Locations



LOCAL HOUSING ELEMENTS

The state of California requires that all local governments adequately plan to meet the housing needs of everyone in their community through the development of housing elements that serve as the blueprint for how cities and counties will grow and develop. In the Tri-Valley, the housing elements developed by Dublin, Livermore, and Pleasanton identify specific locations for future housing growth which may be supportive of transit service in the long-term.

Dublin 2023-2031 Housing Element

The housing element outlines where expected residential growth is expected by 2031. This document also shows how the City of Dublin is anticipating reaching its RHNA requirements, including low-income housing.

Just over 5,000 new units are anticipated to be necessary to accommodate growth. Much of this is already in the pipeline and within existing zoning. However, 755 near low- or low-income units would require changes in zoning or ownership to allow their construction. The City has proposed sites for these, and they are almost all within walking distance of BART stations or Dublin Boulevard.

Livermore 2023-2031 Housing Element

The Livermore Housing Element outlines where expected residential growth is expected by 2031. Concentrations of residential growth are identified in the proposed Isabel Avenue Neighborhood, which will surround a new Valley Link station. An additional area of residential development is projected to surround the 1st Street/I-580 interchange. Most other growth is anticipated to be infill.

Pleasanton 2023-2031 Housing Element

The housing element outlines where expected residential growth is expected by 2031. This document also shows how the City of Pleasanton is anticipating reaching its Regional Housing Needs Allocation (RHNA) requirements, including low-income housing.

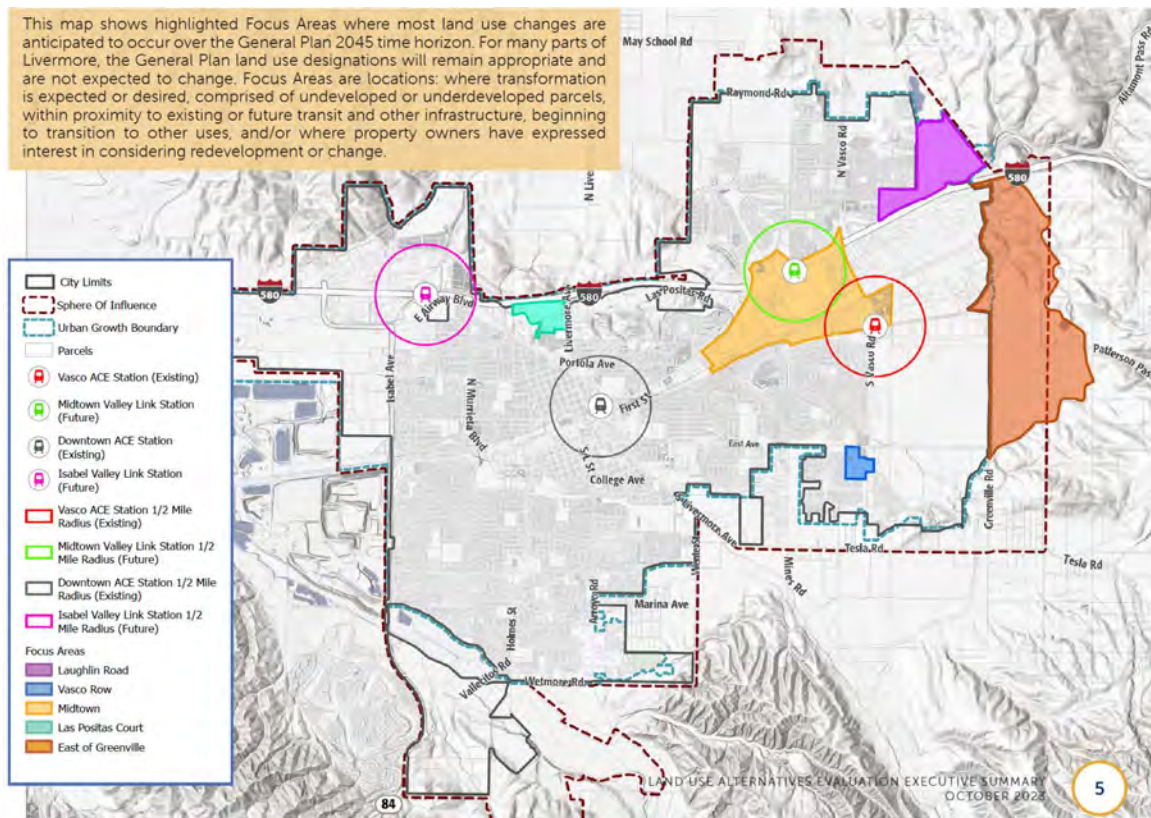
Just over 5,000 new units are anticipated to be necessary to accommodate growth. Approximately 4,000 new units must be accommodated by rezoning existing land. The biggest opportunities for this are around Stoneridge Mall, Hacienda Business Park, and around the intersection of Stanley Blvd and Valley Ave.

GENERAL PLANS AND NEIGHBORHOOD SPECIFIC PLANS

Imagine Livermore 2045 General Plan Update

This planning effort is currently ongoing. Two of the land use alternatives developed through the plan can have significant impacts on the need for transit within Livermore. The Isabel Neighborhood area (discussed above) is one. The other is the area around the proposed Southfront Station, or Midtown Livermore. Rezoning in the Midtown Focus Area could transition the area away from industrial land uses to more residential and commercial areas.

Figure 2-4 Imagine Livermore 2045 General Plan Land Use Alternatives Map



Isabel Neighborhood Specific Plan

The Isabel Neighborhood Specific Plan would allow development of 4,095 new multi-family housing units and approximately 2.1 million square feet of net new office, business park, and

LONG RANGE TRANSIT PLAN

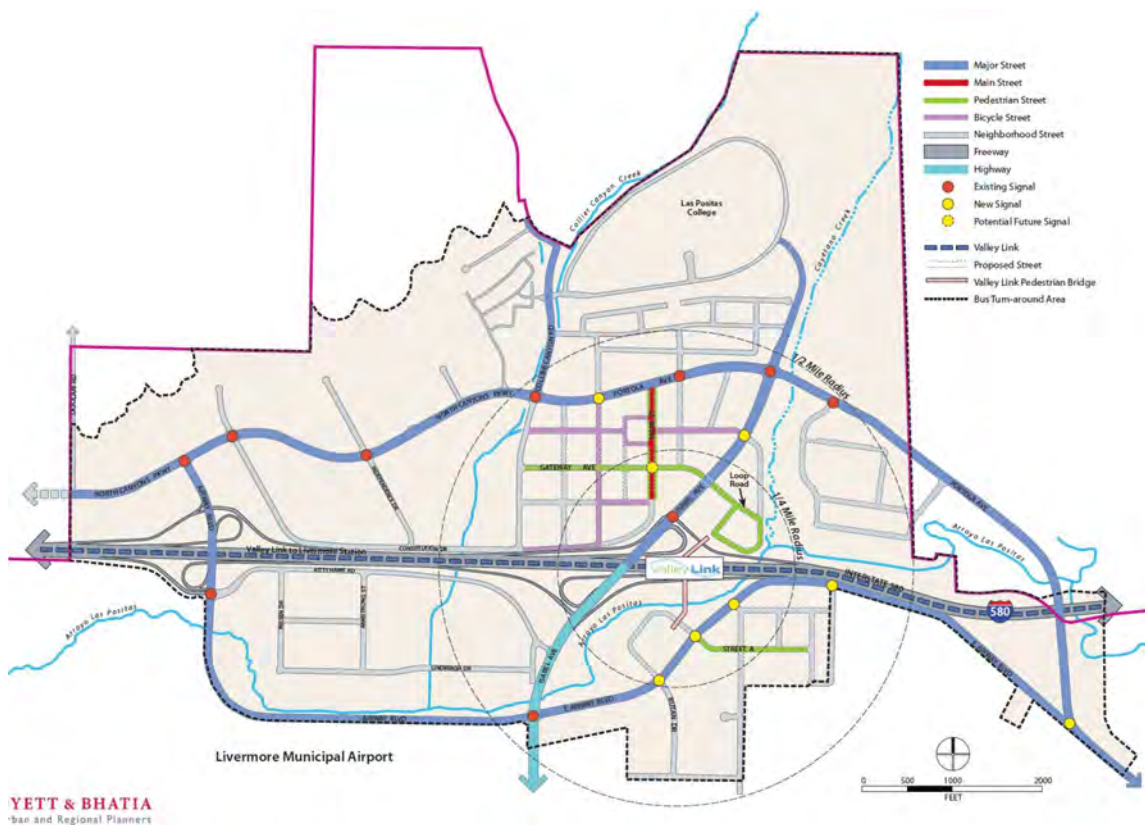
Livermore Amador Valley Transportation Authority

commercial development (including a neighborhood commercial center). It also envisions three new neighborhood parks, pedestrian and bike facilities, and infrastructure improvements. The majority of changes are focused around the future Valley Link rail station, which would be located in the median of I-580, just east of Isabel Avenue.

The three primary objectives of the Isabel Neighborhood Specific Plan are to:

- Create a safe, vibrant neighborhood that includes amenities for residents, workers, and students and that is compatible with existing development and community character.
- Support citywide goals for increased transportation options, housing choices, and economic vitality.
- Support the Valley Link rail project through development of a complete neighborhood.

Figure 2-5 Isabel Neighborhood Specific Plan Area Map



3 DEMOGRAPHIC ANALYSIS

LAVTA’s Short-Range Transportation Plan (SRTP) was developed during the COVID-19 pandemic, a time of significant demographic and labor shift, both of which impact transit service feasibility. To account for these demographic shifts, the Long-Range Transportation Plan includes an updated demographic and employment analysis with more recent data from the US Census Bureau that better reflects the current conditions within the LAVTA service area. This chapter of the LRTP uses 2020 American Community Survey (ACS) population and demographic data and 2019 Longitudinal-Employer Household Dynamics (LEHD) employment data to paint an updated picture of LAVTA’s customer base, identify areas with higher demand for transit, and determine areas with high concentrations of people that are more likely to rely on transit service.

KEY FINDINGS

- Transit demand is generally concentrated in downtown Livermore, Pleasanton, and along major arterials.
- The highest-density employment areas do not align with existing or future high-capacity transit (BART, ACE, Valley Link). These areas will continue to require reliable bus service to connect workers to their employment opportunities and regional transportation alternatives.
- Growth in transit-dependent populations like zero-vehicle households and seniors is outpacing general population growth, which may increase demand for transit and support higher frequency service and additional routes.

DEMOGRAPHICS

Figure 3-1 provides a summary of various demographic indicators in the Tri-Valley. For each indicator, the table lists the total number of people in the service area, areas with higher densities, and potential gaps in transit service provision. Maps of each indicator are available on subsequent pages.

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-1 Demographic Details

Indicator	Total within LAVTA Service Area	High Density Areas	Potential Service Gaps
Population Figure 3-2	241,639 Population, 2020 ACS 5-Year Estimates	<ul style="list-style-type: none"> ▪ Downtown Livermore, between Portola Avenue and the ACE corridor ▪ Dublin between Central Parkway and I-580 ▪ Multi-family residential complexes along W Las Positas Blvd ▪ Multi-family residential complexes near First St & Vineyard Ave 	<ul style="list-style-type: none"> ▪ Holmes St corridor in Livermore
Employment Figure 3-4	147,719 Employment, 2019 LEHD	<ul style="list-style-type: none"> ▪ West Pleasanton, in and around the Stoneridge shopping center ▪ Hacienda Business Park area in Pleasanton ▪ Central Pleasanton, along Santa Rita Rd/Main St ▪ Central Dublin, between Amador Valley Boulevard and I-580 ▪ Lawrence Livermore and Sandia National Laboratories ▪ Downtown Livermore, between College Ave and the ACE corridor 	<ul style="list-style-type: none"> ▪ Lawrence Livermore and Sandia National Laboratories ▪ U.S. Army Camp Parks ▪ Central Livermore at Concannon Blvd and Holmes St
Zero-vehicle households Figure 3-8	3,272 People living in households without access to a vehicle, 2020 ACS 5-Year Estimates	<ul style="list-style-type: none"> ▪ Central Livermore, within one mile of the Livermore ACE station 	<ul style="list-style-type: none"> ▪ Livermore neighborhood south of Granada High School

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

Indicator	Total within LAVTA Service Area	High Density Areas	Potential Service Gaps
<p>Low-income households Figure 3-7</p>	<p>11,832 People living in households with incomes below \$50,000, 2020 ACS 5-Year Estimates</p>	<ul style="list-style-type: none"> ▪ Downtown Livermore, within one mile of the Livermore ACE station ▪ Vineyard Avenue corridor in Pleasanton ▪ Alamo Creek Villas, immediately west of Camp Parks on Dougherty Road ▪ Westport Village corridor between Dublin Blvd and Gleason Dr ▪ West Pleasanton at W Las Positas Blvd and I-680 	<ul style="list-style-type: none"> ▪ West Pleasanton at W Las Positas Blvd and I-680
<p>Older adults (65+) Figure 3-9</p>	<p>31,547 People aged 65+, 2020 ACS 5-Year Estimates</p>	<ul style="list-style-type: none"> ▪ Central and South Livermore, south of Portola Avenue and west of Wente Street ▪ Central Pleasanton, south of Stoneridge Drive and west of Iron Horse Trail ▪ Alamo Creek Villas, immediately west of Camp Parks on Dougherty Road ▪ East Pleasanton, east of Santa Rita Road and between Stoneridge Drive and I-580 ▪ Westport Village corridor between Dublin Blvd and Gleason Dr ▪ West Pleasanton at W Las Positas Blvd and I-680 	<ul style="list-style-type: none"> ▪ South Livermore, south of 4th Street and Stanley Boulevard

Indicator	Total within LAVTA Service Area	High Density Areas	Potential Service Gaps
People with disabilities Figure 3-10	7,253 People with a disability; 2020 ACS 5-Year Estimates	<ul style="list-style-type: none"> ▪ East Avenue corridor in Livermore ▪ Central Livermore east of Rincon Ave ▪ Central and West Pleasanton, along Las Positas Blvd west of Santa Rita Rd 	<ul style="list-style-type: none"> ▪ South Livermore, south of 4th Street and Stanley Boulevard
People identifying as a race/ethnicity other than White Figure 3-11	127,961 People identifying as a race/ethnicity other than White alone; 2020 ACS 5-Year Estimates	<ul style="list-style-type: none"> ▪ Central Pleasanton, near the intersection of Las Positas Boulevard and Santa Rita Road ▪ Downtown Livermore, south of Portola Avenue ▪ Alamo Creek Villas, immediately west of Camp Parks on Dougherty Road ▪ Central Dublin north of I-580 between Fallon Rd and Dougherty Rd 	<ul style="list-style-type: none"> ▪ South Livermore, south of 4th Street and Stanley Boulevard ▪ West Dublin

POPULATION AND EMPLOYMENT

For scheduled transit to be successful, it must be direct, frequent, easy to access, and available when people need it. For non-school routes, more than any other factors, population and employment density determines whether this is possible:

- Transit needs to serve sufficiently high volumes of travelers to be cost-effective, and the density of development in an area determines the overall size of the travel market. The reach of transit is generally limited to within one-quarter to one-half mile of the transit line or station; thus, the size of the travel market is directly related to the density of development in that area.
- To attract travelers who have other options, such as automobiles, transit must be relatively frequent. Typically, 30-minute service is the minimum service level to attract all potential users. Below that, transit can be expected to serve only those who do not or cannot drive. Further improvements to frequency, better than 30 minutes, may attract even more potential riders.

Population-Based Demand

Demand for transit service is derived in part from having a population base to support that demand for transit service. The population density of a place can indicate what kind of transit service may be appropriate and how frequently it should operate; an area with higher population density can support more frequent transit service

Overall population densities are relatively low (below 10 residents per acre) in many areas of the Tri-Valley, and few areas are able to support high-frequency transit service, with headways of 15 minutes or less, based on population density alone. Population density is highest in the following areas, which may support transit service frequencies of 15 minutes or better:

- Downtown Livermore, within roughly one mile of the Livermore ACE station
- North Central Pleasanton, within roughly ¼ mile north or south of Las Positas Boulevard
- North Central Dublin, along Dougherty Rd, such as Alamo Creek Villas
- East Dublin between Dublin Blvd and Gleason Dr
- East Livermore multi-family developments, just west of Lawrence Livermore National Laboratory

There are some areas that are not currently served by transit but have the density to support future high-frequency service. These include:

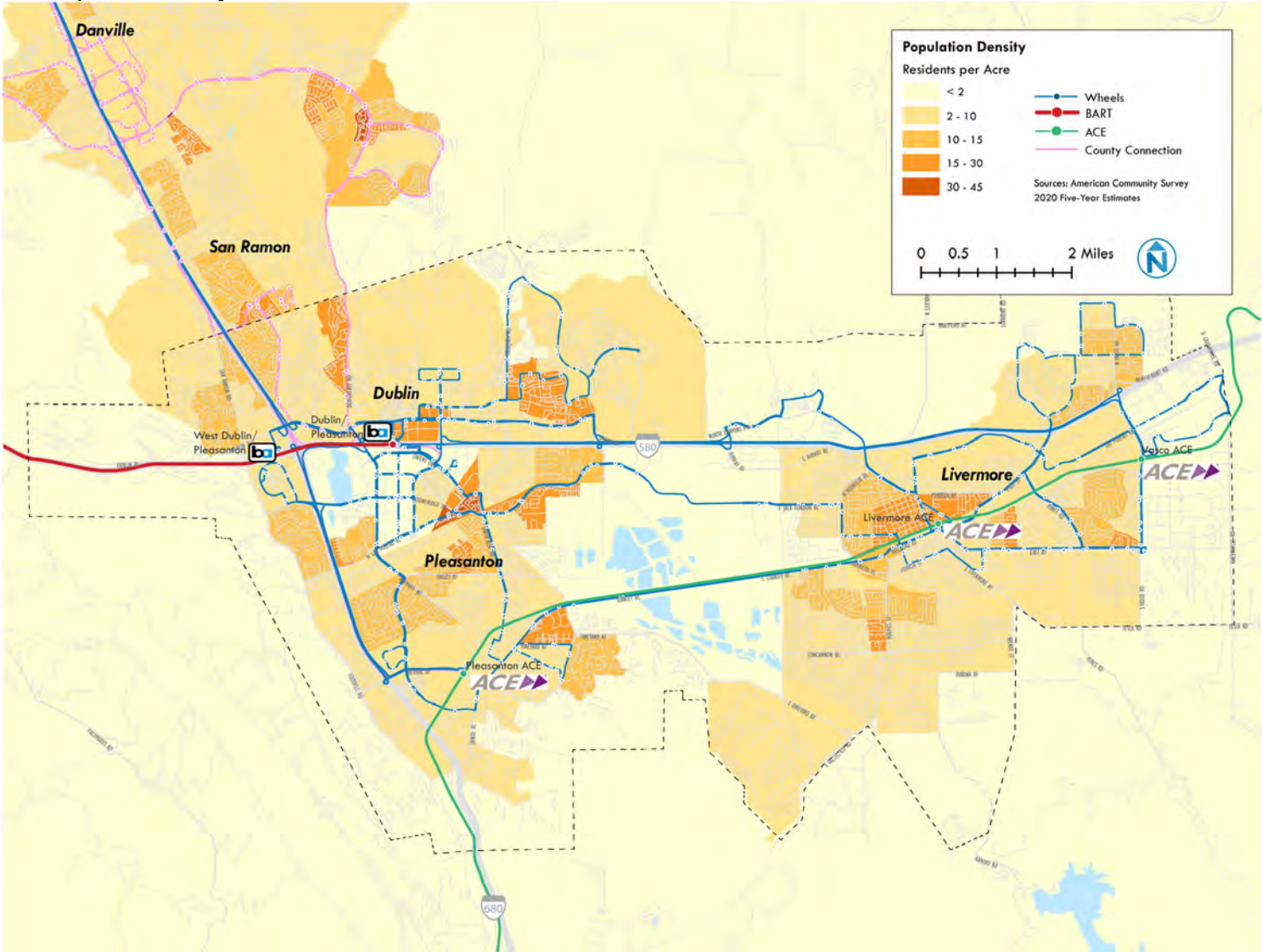
- Southwest Livermore, near Granada High School and Robertson Park
- Central Pleasanton, along Valley Ave between Santa Rita Rd and Hopyard Rd

In other areas of the Tri-Valley, current population densities are more likely to support transit service frequencies of between 15 and 60 minutes. However, some portions of the Tri-Valley have low population densities of fewer than two residents per acre, and these areas may not support fixed-route transit service based on population density alone. In addition to low population densities, these areas typically feature challenging topography, circuitous roadway networks, limited pedestrian facilities, or other features that make operating fixed-route service difficult. Such low-density areas unlikely to support fixed-route service include:

- Schaefer Ranch
- Hillside communities of Pleasanton west of Foothill Road
- Hagemann Ranch neighborhood of Livermore, between Jack London Boulevard and Stanley Boulevard, Isabel Avenue, and Murrieta Boulevard
- Other residential areas of Livermore generally south of Concannon Boulevard and east of Holmes Street

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-2 Population Density



Employment-Based Demand

The concentration of jobs is also an indication of the level of transit service that may be useful and productive. Like population density, the underlying demand for transit generally grows with an increase in employment density. In general, an area with two to five jobs per acre can support hourly transit service while an area with five to 10 jobs per acre can support service every thirty minutes. Understanding where there is a concentration of jobs and when people need to be commuting is important when thinking about transit service because in many places, transit services are largely supporting trips to and from work. The employment density map for the Tri-Valley is included in Figure 3-4

Major employment centers of the Tri-Valley are generally distinct from the areas with highest population density identified in the preceding section. Some of the most significant employment centers in the LAVTA service area include:

- Lawrence Livermore and Sandia National Laboratories;
- Stoneridge Mall;
- Central Livermore, between 4th Street and the ACE corridor;
- Central Pleasanton, between Las Positas Boulevard and I-580;
- Central Dublin, along Dublin Boulevard

Some of the largest employers associated with each of these areas are shown Figure 3-3.

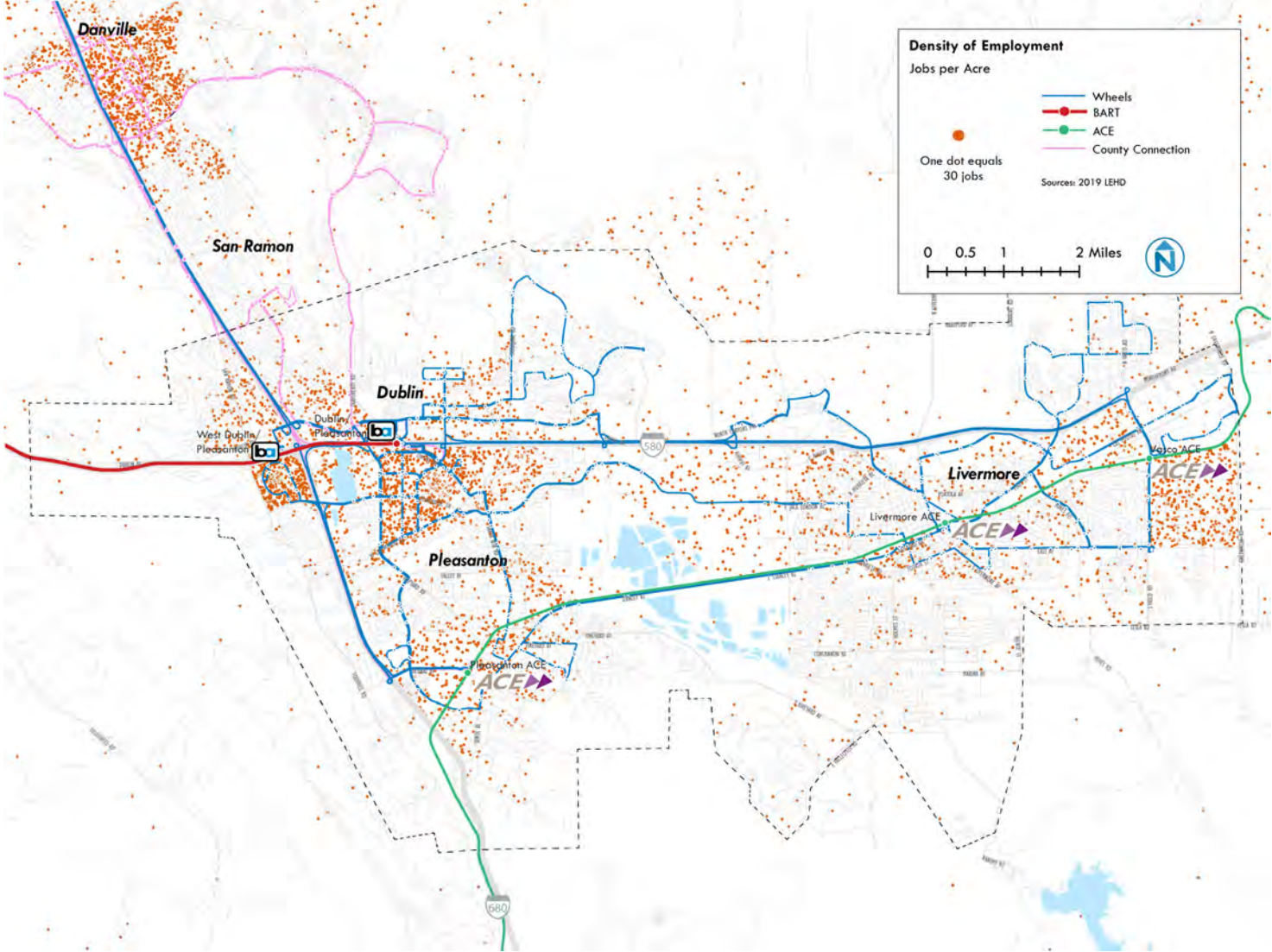
Figure 3-3 Selected Large Tri-Valley Employers

Employment Center	Largest Employers
Dublin	Alameda County's Santa Rita Jail and the Federal Correctional Institute (FCI), Ross Stores HQ, Zeiss Meditec
Stoneridge Mall	Safeway HQ, Workday, Macy's, 10x Genomics
Hacienda Business Park (Pleasanton)	Oracle, Kaiser Permanente, State Fund - Compensation Insurance, Stanford Healthcare ValleyCare, Clorox
Lawrence Livermore/Sandia National Laboratories	
Livermore	Stanford Healthcare ValleyCare, FormFactor, US Foods

Sources: City of San Ramon; City of Dublin Comprehensive Annual Financial Report FY 2021, p. 200; City of Pleasanton; Livermore Chamber of Commerce

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-4 Employment Density



Composite Density of Population and Employment

Combining the employment density and adjusted population density maps allows us to layer the potential demand for transit based on population, employment, and socioeconomic characteristics in one value and one map. The composite transit demand based on population and employment, combined, is shown in Figure 3-5

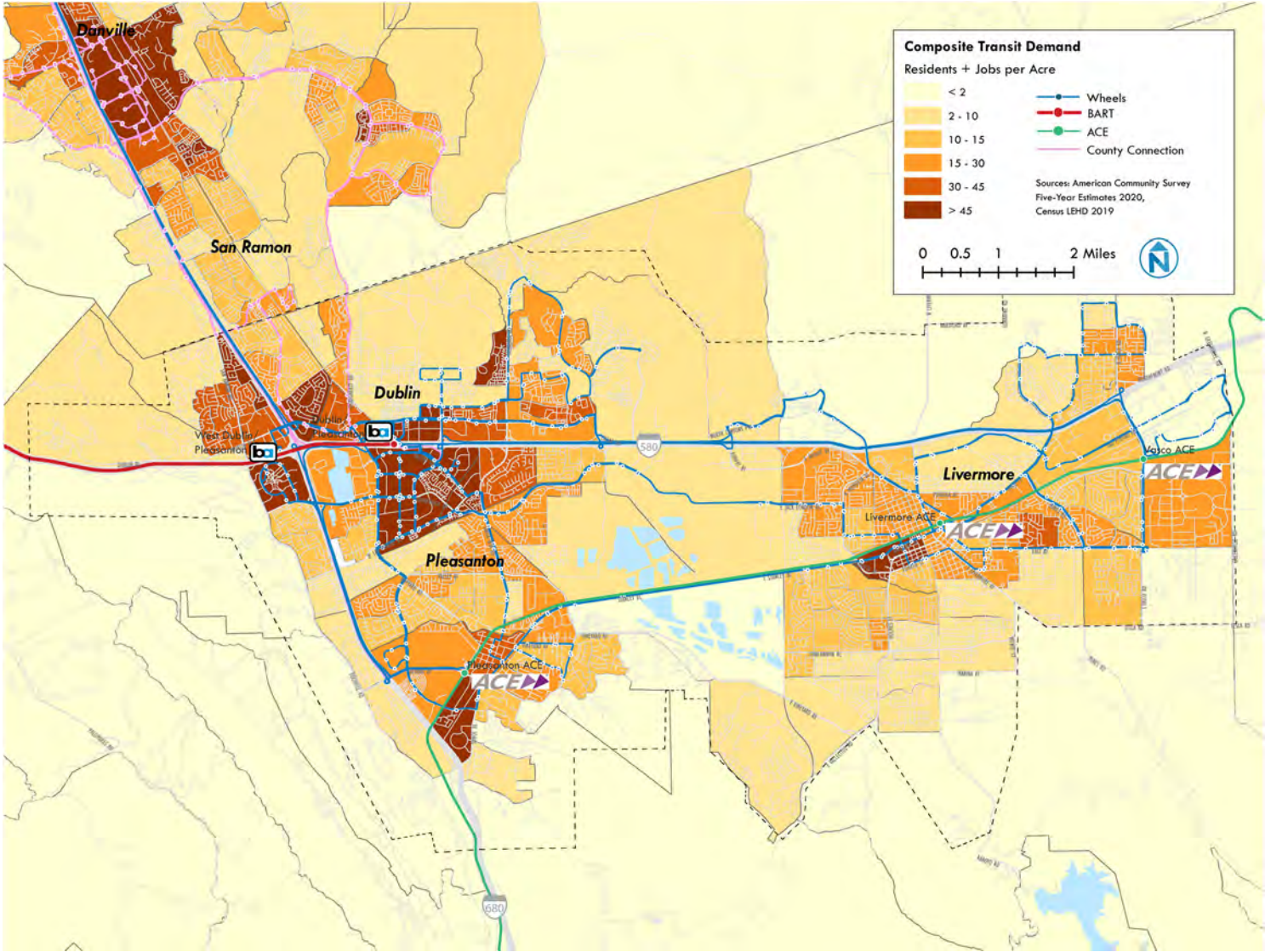
Areas of high population and employment density include:

- Downtown Dublin between Gleason Dr and Dublin Blvd
- Central Dublin on either side of I-680 at the I-580 Junction
- Downtown Livermore along the ACE corridor
- South Pleasanton along the ACE corridor

Currently, all of these areas are well served by existing LAVTA routes, except for the residential areas due West of I-680 in Central Dublin. As this area continues to grow, it will be important to provide local service to the residents and employees of the neighborhood. Local service in this area will be restored through the Wheels in Motion plan discussed in Chapter 4 of this report.

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-5 Composite Transit Demand



DEMOGRAPHIC TRENDS

Trends in demographic indicators help to understand changes over time, and changes to anticipate in the future. Figure 3-6 lists each of the demographic indicators found within the LAVTA service zone, with values from 2018 and 2020. All indicators except low-income households have increased over the two-year period.

The indicators that increased the most, and at rates higher than the growth in population, are: older adults (65+), people who identify as a race/ethnicity other than white, employment, zero-vehicle households. Populations of low-income households declined significantly, likely the result of the Bay Area’s affordable housing crisis pushing these communities to lower-cost regions as higher income households, also displaced by the housing crisis, continue to move further out.

Figure 3-6 Change in Demographic Indicators

Indicator	2018	2020	Change	Percent Change
Population	236,804	241,639	4,835	2%
Employment	142,850*	147,719**	4,869	3%
Zero-vehicle households	3,050	3,272	222	7%
Low-income households	13,353	11,832	(1,521)	-11%
Older adults (65+)	29,527	31,547	2,020	8%
People with disabilities	7,110	7,253	143	2%
People identifying as a race/ethnicity other than White	114,867	127,961	13,094	11%

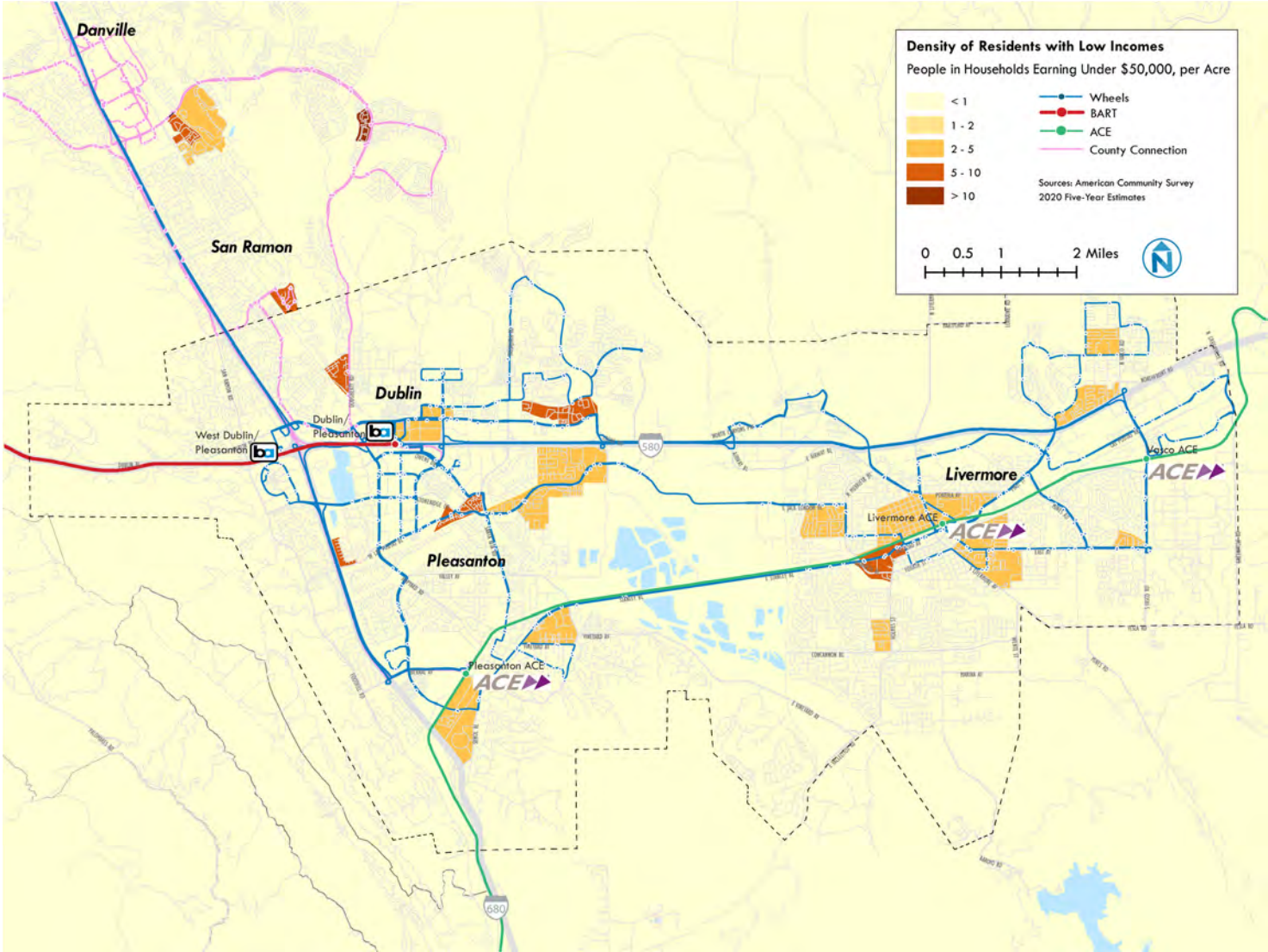
Source: 2014-18 and 2015-2020 ACS 5-Year Estimates

* 2017 LEHD Data

** 2019 LEHD Data

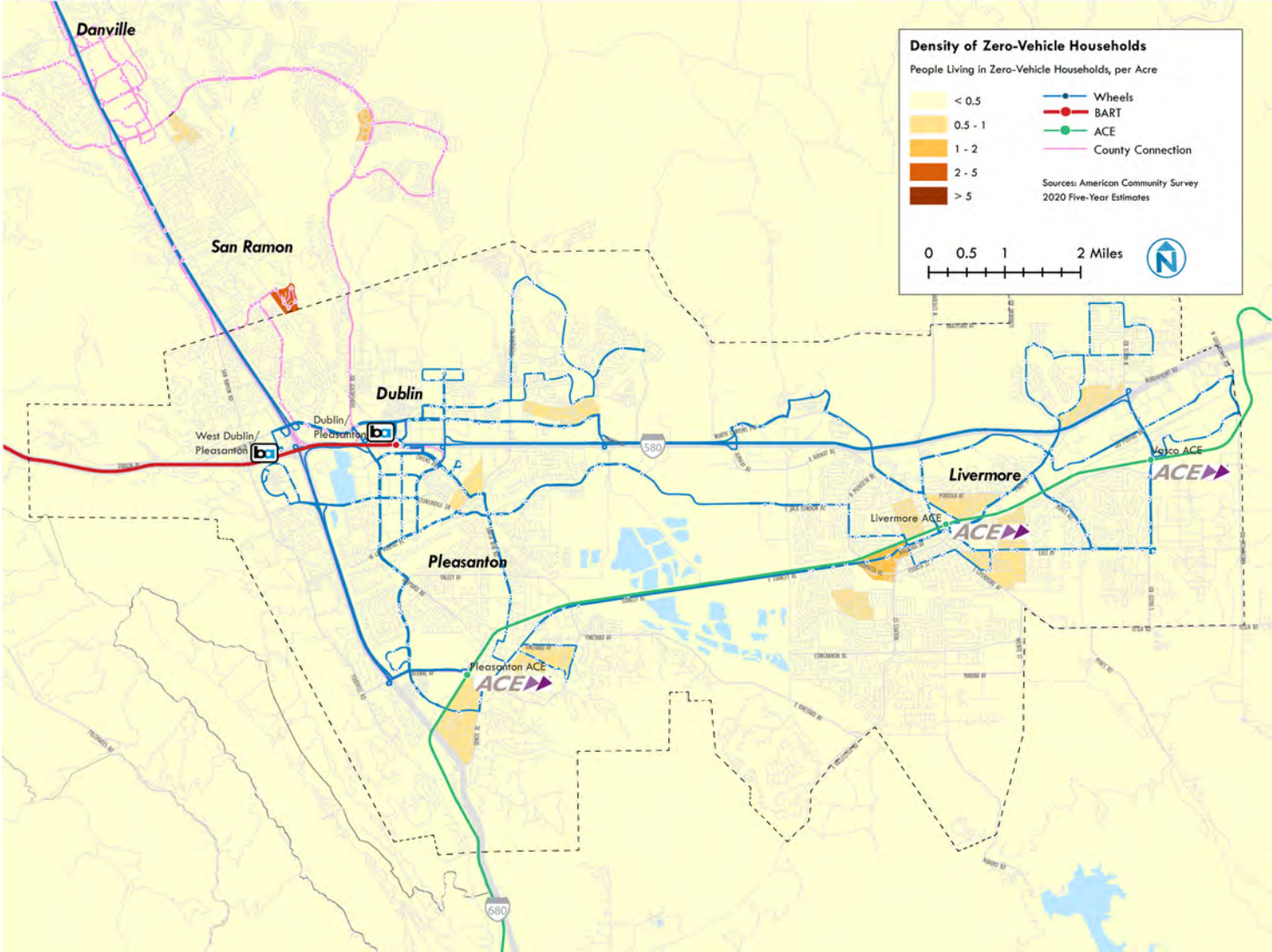
LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 3-7 Density of Residents with Low Incomes



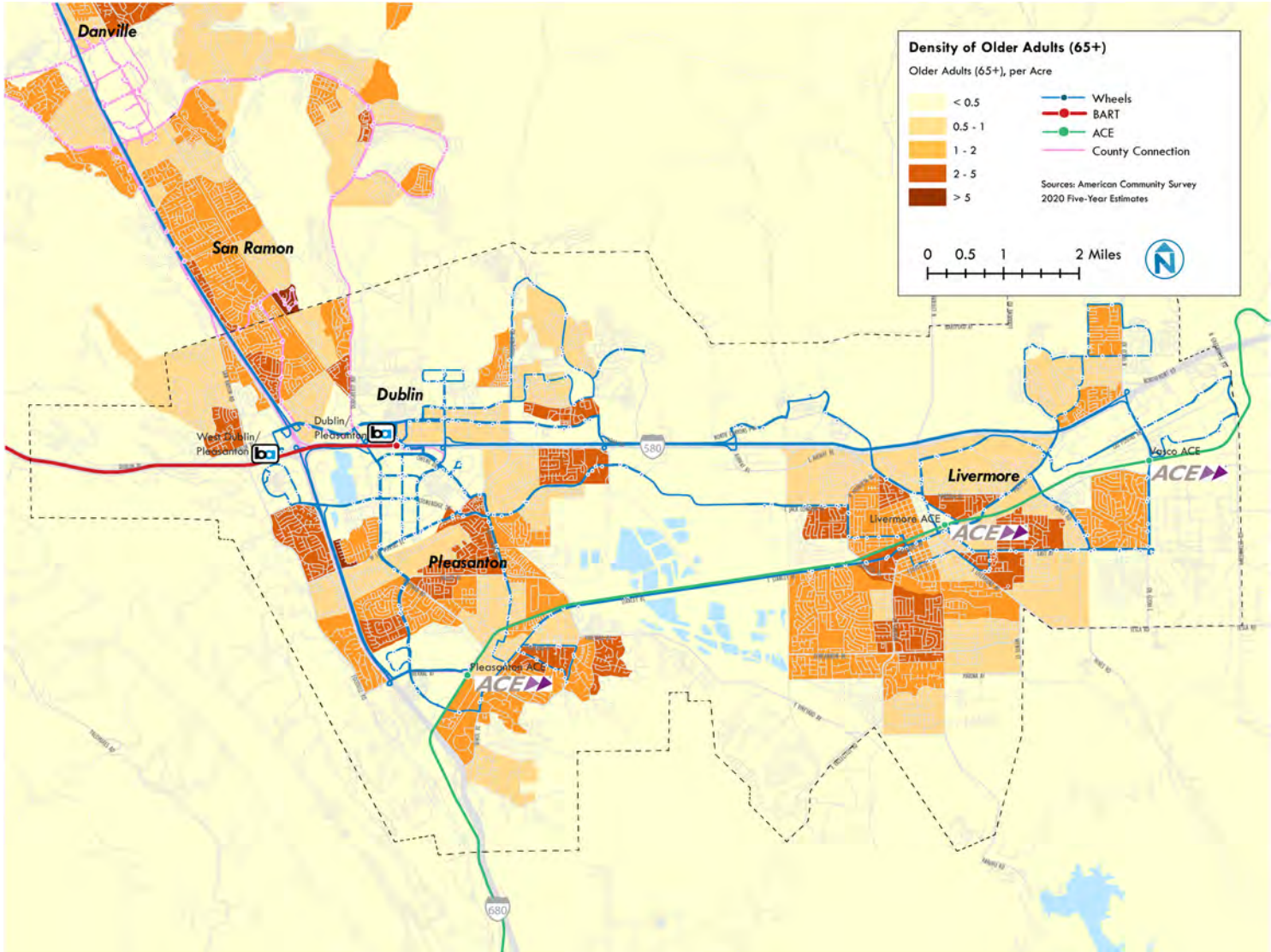
LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 3-8 Density of Zero Vehicle Households



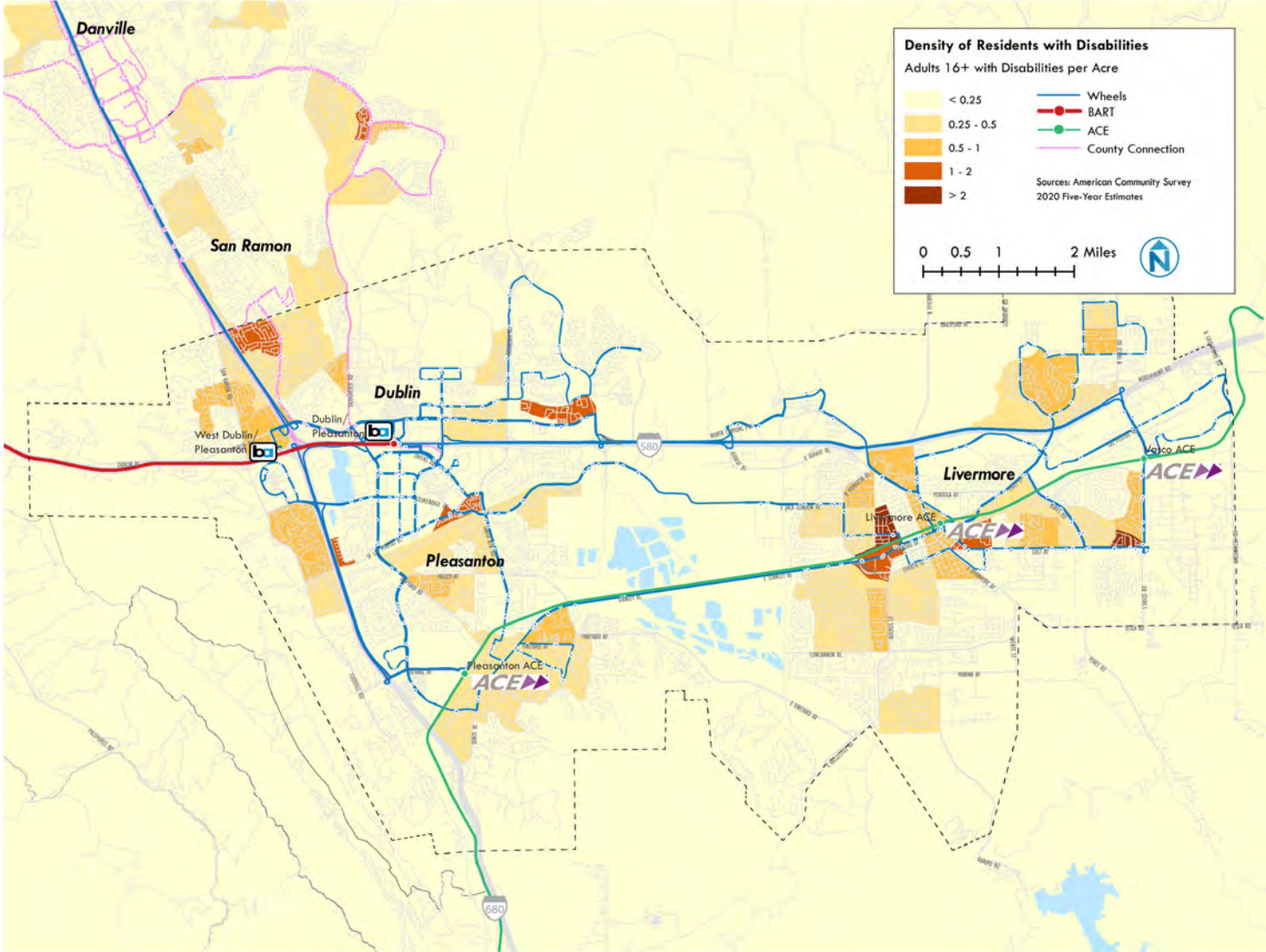
LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 3-9 Density of Older Adults (65+)



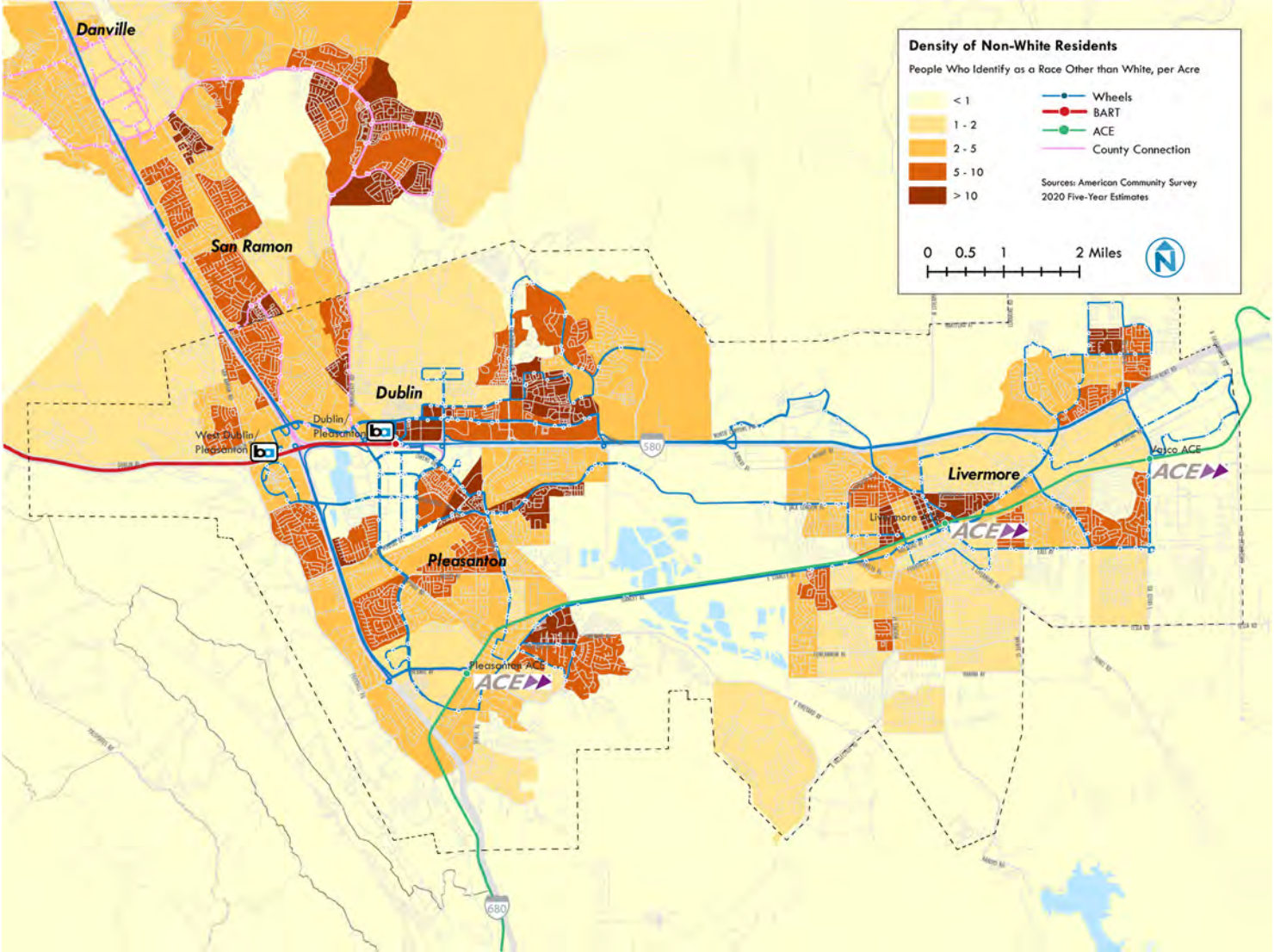
LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 3-10 Density of People with Disabilities



LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 3-11 Density of Non-White Residents



TRANSIT PROPENSITY INDEX

The combination of the demographic variables presented previously indicate locations where transit demand is expected to be highest. When just identifying where there is population dense enough to support transit use, it is possible to overlook areas with perhaps lower population density, but a higher likelihood of using transit, and focus on areas that may have greater population density but people living there who are less likely to use transit.

Certain factors may play a more dominant role in an individual's decision to use transit, though the variables are all weighted equally in this analysis for simplicity. Transit propensity in LAVTA's service area was evaluated by the density of people with the following attributes:

- **Vehicle Ownership:** People living in households without a vehicle, either by choice or due to limited resources, are more likely to use transit than those with access to a car.
- **Household Income:** Owning and operating a car is expensive. People living in households with low incomes, earning less than \$50,000 per year, are more likely to use local bus service more regularly than other groups due to limited access to a vehicle, and they may rely on transit as their primary mode of transportation.
- **Race and Ethnicity:** Residents who identify as a race/ethnicity other than white generally have higher rates of transit use, and the provision of effective transit service to minority populations is also particularly important to the Federal Transit Administration and is a requirement under Title VI of the Civil Rights Act of 1964.
- **Disability Status:** People with disabilities¹ may be more likely to rely upon public transit and paratransit services to get around, particularly if the nature of their disability prevents them from driving.

Figure 3-12 shows the areas with highest transit propensity. The figure also shows transit demand outside of LAVTA's service area, such as San Ramon and Danville, to compare transit demand with neighboring municipalities. The figure indicates the areas with the highest transit demand are:

- In Livermore, within roughly one mile of the Livermore Transit station;
- The East Avenue corridor in Livermore;
- The multi-family apartment communities in central Pleasanton, near the intersection of Las Positas Boulevard and Santa Rita Road.

¹ This analysis analyzes disability status among the population ages 20 to 64, per the universe defined by the American Community Survey's Table B23024.

LONG RANGE TRANSIT PLAN

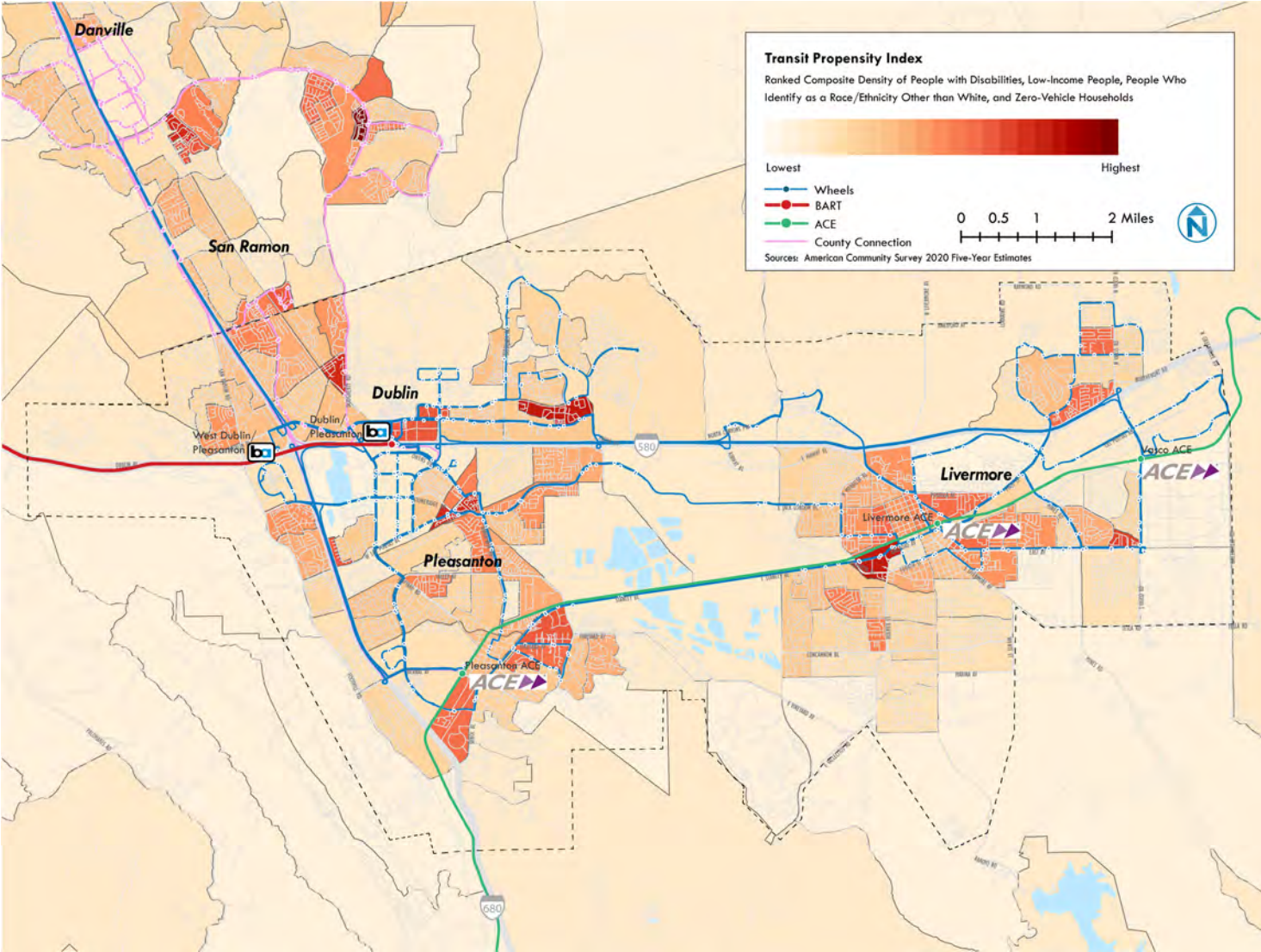
Livermore Amador Valley Transportation Authority

- The multi-family apartment communities in northeast Dublin between Dublin Blvd and Gleason Dr
- Residential areas of Pleasanton south and east of the ACE line

These areas are all served by transit. One notable area with moderate levels of transit demand but no transit access is in Livermore south of 4th Street. There is also high transit propensity in several northwest Dublin neighborhoods that are not served by LAVTA but are served by County Connection. LAVTA intends to start serving these areas in the upcoming 2024 service change.

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 3-12 Transit Propensity Index



4 LAVTA WHEELS IN MOTION NETWORK CHANGES

One of LAVTA's largest traditional markets has been to connect Tri-Valley destinations to BART. Prior to the pandemic, BART station parking was often at or over capacity, leaving LAVTA one of the only consistent, reliable ways to access BART.

The pandemic and its aftermath have led to changed Bay Area travel patterns, particularly for white collar workers, which made up much of BART's ridership. BART ridership has been among the slowest of all major transit agencies to recover from the pandemic. In late 2023, BART changed schedules to better match the new demand profile. In the Tri-Valley, BART changed Blue Line schedules to operate every 20-minutes, seven days a week. Prior to the pandemic, BART had operated every 15-minutes for most of the day on weekdays, with less frequent service on evenings and weekends. BART implemented these changes in Fall 2023.

Traditionally, LAVTA's routes were designed for timed connections at Dublin/Pleasanton BART, with bus service coming every 15, 30, or 60-minutes. After Fall 2023, LAVTA buses no longer easily connect with most BART trains.

In late Summer 2023, LAVTA initiated the process to better match its schedules with BART. Three different scenarios were developed and presented to the Tri-Valley public and stakeholders. The public clearly supported shifting service times from traditional 15/30/60 minute frequencies to BART's 20/40/60 minute frequencies. With minor modifications, the most publicly supported alternative was prepared for implementation in 2024. The preferred 2024 service network did not require additional service hours or buses to implement.

This chapter describes the route network that LAVTA will be implementing in early 2024. This network forms the basis for the LRTP.

Spring 2024 Route Level Changes

The section describes the proposed changes from 2023 service patterns to Spring 2024. The changes better align with changed BART schedules and are cost neutral. In some instances, route frequencies are reduced from 30 minutes to 40 minutes. Typically, reducing service levels from 30 minutes to 40 minutes should be avoided due to ridership loss. However, historically, a majority of trips on LAVTA were transferring to or from BART, suggesting that a timed transfer to the new BART schedule was more important than maintaining a base frequency on a corridor. Public feedback prior to the service change confirmed that transfers to BART should be prioritized.

Route 1

The alignment and service span for Route 1 would be unchanged. Weekday peak service frequency would be reduced from 30 minutes to 40 minutes to more effectively align with transfer opportunities at the East Dublin/Pleasanton BART Station.

Route 2

The service span of Route 2 would be extended to provide two additional trips in both the morning peak period between 7:30 am and 9:30 am and in the afternoon peak period between 3:15 pm and 6:00 pm. The alignment and frequency of the route would be unchanged.

Route 3

The alignment and service span for Route 3 would be unchanged. Weekday peak service frequency would be reduced from 30 minutes to 40 minutes to more effectively align with transfer opportunities at the East Dublin/Pleasanton BART Station. Route 3 would continue to operate hourly during off-peak times.

Route 4

Route 4 would be a new service operating between the West Dublin BART Station and the East Dublin/Pleasanton BART Station along Golden Gate Dr, Dublin Blvd, Amador Valley Blvd, Village Pkwy, Alcosta Blvd, Stagecoach Rd, Dougherty Rd, Horizon Pkwy, and Sterling St. The route would provide direct connections between both BART stations in Dublin with Dublin High School, the Alcosta Blvd Walmart, two senior centers, and growing residential areas along Horizon Pkwy.

The route would provide weekday peak only service every 40 minutes between 6:30 am and 9:30 am and between 2:30 pm and 7:30 pm. The route would also operate every 40 minutes on Saturdays.

Route 8

The alignment and service span for Route 8 would be unchanged. Weekday peak service frequency would be reduced from 30 minutes to 40 minutes to more effectively align with transfer opportunities at the East Dublin/Pleasanton BART Station. Route 8 would continue to operate hourly during off-peak times.

Route 10R

The alignment for Route 10R would be unchanged. Route 10R would operate one hour later, until midnight, on weekdays. Weekday service would be reduced from every 15 minutes to every 20 minutes to better align with transfer opportunities at the East Dublin/Pleasanton BART Station. Evening service frequency would remain hourly. Saturday service frequency would also be improved from every 30 minutes to every 20 minutes. Sunday service frequency would be adjusted to 40 minutes.

Route 11

Route 11 would be restored to provide two weekday morning and afternoon trips between the Livermore Transit Center and the Vasco Rd ACE Station along First St, Las Positas Rd, Greenville Rd, and National Dr,

Route 14

The alignment and service span for Route 14 would be unchanged. Weekday peak service frequency would be reduced from 30 minutes to 40 minutes to more effectively align with transfer opportunities at the East Dublin/Pleasanton BART Station. Route 14 would continue to operate hourly during off-peak times.

Route 15

The alignment and service span for Route 15 would be unchanged. Weekday peak service frequency would be improved from 30 minutes to 20 minutes to more effectively align with transfer opportunities at the Livermore Transit Center. Route 15 would continue to operate hourly during off-peak times.

Route 18

Route 18 would be a new service between the Livermore Transit Center to the Railroad Ave Safeway and P St before operating a clockwise loop around Fourth St, Holmes St, Concannon Blvd, El Padro Dr, El Caminito, Wall St, and Stanley Blvd. The route would provide service to Mendenhall Middle School and operate with weekday peak only service every 40 minutes between 6:30 am and 9:00 am and between 3:00 pm and 7:00 pm.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

Route 20X

Route 20X currently provides peak only service between the East Dublin/Pleasanton Bart Station and the Livermore Transit Center along Dublin Blvd, Hacienda Dr, I-580, Vasco Rd, East Ave, N Mines Rd, and First St. Additional service will be added to Route 20X in March to better serve commuters and to support the future Valley Link service. Nearly all of this route would be duplicated by a combination of the planned Valley Link alignment and the new connector route between the Southfront Valley Link Station and Lawrence Livermore National Laboratory. Only the small segment along N Mines Rd and First St would no longer be served.

Route 30R

The alignment of Route 30R and span of service would remain unchanged. Service frequency would also be reduced on weekdays from every 15 minutes to every 20 minutes to more effectively align with transfer opportunities at the East Dublin/Pleasanton BART Station. Saturday service frequency would shift to every 40 minutes, while Sunday service would continue to run hourly. Evening service would be hourly seven days a week.

Route 70X

Route 70X currently provides direct commuter service between the East Dublin/Pleasanton BART Station and Walnut Creek along I-680. Route 70X would be extended into the Hacienda business Park. A third afternoon trip will be added to Route 70X.

Route 53

Route 53 currently provides weekday peak only service between the Pleasanton ACE station and Stoneridge Mall. This route would be unchanged.

Route 54

Route 54 currently provides weekday peak only service between the Pleasanton ACE Station and several employment centers including the Regus – Pleasanton – Bernal corporate park, Hacienda Business Center, and California Center before serving the East Dublin/Pleasanton BART Station. This route would be unchanged.

Route 580X

Route 580X would be restored and provide limited peak express service between the Livermore Transit Center and the East Dublin / Pleasanton BART station. The route will connect the future Isabel Road Valley Link Station and bring direct service to the LAVTA administrative office and adjacent industrial park. The route would provide weekday peak only service every 60 minutes between 7:30 am and 9:15 am and between 4:45 pm and 6:15 pm.

School Routes

No changes are made to school service as a result of the BART schedule changes. These routes will continue to be operated and reevaluated as school transportation needs evolve. However, planning for service to Emerald High School is underway and will be finalized in Summer 2024.

Monitoring of Wheels in Motion (Spring 2024) Route Level Changes

The Spring 2024 service network introduces service into new lower density areas. LAVTA staff will closely monitor results of new services to determine if the ridership response corresponds to the combination of density, schools, and employment along each route. If ridership response does not match the level of investment, alternative service delivery methods may be considered, such as microtransit or on-demand services.

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 4-1 LAVTA 2024 Network Weekday Frequency and Service Span

Route	Peak Frequency (mins)	Off-Peak Frequency (mins)	Service Span
1	40	60	6:00 am - 8:45 pm
2	60	-	7:30 am - 9:30 am; 3:15pm - 6:00 pm
3	40	60	6:15 am - 10:45 pm
4	40	-	6:30 am - 9:30 am; 2:30 pm – 7:30 pm
8	40	60	6:00 am - 8:45 pm
10R	20	20	4:15 am - 12:15 am
11			6:15 am - 7:30 am; 4:15 pm – 6:15 pm
14	40	60	6:30 am - 9:30 pm
15	20	60	4:45 am - 10:30 pm
18	40	-	6:30 am - 9:00 am; 3:00 pm - 7:00 pm
20X			7:30 am - 9:15 am; 4:00 pm – 6:30 pm
30R	20	20	5:00 am - 10:45 pm
53			5:30 am – 9:00 am; 4:00 pm – 7:20 pm
54			6:45 am – 8:20 am; 3:45 pm – 6:30 pm
70X	60	-	6:15 am - 8:15 am; 4:00 pm - 6:30 pm
580X	20	40	6:30 am - 9:15 am; 4:45 pm - 6:15 pm

Figure 4-2 LAVTA 2024 Network Weekend Frequency and Service Span

Route	Saturday Frequency (mins)	Sunday Frequency (mins)	Service Span
1	60	60	8:00 am - 9:15 pm
3	40	40	8:30 am - 10:45 pm
4	40	-	8:30 am - 7:30 pm
8	60	60	8:00 am - 9:15 pm
10R	20	40	5:00 am - 12:15 am
14	60	60	8:15 am - 10:00 pm
15	60	60	6:00 am - 9:30 pm
30R	40	60	5:15 am - 11:00 pm

5 RECOMMENDATIONS

Recommendations for the LAVTA LRTP were developed using previously conducted public input, an assessment of today's and future market conditions, regional transit plans, and local municipal plans. They build upon the upcoming changes that LAVTA is implementing in 2024 to better coordinate service with the revised BART schedules, namely BART going to 20-minute all day frequencies. In response to BART service operating every 20 minutes, local LAVTA service has been prioritized to operate every 20, 40, or 60 minutes to better align with planned rail frequencies and improve transfer timing between services. While 15, 30, and 60 minute frequency is typically considered a best practice, this 20, 40, 60 approach is tailored to the unique operating context in the Tri-Valley and the importance of timed connections to BART.

KEY ATTRIBUTES

These recommendations provide a series of improvements to LAVTA's transit network that align with public priorities, proactively serve future growth areas in the region, and align with new regional transit investments in the Tri-Valley. ***These recommendations are cost-unconstrained and will require additional capital and operating resources to implement.*** Specific recommended include:

- **New On-Demand Service** – Four new on-demand service zones are proposed within the City of Dublin north of I-580, the Isabel Avenue Valley Link Station Area, the Midtown Valley Link Station Area, and a portion of the City of Pleasanton south of I-580.
- **New Routes Serving More Areas** – Several new routes would be implemented providing more access to residential areas in Livermore, Dublin, and north along I-680.
- **Connecting Bus Service at Isabel Road Valley Link Station** – The existing Route 30R would deviate to provide direct access to the planned Isabel Avenue Valley Link Station. Likewise, existing Route 14 would deviate to connect to the south entrance of the planned Isabel Avenue Valley Link Station.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

- **New Shuttle Routes Connecting to Midtown Valley Link Station** – Two new shuttle routes would be added connecting the Midtown Station to the residential areas north of I-580 and to Lawrence Livermore National Laboratory to the south.
- **Replacing Existing 580 Express Service with Valley Link Rail Service** – Some existing routes would be removed and replaced with the new Valley Link rail service.
- **Improved Weekend Frequency** – Routes 10R and 30R will operate every 20 minutes, 7 days per week.
- **New Regional Express Service** – A new express service operating along I-680 between the Pleasanton ACE Station, the East Dublin/Pleasanton BART Station, San Ramon, Walnut Creek, Contra Costa Centre, and Martinez is being explored as a partnership between LAVTA and County Connection. Service is anticipated to begin operations in 2026.

School Routes

This long-term vision for service does not include any assumed changes to school - oriented services. These routes will continue to be operated and reevaluated as school transportation needs evolve.

The complete recommended improvements map is shown in Figure 5-1 and the service span and frequency for each route is shown in Figure 5-2 for weekday service and Figure 5-3 for weekend service.

Service changes in the recommended network include several new services, slight alignment changes, and weekend frequency improvement.

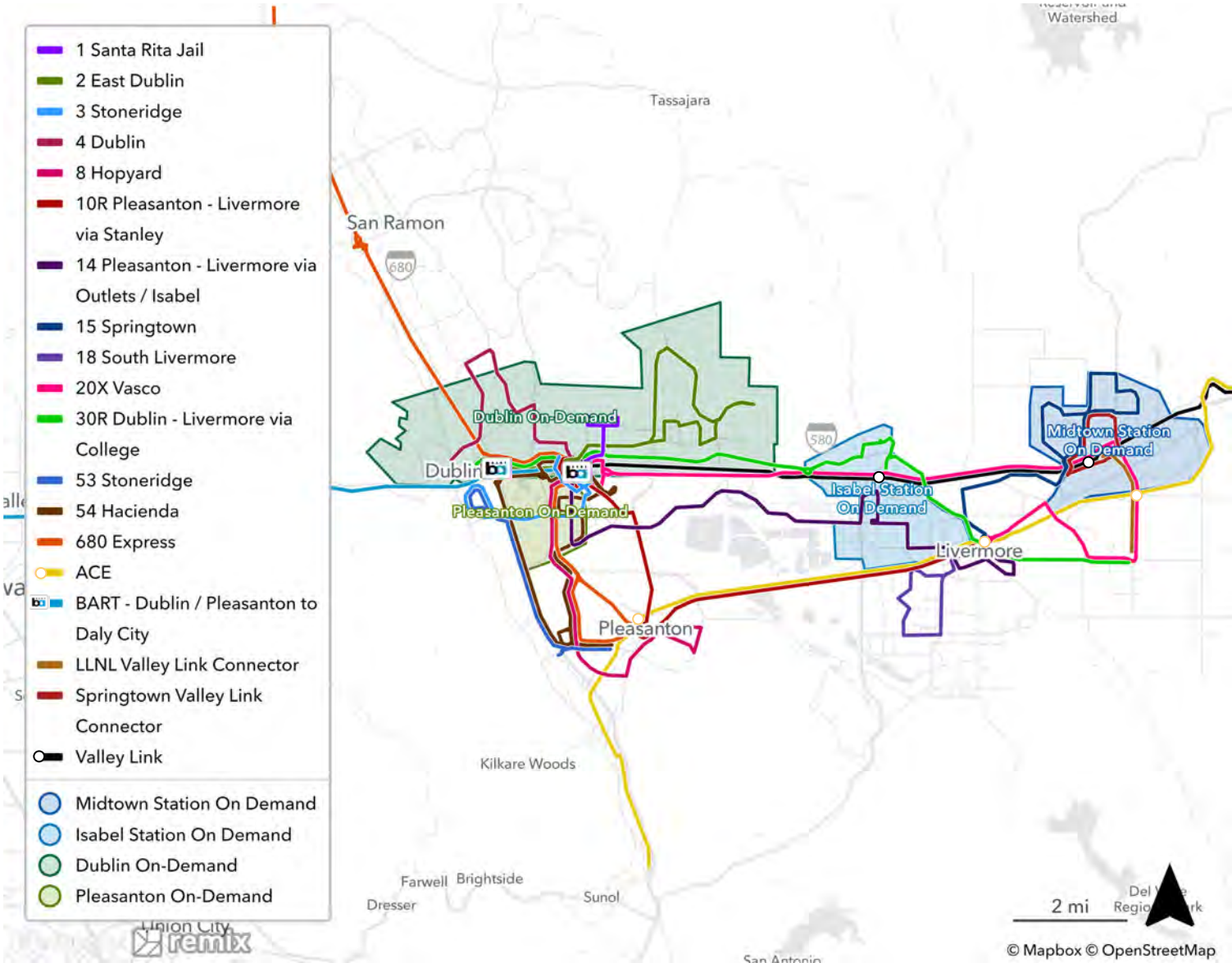
Service Expansion Benefits

Through expanded fixed-route service and new on-demand service zones, there is anticipated to be:

- A 34% increase in residents with access to service (166,000 residents total)
- A 23% increase in jobs accessible by transit (93,000 jobs total)

LONG RANGE TRANSIT PLAN
 Livermore Amador Valley Transportation Authority

Figure 5-1 LAVTA LRTP Recommended Improvements System Map



LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Figure 5-2 Long Range Recommended Weekday Frequency and Service Span

Route	Peak Frequency (mins)	Off-Peak Frequency (mins)	Service Span
1	40	60	6:00 am - 8:45 pm
2	60	-	7:30 am - 9:30 am; 3:15pm - 6:00 pm
3	40	60	6:15 am - 10:45 pm
4	20	60	6:30 am - 7:30 pm
8	40	60	6:00 am - 8:45 pm
10R	20	20	4:15 am - 12:15 am
14	20	40	6:30 am - 9:30 pm
15	20	60	4:45 am - 10:30 pm
18	40	-	6:30 am - 9:00 am; 3:00 pm - 7:00 pm
30R	20	20	5:00 am - 10:45 pm
New 680	30-45	60	7:30 am – 6:15 pm
Springtown Valley Link Connector	20	40	6:00 am - 9:00 am; 4:00 pm – 7:00 pm
LLNL Valley Link Connector	20	20	6:00 am - 9:00 am; 4:00 pm – 7:00 pm
Dublin On-Demand			6:00 am – 8:00 pm
Isabel Station On-Demand			6:00 am – 8:00 pm
Midtown Station On-Demand			6:00 am – 8:00 pm
Pleasanton On-Demand			6:00 am – 8:00 pm

Figure 5-3 Long Range Recommended Weekend Frequency and Service Span

Route	Saturday Frequency (mins)	Sunday Frequency (mins)	Service Span
1	60	60	8:00 am - 9:15 pm
3	40	40	8:30 am - 10:45 pm
4	40	60	8:30 am - 7:30 pm
8	60	60	8:00 am - 9:15 pm
10R	20	20	5:00 am - 12:15 am
14	60	60	8:15 am - 10:00 pm
15	60	60	6:00 am - 9:30 pm
30R	20	20	5:15 am - 11:00 pm
Dublin On-Demand			6:00 am – 8:00 pm
Isabel Station On-Demand			6:00 am – 8:00 pm
Midtown Station On-Demand			6:00 am – 8:00 pm
Pleasanton On-Demand			6:00 am – 8:00 pm

ROUTE LEVEL CHANGES

Long range route changes described here build on the anticipated Spring 2024 network that better connects to all-day 20-minute frequency BART service. Route changes are designed to support new growth areas and integrate the new Valley Link service into the LAVA network. Recommendations are cost unconstrained and would require additional buses and operating budget to implement.

While recommendations are made for about half of existing routes, none are made for Routes 1, 2, 3, 8, 15, and 18.

New Routes

Several new routes and services are included in these recommendations to improve access to growing residential areas and to complement the planned Valley Link investments in the Tri-Valley.

I-680 Express Service

This service would be a new regional express route providing direct connections between the Pleasanton ACE Station, the East Dublin/Pleasanton BART Station, San Ramon, Walnut Creek, Contra Costa Centre, and Martinez via I-680. Route 680 is currently being explored through a regional partnership with County Connection and specific funding and operating details have not yet been defined. The alignment in Dublin and Pleasanton has not been finalized and may be subject to change. A Memorandum of Understanding on the operating characteristics, operating costs, and operations responsibilities is currently being drafted and details are not yet finalized at the time of this report.

The long range transit plan assumes that Route 70X resources would be folded into the new I-680 Express Service, as almost all destinations Route 70X served would continue to be served by this new route. The decision to continue operating Route 70X after implementing I-680 Express Service has not yet been made.

Connecting to Fremont / Silicon Valley via I-680

The investment of new managed lanes on I-680 presents additional opportunities for LAVTA and other regional partners to explore additional commuter bus services further south along the I-680 corridor with service to Fremont. This should be considered in future study either led by LAVTA or other regional transit agencies.

LLNL Valley Link Connector

This new route provides a direct and convenient connection between the Midtown Valley Link station and Lawrence Livermore National Laboratory. The route would operate along Vasco Rd to and from the Lab.

The route would operate every 20 minutes on weekday peak periods only between 6:00 am and 9:00 am and between 4:00 pm and 7:00 pm. Service span may be adjusted as needed to align with Valley Link operations.

To further improve connections to Lawrence Livermore National Laboratory, there is an opportunity to explore potential partnerships for new services within the Laboratory campus. This could take the form of specialized on-demand service or shared autonomous vehicles to provide circulation functions within the campus. These recommendations are not identified in this document but should continue to be the focus of partnership conversations with Lawrence Livermore National Laboratory.

Springtown Valley Link Connector

This new route connects the Springtown residential area and the Midtown Valley Link Station. The route would operate a small clockwise loop north of I-580 to serve residential areas and return to the station area, along Vasco Rd, Scenic Ave, Heather Ln, Bluebell Dr, Springtown Blvd, First St, and Southfront Rd.

The route would operate every 20 minutes on weekday peak periods between 6:00 am and 9:00 am and between 4:00 pm and 7:00 pm. Midday, evening, and weekend service would be provided by the new Midtown Valley Link Station On-Demand service. Service span may be adjusted as needed to align with Valley Link operations.

Routes and Services with Alignment or Frequency Recommendations

Route 4

Route 4 service starts in 2024, operating between the West Dublin BART Station and the East Dublin/Pleasanton BART Station. The current alignment uses Dougherty Rd and Dublin Blvd to access the East Dublin/Pleasanton BART Station. When the streets are open, Route 4 should be realigned via Horizon Pkwy and Sterling St. to directly serve the Boulevard neighborhood.

Based on anticipated ridership and redevelopment along the line, Route 4 should be upgraded to 20 minute peak service during the morning and afternoon rush hour so that every train has a connecting bus. Route 4 would also operate on Sundays with hourly service.

Route 10R

The alignment and service span for Route 10R would be unchanged. Sunday service would be improved from 40 minute service to every 20 minute service to improve connectivity to more BART trains.

Route 14

The alignment for Route 14 would be altered to include a deviation to the Isabel Avenue Valley Link Station along Wright Brothers Ave, Rutan Dr, E Airway Blvd, and Isabel Ave. Service levels would be improved from 2024 service levels – with 20 minute weekday peak service, 40 minute weekday off-peak, and hourly service on weekends.

Route 30R

The alignment of Route 30R would be adjusted to provide more direct access to the Isabel Avenue Valley Link Station. This would increase one-way travel times by about 4 minutes. However, it would also provide more direct access from Valley Link to downtown Livermore and Los Positas College. Saturday and Sunday service frequency would also be improved to every 20 minutes.

Routes For Consideration of Future Consolidation

Regional investments such as Valley Link or the proposed Route 680 will affect several existing LAVTA routes, including Routes 11, 20X, 53, 54, and 70X. Service by these future investments will supplant and ultimately replace these services. Routes 11, 20X, and 70X will no longer be operating, but their travel markets will be served by alternative lines.

Route 11

Route 11 would be replaced by a new Midtown On-Demand Zone that is centered around the Midtown Valley Link station. The On-Demand service would provide more responsive service to the job-rich areas south of I-580, and offer later and earlier options.

Route 20X

Route 20X currently provides peak only service between the East Dublin/Pleasanton Bart Station and the Livermore Transit Center along Dublin Blvd, Hacienda Dr, I-580, Vasco Rd, East Ave, N Mines Rd, and First St. Nearly all of this route would be duplicated by a combination of the planned Valley Link alignment and the new connector route between the Midtown Valley Link Station and Lawrence Livermore National Laboratory. Only the small segment along N Mines Rd and First St would no longer be served.

Route 53

Route 53 currently provides peak only service between the Pleasanton ACE station and Stoneridge Mall along Bernal Ave, I-680, and Stoneridge Dr. All stops currently served by Route 53 would continue to be served by a combination of Route 680 and Route 3, although there would no longer be direct service between the two locations along I-680.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

Route 54

Route 54 provides peak only service between the Pleasanton ACE station, East Dublin BART Station, and the Hacienda Business Park. Nearly all areas currently served by Route 54 would continue to be served by a combination of Route 8, Route 14, and Route 680.

Route 70X

Route 70X currently provides direct commuter service between the East Dublin/Pleasanton BART Station and Walnut Creek along I-680. The entirety of this route could potentially be replaced by the new Route 680 which would extend further north than the current Route 70X to Martinez and Fairfield.

New On-Demand Service and Considerations

On-demand service, as with other types of public transportation services, is delivered in four primary ways in the United States. These service delivery methods range from complete ownership to fully contracted service. Geographical parameters and pricing of the service can be designed to function in much the same way across all models, although different delivery methods may have consequences for other aspects of the digital and physical user experience, as well as service characteristics like wait times and hours of operation. To the municipality or transit provider, these service delivery methods have a significant impact on cost and general oversight requirements.

LONG RANGE TRANSIT PLAN

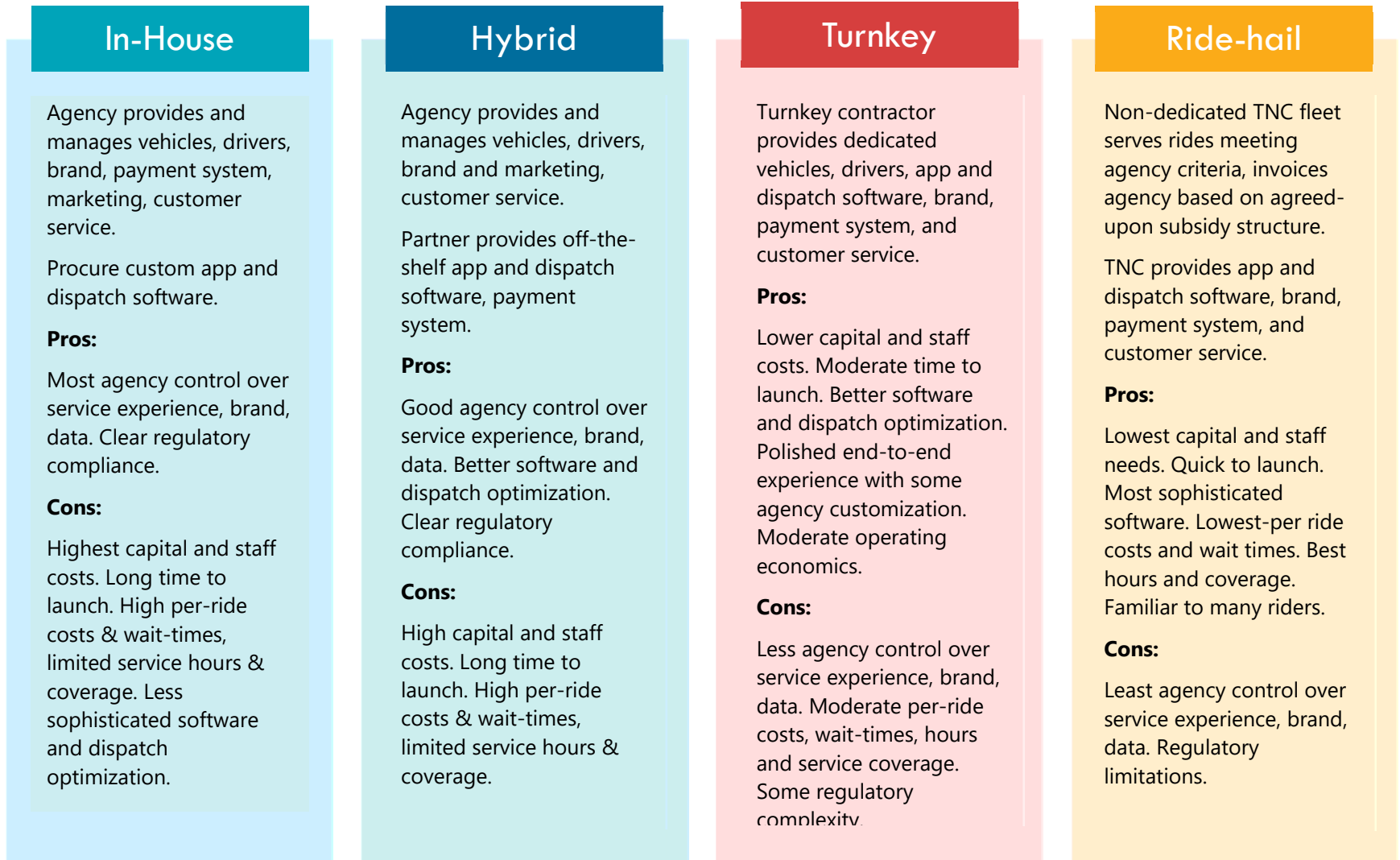
Livermore Amador Valley Transportation Authority

- **In-House Operation:** The City or agency acts as the sole entity responsible for all aspects of public transportation operations, employing every position, owning every vehicle, and managing all compliance and oversight requirements.
- **Hybrid:** The City or agency contracts with a private entity for a subset of transportation management and operations. For microtransit, many agencies enter contracts with transportation technology companies for software and trip booking algorithm support. The agencies often provide vehicles and drivers in-house.
- **Turnkey Contract:** The City or agency contracts with a private transportation provider offering a full software platform and dedicated vehicles for the day-to-day management of the public transportation service and only remains responsible for the administration of the contractor and the assurance of all compliance and oversight requirements.
- **Ride-Hail Company Contract:** The City or agency contracts with a ride-hail provider, such as Uber or Lyft, offering its standard consumer-facing software and non-dedicated vehicles for the day-to-day management of the public transportation service and only remains responsible for the administration of the contractor and the assurance of all compliance and oversight requirements.



As shown in Figure 5-4, each on-demand operating model has benefits and challenges with regards to capital and staffing needs, costs, software needs, service quality, and launch timeline.

Figure 5-4 On-Demand Operating Models



Go Tri-Valley and Shared Autonomous Vehicle

LAVTA currently has a form of on-demand that covers the entire service area. Go Tri-Valley is a ride hail company contract where LAVTA pays half the fare (up to \$5) for rideshare trips on Uber and Lyft that start and end in Dublin, Pleasanton, and Livermore. This service is targeted for first-last mile trips and for trips when LAVTA's service is not operating. Go Tri-Valley service is a cost-effective way to provide access and should be continued to provide geographic and temporal coverage.

Go Tri-Valley was initially developed as a cost-effective solution for providing transportation services in areas with low densities or at times of day when demand for transit is lower. New on-demand zones are planned for areas with relatively low density that may supplant some of these Go Tri-Valley trips. However, the Go Tri-Valley subsidy would continue to provide cost effective services at night when LAVTA fixed-route services are no longer operating. As both Go Tri-Valley and proposed on-demand zones serve different core markets, LAVTA may discontinue Go Tri-Valley service or offer the subsidy when the fixed-route service or on-demand service ends.

LAVTA tested a Shared Autonomous Vehicle (SAV) to provide first-last mile connections by a BART station. At the time of this writing, the SAV demonstration pilot has ended.

The LRTP assumes that the fare structure will remain as is. Service costs reflect the anticipated operating costs and do not include any additional fare revenues.

Dublin On-Demand Zone

This new on-demand zone would provide door-to-door on-demand service throughout the City of Dublin. The service is designed to offer 15-minute or better wait times for service once a trip has been requested. This service is designed to provide first-last mile connections to BART and LAVTA's fixed-route network and improve access to services where demand and road connectivity is not supportive of fixed-route transit service. This service would be available between 6:00 am and 8:00 pm seven days per week.

Isabel Avenue Station On-Demand Zone

This new on-demand zone would provide door-to-door on-demand service in the area surrounding the Isabel Avenue Valley Link Station. This zone would be generally bound by Portola Ave, Las Positas College, Doolan Rd, Airway Blvd, Isabel Ave, Jack London Blvd, Discovery Dr, Stanley Blvd, and Livermore Ave.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

The service is designed to offer 15-minute or better wait times for service once a trip has been requested. This service is designed to provide first-last mile connections to the planned Isabel Avenue Valley Link Station. This service would be available between 6:00 am and 8:00 pm seven days per week.

Midtown Valley Link Station On-Demand Zone

This new on-demand zone would provide door-to-door on-demand service in the area surrounding the Midtown Valley Link Station. This zone would be generally bound by N Mines Rd, Patterson Pass Rd, N Greenville Rd, Southfront Rd, Laughlin Rd, Dalton Ave, Broadmoor St, Hartford Ave, Springtown Blvd, and First St.

The service is designed to offer 15-minute or better wait times for service once a trip has been requested. This service is designed to provide first-last mile connections to the planned Midtown Valley Link Station and to supplement the two new connector routes. This service would be available between 6:00 am and 8:00 pm seven days per week.

Pleasanton On-Demand Zone

This new on-demand zone would provide door-to-door on-demand service in the area of Pleasanton south of I-580, providing first-last mile connections between the Dublin / Pleasanton BART station and the surrounding residential, employment, and retail opportunities in Pleasanton and throughout the Hacienda Business Park. This zone would be generally bound by I-580, I-680, Las Positas Blvd, and Hacienda Dr.

The service is designed to offer 15-minute or better wait times for service once a trip has been requested. This service is designed to provide first-last mile connections and complementary service with existing and planned fixed-route service operating through the area. This service would be available between 6:00 am and 8:00 pm seven days per week.

Will BART Return to 15-minute Frequency?

In September 2023, BART made a major policy change to operate 20-minute service to the Tri-Valley area 7 days a week. Weekend and evening service is more frequent, but weekday service levels are no longer as frequent. At this writing, BART does not have plans to return to 15-minute service on the Blue Line.

The LRTP assumes that 20-minute service will continue. However, if BART peak demand starts increasing and reverts back to closer to 2019 levels, then BART may adjust frequencies.

If BART changes back to 15-minute service on weekdays, it is likely that LAVTA would make the following changes:

- Routes 10R and 30R would be retimed to operate every 15-minutes on weekdays and when needed on weekends.
- All other local all-day routes would need to have peak frequencies either reduced from 40-minutes to 60-minutes or improved from 40-minutes to 30-minutes.
- Routes 4 and 18, which were made possible savings from having Routes 10R and 30R shifting from 15-minute service to 20-minute service may need to see service adjustments if Routes 10R and 30R operate more frequently.

COSTING AND IMPLEMENTATION

The service changes included in these recommendations are not intended for full implementation until Valley Link service launches. I-680 Express Service may begin operations in the next three to five years, while Valley Link may not be implemented until approximately 2034. The change in revenue hours and peak vehicle requirements for each individual route and the LAVTA network as a whole are shown below for fixed-route service in Figure 5-5 and on-demand service in Figure 5-6. This section is related to service changes only, any other policy or fare structure changes are not included in this LRTP.

Overall, these changes are anticipated to increase LAVTA's revenue hours by 59,800 per year and require 10 additional peak vehicles, seven of which would be smaller vehicles used for on-demand services. This represents a 52% increase in revenue hours and a 19% increase in vehicles over planned 2024 conditions. However, 34,200 hours and seven vehicles are due to the addition of new on-demand services. Isolating fixed-route service changes only would result in 25,600 additional revenue hours (a 22% increase) and an increase of three peak

vehicles (6%). The increased revenue hours and peak vehicle requirements would require additional base capacity beyond what is available in the existing Rutan facility.

Rutan and Atlantis Facilities

LAVTA has outgrown its present operations and maintenance (O&M) facility on Rutan Court, which was built in 1991 and designed for 43 buses, 8 vans, and employee/visitor parking for 75, with administrative, operations & maintenance spaces. Although the present facility is 30 years into its 40-year useful life and in adequate-to-good condition, the existing site's capacity is insufficient and cannot be expanded due to the other occupied properties surrounding the facility. Building out the satellite Atlantis Operations and Maintenance facility will be essential in LAVTA's ability to provide expanded service.

LAVTA currently uses the partially-built Atlantis facility to store contingency fleet and materials, conduct driver training, and operate and dispatch paratransit vehicles. However, without further federal support from earmarks or other sources, further construction of the site has not progressed since 2017, despite the agency's continued outstanding need to support its heavy-duty bus fleet and support personnel. The Rutan facility continues to house LAVTA's core operations and maintenance functions at more than 50% over its original design capacity, and has been continuously for two decades. These long range recommendations are contingent upon additional vehicle base capacity currently being planning for the Atlantis facility to adequately support both current and planned future operations.

The exact operating model for these three on-demand zones has not yet been finalized and costs may be subject to change following final service design, procurement, and operations decisions.

Additionally, the financial contributions between partner organizations for the planned 680 express service remains unknown at this time. This evaluation assumes that the resources currently devoted to Route 70X would be reallocated to the Route 680 service. However, additional costs may be required to implement this service but are unknown at this time.

Figure 5-5 LAVTA LRTP Recommendations Fixed-Route Revenue Hour and Peak Vehicle Impacts

Route	Change in Revenue Hours	Change in Peak Vehicles
4	6,500	2
10R	1,700	-
11	(1,500)	(2)
14	6,700	2

LONG RANGE TRANSIT PLAN
Livermore Amador Valley Transportation Authority

Route	Change in Revenue Hours	Change in Peak Vehicles
20X	(800)	(1)
30R	5,300	1
53	(1,500)	(1)
54	(1,200)	(2)
70X	(1,400)	(2)
New 680	6,250	2
New Springtown Valley Link Loop	2,300	2
New Valley Link to LLNL	3,200	2
Total	25,600	3

Figure 5-6 LAVTA LRTP Recommendations On-Demand Revenue Hour and Peak Vehicle Impacts

Route	Change in Revenue Hours	Change in Peak Vehicles
Dublin On-Demand	18,900	4
Isabel Ave On-Demand	5,100	1
Midtown On-Demand	5,100	1
Pleasanton On-Demand	5,100	1
Total	34,200	7

Potential Joint Powers Agreement Implications

The Joint Powers Agreement (JEPA) between the cities of Dublin, Livermore, and Pleasanton that authorizes LAVTA to provide transit services in the Tri-Valley call for an equal distribution of transit service between the three municipalities based on population. However, due to various shifts in demand for transit overtime and aligning services to meet this demand, service is not always distributed evenly between the jurisdictions. While funding is not derived from service allocations between the municipalities, service provision based on revenue miles is required under the JEPA.

The LRTP proposals have the potential to shift the percentages of resources spent in each municipality. Figure 5-7 illustrates the potential differences between the current service distribution and what could be possible if all LRTP recommendations were implemented.

Currently, services are distributed such that approximately 21% of LAVTA services are in Dublin, 32% in Pleasanton, and 47% in Livermore. If all long-term recommendations are implemented, this distribution would shift to 32% Dublin, 24% Pleasanton, and 44%

Livermore. All three jurisdictions would have increased service levels compared to the existing network. The allocation of these additional services improves equitable geographic coverage by improving Dublin’s allocation and reducing Livermore’s allocation.

Figure 5-7 Existing and Potential Proposed Distribution of Services by Municipality

	Dublin	Pleasanton	Livermore
JEPA Allocations Range	26% - 35%	28% - 38%	31% - 42%
Existing	21%	32%	47%
Proposed	31%	26%	43%
Change	+10%	-6%	-4%

Schedule Maintenance Funding

Bus speeds are primarily dependent on passenger volumes and local traffic conditions. As the Tri-Valley has grown, traffic levels and congestion has increased. Over the past 10 years, routes have needed more time in the schedule to complete a round trip. Additional schedule time can translate into additional operating costs.

As a best practice, many larger agencies include a small percentage of their operating budget as “Schedule Maintenance” which allows the agency to add a bus or several minutes of travel time on routes that are experiencing schedule challenges.

LAVTA should consider adding a schedule maintenance line item in the operating budget and increasing it on an annual basis to cover future congestion impacts.

Valley Link Station Infrastructure

In conjunction with the development of the Valley Link Commuter Rail Line and oriented LAVTA service to improve connectivity to local stations, there are high level infrastructure improvements that will be necessary to accommodate these services more effectively. Specific improvements like bus bays, layover space, and operator restrooms will improve bus-rail connections, allow for more seamless transfer experiences, improve service efficiency for local bus service through on-site layover, and improve worker conditions by providing restrooms and relief facilities for operators taking a break while on layover.

Isabel Avenue Station

The long-term vision for service includes alignment changes to Routes 14 and 30R to directly serve Isabel Avenue Station as well as the addition of an on-demand zone. In order to accommodate these services and facilitate transfers between LAVTA and Valley Link, there

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

should be up to six total bus bays constructed, three on each side of the Isabel Avenue Station. The three bays on the south side would serve Route 14 in both directions and one space for an on-demand vehicle. The three bays on the north side would service Route 30R in both directions and one on-demand vehicle.

In addition to these bus bays, operator restroom and break facilities as well as pedestrian improvements along the adjacent roadways would further improve station access and layover opportunities.

Southfront/Midtown Station

The long-term vision for service includes two new routes serving Midtown Station, the Springtown Valley Link Connector and the Lawrence Livermore National Laboratory Valley Link Connector, as well as a new on-demand zone. In order to accommodate these services and facilitate transfers between LAVTA and Valley Link, there should be up to three total bus bays constructed on the south side of Midtown Station. These bays would serve both new routes as well as one on-demand vehicle.

In addition to these bus bays, operator restroom and break facilities as well as pedestrian improvements along the adjacent roadways would further improve station access and layover opportunities.

Regional Network Management Considerations

In the wake of the COVID-19 pandemic, the Metropolitan Transportation Commission (MTC) developed a Bay Area Transit Transformation Action Plan which identifies specific actions needed to reshape the region's transit system into a more connected, efficient, and user-focused mobility network across the region. The plan focuses on near term actions within the next three years to achieve these goals.

The plan identifies several transformational outcomes to work toward, including:

- **Fares & Payment** – Simpler, consistent, and equitable fare and payment options attract more riders.
- **Customer Information** – Integrated mapping, signage, and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.
- **Transit Network** – Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
- **Accessibility** – Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

LONG RANGE TRANSIT PLAN

Livermore Amador Valley Transportation Authority

- **Funding** – The Bay Area’s transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

Through this plan, there should be an increased emphasis on collaboration between agencies within the region, including LAVTA. The agency should continue working with other regional services like BART, ACE, and Valley Link to ensure the fare payment process is simplified between modes, customer information is clearly communicated, and the transit networks are integrated in such a way that service frequencies and schedules are aligned to improve transfer experiences.

AGENDA

ITEM 7

EXECUTIVE DIRECTOR'S REPORT

Projects and Services

Ridership:

During the month of February, the Wheels system carried approximately 117,000 unlinked boardings - representing an overall year-on-year (YoY) increase of ~22% compared with February of last year. This continues the post-pandemic recovery trend seen over the past year. Average weekday boardings were approximately 5,300 during the month vs. 4,500 during February 2023.

The weekend ridership trend, which was among the first to start recovering after the pandemic, appears to be leveling out. The average weekend ridership during February was ~1,350 per Saturday, and ~1,050 per Sunday – vs. ~1,320 and 1,100, respectively, during February 2023. With the implementation of the new Wheels in Motion network, staff expects to see a positive response in weekend ridership.

Wheels in Motion Network Launch:

On Saturday, March 23, the new Wheels In Motion network successfully launched providing more frequent service on weekends throughout the Tri-Valley, more routes serving Dublin and Livermore, and improved connectivity to the BART system. Staff acted as ambassadors answering rider questions and distributing new schedules at Livermore Transit Center and both BART stations. New releases were picked by the Patch, the Independent, the Pleasanton Weekly and the American Public Transportation Association's publication.



EXECUTIVE DIRECTOR'S REPORT

St. Patrick's Day Festival:

Staff attended the 2024 St. Patrick's Day Festival in Dublin the weekend of March 16-17. The objective of the outreach was to promote the new Wheels network that will be implemented on March 23. Eager festival goers waited in line to spin the 'Transportation Wheel of Fortune' and win a prize.



Transit Worker Appreciation Day:

LAVTA celebrated the transit workforce with tacos on Transit Worker Appreciation Day which was March 18, 2024. Every employee of MV Transit received a Wheels sherpa blanket as a thank you gift.



EXECUTIVE DIRECTOR'S REPORT

TAAC Membership Recruitment

Members are sought for Tri-Valley Wheels Accessible Advisory Committee (TAAC) for terms starting on July 1, 2024. Vacancies are for the following representatives:

- City of Dublin - 1 member, 1 alternate
- City of Livermore - 2 members
- City of Pleasanton - 1 member, 1 alternate
- Alameda County - 1 member
- Social Services - 3 members, 1 alternate

Interested candidates should request an application by calling (925) 455-7555 or download an application from the Wheels website. Applications should be submitted to LAVTA by April 19, 2024.



Finance and Administration

Legislative Update

- SB 1031 (Weiner): On March 18, Senators Scott Weiner (D–San Francisco) and Aisha Wahab (D-Fremont) introduced a co-sponsored bill, SB 1031. This replacement bill is being led by Senator Wiener and replaces SB 925 (Weiner), which was sponsored by MTC, and SB 397 (Wahab), and includes MTC’s regional transportation measure enabling legislation among numerous other matters related to transit accountability and reform. In its present language, which is expected to be amended, the bill:
 - Authorizes MTC to place a measure on the ballot for all nine counties or a subset for the Nov. 2026 ballot or later;
 - Requires \$750M to be spent on transit operations to be distributed on a basis that is unknown;
 - Gives MTC control over any new funds raised in the future measure, and increases MTC’s control and authority over existing resources;
 - Requires a study of the consolidation of the Bay Area transit operations by January 1, 2026, and then requires CalSTA to develop a plan to implement study recommendations by January 1, 2027. There is no identified funding source for this study.

EXECUTIVE DIRECTOR'S REPORT

The Joint MTC ABAG Legislation Committee will consider staff recommendations for a position on the bill and any amendments at their April 12 meeting. The bill is scheduled to be heard in the Senate Transportation Committee on April 23, and the Senate Revenue and Taxation Committee on April 24. Staff are working closely with the East Bay Transit Coalition and the Coalition's lobbyist team to track the amendments and to coalesce comments and/or a position as may be desirable.

- AB 1837 (Papan): This bill codifies the Regional Network Management Council to support Bay Area transit coordination and is currently scheduled to be heard in the Assembly Transportation Committee on April 14.

Grants Season Updates

- Last week the Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) recommended approval of LAVTA's \$600k application to Alameda CTC's Paratransit Discretionary Grant Program for a new Wheels Access program. If ACTC approves the funding with its Comprehensive Investment Program updates later this spring, funds will be programmed over a five-year period from FY25 through FY29 to support an expanded program for mobility management/travel training, continuation of the popular Parataxi Program, and support for the One-Seat Ride program within Alameda County, the last of which was a particular priority identified by LAVTA's TAAC.
- As reported last month, the Federal Transit Administration (FTA) has released the FY2024 Low and No Emissions Grant (Low-No) Notice of Funding Opportunity for up to \$1.5B in discretionary funding to modernize buses and facilities nationwide, including substantial support for zero-emissions buses and infrastructure. Staff is working with the experienced grant-writing team at the Center for Transportation and the Environment (CTE) on this year's application in support of accelerating LAVTA's transition to a 100% zero-emission fleet, including support for our facility needs. FTA has indicated that it intends to prioritize projects in this highly competitive program that advance the Biden-Harris Administration's workforce development priorities, which LAVTA intends to address through various potential locally based partnerships centered on hydrogen technology, in accordance with the agency's workforce development needs identified in the 2022 Zero-Emission Bus Rollout Plan.
- On March 13, the California State Transportation Agency (CalSTA) released draft Cycle 7 guidelines for the Transit and Intercity Rail Capital Program (TIRCP). Staff will be participating in virtual workshops in April and final guidelines will be released April 23, with applications expected to be due in July. LAVTA is currently implementing Cycle 3 and Cycle 5 awards in support of I-680 Express Bus service and related ZEB infrastructure needs, which staff will look to advance further in a Cycle 7 application.

EXECUTIVE DIRECTOR'S REPORT

Upcoming Conferences

- The 2024 APTA Legislative Conference is taking place in Washington DC from April 7-9, 2024. Staff will join forces once again with the other small East Bay Operator General Managers and Board Chairs for meetings with our Congressional leaders.
- APTA's International Rodeo and Mobility Conference will take place in Oregon at the end of April. LAVTA will send HalloWheels Champion Evelyn Parera, pictured at right with her first-place trophy in October, to compete in the International Rodeo on April 28. Several staff members will be attending the Mobility Conference following the International Rodeo and will be cheering Evelyn on as she competes.



California Transit Association (CTA) Committee Memberships

LAVTA's Executive Director was selected to serve on the 2024 CTA Small Operator Committee. Additionally, LAVTA's Director of Operations was selected to serve on the 2024 CTA Operations Committee.

Attachments:

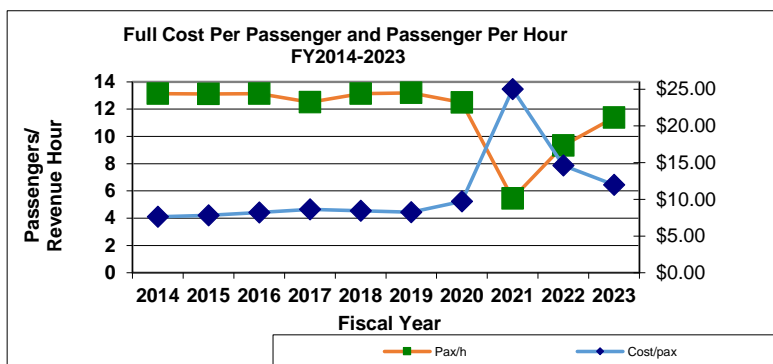
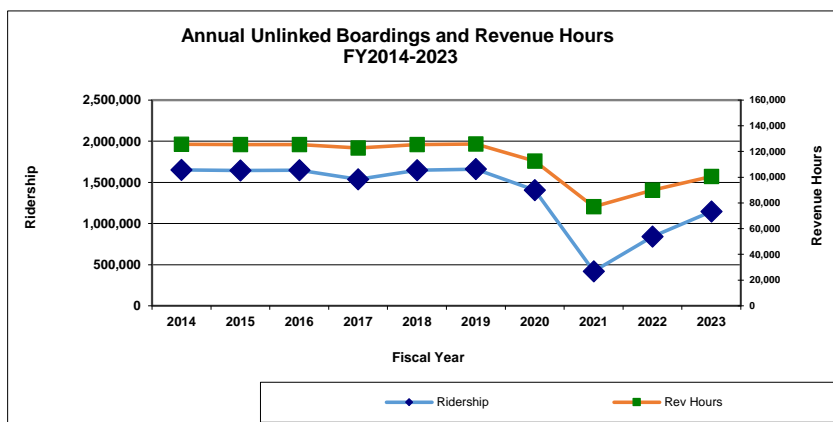
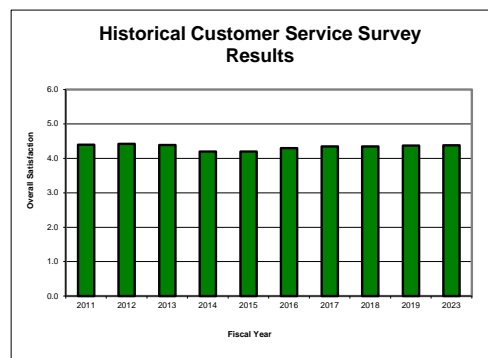
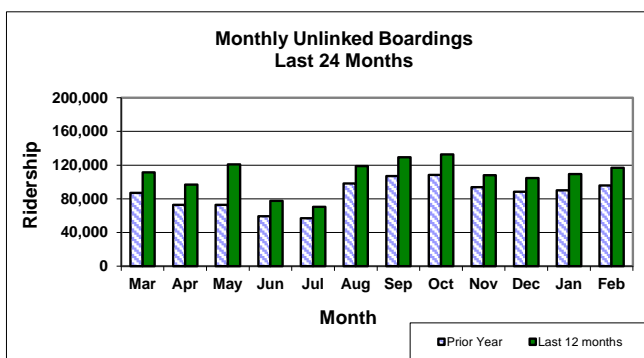
1. Board Statistics February 2024
2. FY24 Upcoming Items

Monthly Summary Statistics for Wheels

February 2024

FIXED ROUTE

	February 2024			% change from one year ago		
Total Ridership FY To Date	890,363			20.5%		
Total Ridership For Month	116,930			21.9%		
Fully Allocated Cost per Passenger	\$10.66			-4.8%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	5,295	1,355	1,064	18.4%	2.7%	-3.1%
Passengers Per Hour	13.6	9.1	7.1	4.5%	2.7%	-3.2%
	February 2024			% change from last month		
On Time Performance	86.3%			-1.4%		



Monthly Summary Statistics for Wheels

February 2024

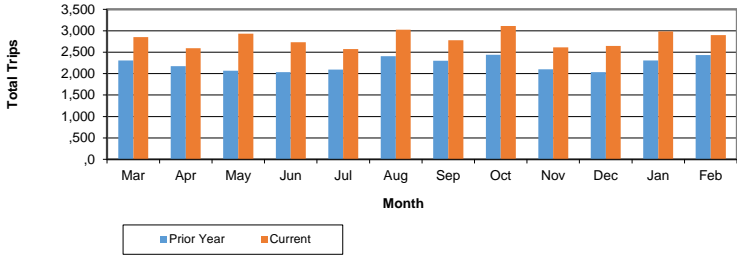
PARATRANSIT

General Statistics	February 2024	% Change from last year	Year to Date
Total Monthly Passengers	2,897	19.2%	22,618
Average Passengers Per Revenue Hour	1.80	-4.8%	1.73
On Time Performance	98.1%	-3.7%	0.96
Cost per Trip	\$55.64	-4.3%	56.78
Number of Paratransit Assessments	0	n/a	0
% of Calls Answered Within 1 Minute	87.2%	n/a	n/a

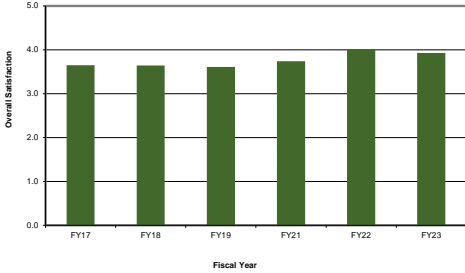
*There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application and doctor's verification until the in-person assessments can be resumed.

Missed Services Summary	February 2024	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

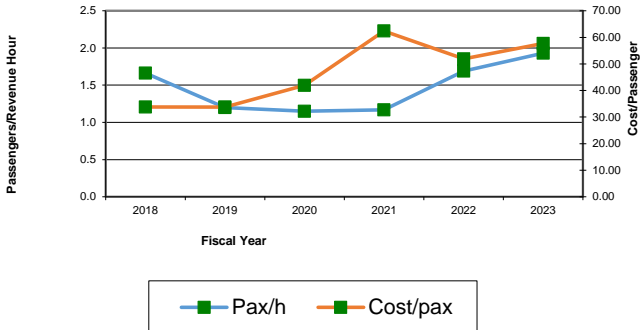
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2017-2023

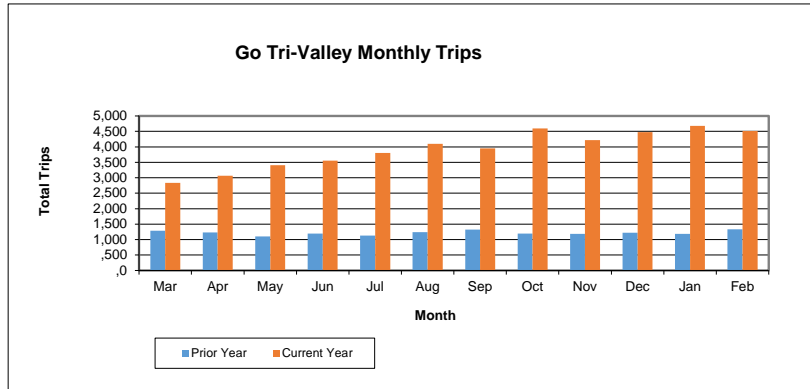


Monthly Summary Statistics for Wheels

February 2024

GO TRI-VALLEY

General Statistics	February 2024	% Change from last year	Year to Date
Total Monthly Passengers	4,517	239.9%	34,329
Subsidy Cost/Trip	\$ 4.74	n/a	4.69



**Monthly Summary Statistics for Wheels
February 2024**

SAFETY								
ACCIDENT DATA	February 2024				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total					0		0	
Preventable	3		0		25		0	
Non-Preventable	0		1		18		1	
Physical Damage								
Major	0		0		3		0	
Minor	3		1		35		1	
Bodily Injury								
Yes	0		0		2		0	
No	3		0		41		0	
MONTHLY CLAIMS ACTIVITY								
	Totals							
Amount Paid								
This Month	\$14,851.77							
To Date This Fiscal Year	\$27,132.21							
Budget	\$100,000.00							
% Expended	27%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	February 2024	Year To Date						
Praise	0	0						
Bus Stop	3	25						
Incident	1	32						
Trip Planning	1	5						
Fares/Tickets/Passes	0	6						
Route/Schedule Planning	1	67						
Marketing/Website	0	3						
ADA	0	7						
COVID Inquiries	0	0						
Lost/Found	2	4						
TOTAL	8	149						
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	2	0	0	11	0	0	0	1
Safety	2	0	0	36	0	0	0	2
Driver/Dispatch Discourtesy	1	0	0	8	0	0	0	0
Early	0	0	0	4	0	1	0	0
Late	2	0	0	8	0	0	0	1
No Show	1	0	0	2	1	0	0	2
Incident	0	0	0	1	0	1	0	0
Driver/Dispatch Training	3	3	0	24	0	1	0	3
Maintenance	0	0	0	4	0	0	0	0
Bypass	3	4	2	32	0	0	0	0
TOTAL COMPLAINTS	12	7	2	119	1	3	0	8
Valid Complaints								
Per 10,000 riders	1.03							
Per 1,000 riders					0.35			

LAVTA COMMITTEE ITEMS - April 2024 - August 2024

Finance & Administration Committee

	Action	Info
April		
Minutes	X	
Treasurers Report	X	
FY25 Operating and Capital Budget	X	
On-Call Creative, Design and Media Strategy Services Contract	X	
May		
Minutes	X	
Treasurers Report	X	
Salary Bands/Org Review	X	
HR Policy	X	
Auditor Presentation	X	
June		
Minutes	X	
Treasurers Report	X	
LAIF	X	
Conflict of Interest	X	
July - Cancelled		
August		
Minutes	X	
Treasurers Report	X	

LAVTA COMMITTEE ITEMS - April 2024 - August 2024

Projects & Services Committee

April	Action	Info
Minutes	X	
I-680 Express Service MOU with CCCTA (tentative)	X	
Youth Ride Free Summer Promotion	X	X
Las Positas MOU		
May	Action	Info
Minutes	X	
PTASP	X	
June	Action	Info
Minutes	X	
Fare Structure Changes	X	
TAAC Appointments	X	
On-Call Task Order Contract Award: Rapid Stop Upgrades PS&E	X	
July - Cancelled	Action	Info
August	Action	Info
Minutes	X	