

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

BOARD OF DIRECTORS MEETING

DATE: September 9, 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

**EVAN BRANNING – CHAIR
KARLA BROWN
DAVID HAUBERT
MICHAEL McCORRISTON**

**JULIE TESTA – 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, September 9, 2024 at frontdesk@lavta.org. Please include “Public Comment BOD – 9/9/2024” 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.

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, September 9, 2024 to frontdesk@lavta.org. Please include “Public Comment BOD – 9/9/2024” 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. July Tri-Valley Accessible Advisory Committee Minutes

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the July 1, 2024 Board of Directors meeting.

B. Treasurer’s Report for June 2024 (Preliminary) and July 2024

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the LAVTA Preliminary Treasurer’s Report for June 2024 and Treasurer’s Report for July 2024.

C. LAVTA’s Remote Work Policy

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve Resolution 25-2024 and the Remote Work Policy.

D. Legislative Update

Recommendation: None — information only.

E. August 2024 Service Change Update

Recommendation: Receive and file an update from staff on the August service change.

6. 2024 FTA Triennial Review

Recommendation: Review the 2024 FTA Triennial report.

7. Operations & Maintenance RFP Update

Recommendation: None - information only.

8. Award of On-Call Task Order # 3 to Kimley-Horn & Associates for Cloud-Based Transit Signal Priority Design and Engineering Services

Recommendation: The Projects and Services Committee recommends the Board of Directors approve Resolution 24-2024, authorizing the Executive Director to execute Task Order #3 with Kimley-Horn & Associates for design, engineering, project management and coordination services for the Cloud-Based Transit Signal Priority Upgrade and Expansion Project.

9. Executive Director’s Report

10. Matters Initiated by the Board of Directors

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

11. Next Meeting Date is Scheduled for: October 7, 2024

12. Adjournment

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

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

/s/ Jennifer Forsyth

9/6/2024

LAVTA, Executive Assistant

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, July 10, 2024

PLACE: LAVTA Administrative Office

TIME: 3:30 p.m.

DRAFT MINUTES

1. Call to Order

LAVTA Director of Operations called the meeting to order at 3:30 pm.

Members Present:

Shawn Costello	City of Dublin
Judy LaMarre	City of Livermore
Susan O’Neill	City of Livermore – Alternate
Jennifer white	City of Pleasanton
Sue Tuite	City of Pleasanton – Alternate
Herb Hastings	County of Alameda
Jamie Renton	Social Services
Esther Waltz	PAPCO Representative

Staff Present:

Michael Tobin	LAVTA
Kadri Kulm	LAVTA
Christian Sanchez	Transdev
Victor Carranza	Big Star Transit
Princess Rhoades	Big Star Transit
Jon Sanders	CCCTA
Rosa Noya	CCCTA
Regina Flores	MV
Silvia Oliva	MV

2. Roll Call

- 3. Approval of Agenda and Modifications in necessary**
Waltz/Costello
- 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 May 1st, 2024 meeting of the Committee**
Approved.
Costello/Waltz
Renton abstained.
- 6. Welcome New Members**
Staff and committee members welcomed the new members Jamie Renton (representing Social Services) and Kyra Aasen (representing the City of Livermore). Staff briefly summarized the committee bylaws.
- 7. Election of Chair and Vice Chair**
The committee members elected Shawn Costello for the committee Chair position and Esther Waltz for the committee's Vice-Chair position.
Approved.
Rivera-Hendrickson/Waltz
- 8. Wheels Access Mobility Management**
Staff gave a presentation on Wheels Access, which is LAVTA's concept of agency's future mobility management program currently in early stages. The program would include the already existing Para-Taxi and One Seat Ride programs as well as Mobility Management (travel training/consultations, eligibility assessments).
- 9. PAPCO Report**
Esther Waltz talked about the last PAPCO meeting on June 24th. PAPCO elected their officers for FY25, approved the FY25 Paratransit Direct Local Distribution (DLD) Program plans, received an update on Transportation Network Company (TNC) Access for All program, and San Pablo Avenue Bus Lanes and Bike Lanes Project Update.
- 10. Service Updates and Concerns**
Members received an update on a light pole that has now been installed at the SB bus stop on Livermore and Portola. Members brought to staff's attention a few other bus stop related issues. Shawn Costello reported a destination sign at a bus

stop that was too high for him to see from his wheelchair, and Susan O'Neill reported a bus stop on East Avenue that had no lighting.

Judie LaMarre mentioned she has been having issues scheduling rides for Sundays to church as she is having a hard time getting the desired pick-up times. Transdev to follow up.

Herb Hastings informed the committee that he has been in communication with the City of Pleasanton and the Alameda County Fairgrounds in finding a solution for not having cars parked at the Wheels Route 52 bus stop at the Fairgrounds. He has also requested that the turnaround area be available to Route 52 to drop off passengers at the Fairgrounds.

11. Adjournment

Meeting adjourned at 4:41 pm.

AGENDA

ITEM 5A

MINUTES OF THE JULY 1, 2024 LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

The meeting was called to order by Vice Chair Julie Testa at 4:06pm.

2. Roll Call of Members

Members Present

Evan Branning – City of Livermore (arrived at 4:31pm)
David Haubert – County of Alameda (arrived at 4:27pm)
Jean Josey – City of Dublin
Brittini Kiick – City of Livermore
Julie Testa – City of Pleasanton
Michael McCorriston – City of Dublin

Members Absent

Karla Brown – City of Pleasanton

3. Meeting Open to Public

No public comments received.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the June 3, 2024 Board of Directors meeting.

B. Treasurer’s Report for May 2024

The Board of Directors approved the LAVTA Treasurer’s Report for May 2024.

C. Approval of Updated Public Transportation Agency Safety Plan

The Board of Directors approved Resolution 23-2024 adopting the updated LAVTA Public Transportation Agency Safety Plan.

D. Update to LAVTA’s Human Resource Policy

The Board of Directors approved Resolution 16-2024 and the updated Human Resources Policy.

E. Tri-Valley Passenger Facilities Enhancement Project On-Call Task Order Contract # 2 for Project Design and Engineering

The Board of Directors approved Resolution 20-2024 to execute task order #2 with LAVTA’s on-call contractor Kimley Horn and Associates, Inc., for a not-to-exceed amount of \$346,210 with a contingency amount of \$34,621 (10%) to be utilized at the discretion of the Executive Director.

F. No Cost/Reduced Cost Interagency Transfer Pilot MOU

The Board of Director authorized the Executive Director to sign the No Cost/Reduced Cost Interagency Transfer Pilot MOU with MTC

Motion/Second: Josey/Kiick
Aye: Josey, Testa, McCorriston, Kiick
No: None
Abstain: None
Absent: Brown, Haubert, Branning

5. Resolution of the Board of Directors Appreciating the Services of Melissa Hernandez

The Board of Directors adopted Resolution 21-2024 appreciating the service of former Dublin Mayor, and former LAVTA Board Member Melissa Hernandez.

Motion/Second: Kiick/Josey
Aye: Josey, Testa, McCorriston, Kiick
No: None
Abstain: None
Absent: Brown, Haubert, Branning

6. Award of On-Call Task Order #4: Hydrogen Fueling Station and Hydrogen Fuel-Cell Bus Deployment Project Management and Technical Consulting

Executive Director Christy Wegener provided a brief overview of LAVTA’s Zero Emission Bus plan with complete implementation by 2034. LAVTA is expecting the first zero emission bus in fiscal year 2027 and the infrastructure from diesel to hydrogen needs to be prepared.

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

The Board of Directors approved Resolution 19-2024, authorizing the Executive Director to execute on-call task order #4 with CTE for Hydrogen Fueling Station and Fuel Cell Electric Bus Deployment Project Management and Technical Consulting services.

Motion/Second: Josey/Kiick
Aye: Josey, Testa, McCorriston, Kiick
No: None
Abstain: None
Absent: Brown, Haubert, Branning

7. Establishing Standing Committees and Memberships

The Board of Directors approved Resolution 22-2024, establishing standing committees, memberships, and officers.

Motion/Second: Kiick/Josey
Aye: Josey, Testa, McCorriston, Kiick
No: None

Abstain: None
Absent: Brown, Haubert, Branning

8. Appointment of LAVTA Board Member to Innovate 680 Policy Advisory Committee

The Board of Directors appointed LAVTA Board Member Jean Josey as member to the Innovate 680 Policy Advisory Committee.

Motion/Second: McCorriston/Kiick
Aye: Josey, Testa, McCorriston, Kiick
No: None
Abstain: None
Absent: Brown, Haubert, Branning

9. Executive Director's Report

[David Haubert, from County of Alameda and Evan Branning, from City of Livermore, arrived during Executive Director's Report.]

Executive Director Christy Wegener provided a brief overview of the Report that was included in the packet. Wegener reported that LAVTA is seeing continued increases in ridership in May, provided an update on the Pleasanton Meadowlark Dairy Detour, and Route 52 to the County Fair had about 100 riders on weekdays and 125 on weekends. Wegener noted that the Madden bus at the Fairgrounds is sinking into the asphalt due to heat and will be removed. LAVTA will have Swiftly implement Real-Time Passenger Prediction (RTTP) module for accurate real time information. Wegener thanked Board Members for their attendance at the Dublin Transit Center Garage Ribbon cutting and informed that LAVTA bus schedules will change in August.

Wegener announced that LAVTA is fully staffed, and the two new employees are Joy Liu, Senior Marketing and Communications Specialist and Ethan Yeung, Operations Analyst – Fleet and ITS. Wegener also gave updates on grants, procurements and upcoming conferences.

10. Matters Initiated by the Board of Directors

None.

11. Next Meeting Date is Scheduled for: September 9, 2024

12. Adjournment

Meeting adjourned at 4:37pm

AGENDA

ITEM 5B

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Preliminary Treasurer’s Report for June 2024

FROM: Tamara Edwards, Director of Finance

DATE: September 9, 2024

Action Requested

Approve the LAVTA Preliminary Treasurer’s Report for June 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 June 1, 2024	\$9,152,418.53
Payments made	\$1,766,108.39
Deposits made	\$1,342,982.01
Ending balance June 30, 2024	\$8,729,292.15

Farebox account activity (106):

Beginning balance June 1, 2024	\$157,754.24
Deposits made	\$27,635.86
Ending balance June 30, 2024	\$185,389.80

LAIIF investment account activity (135):

Beginning balance June 1, 2024	\$11,634,090.26
Ending balance June 30, 2024	\$11,634,090.26

Operating Expenditures and Revenues Summary:

This is the preliminary report for June 2024. This is the last month of the fiscal year and this report does not include any accruals or adjustments. The final report for June 2024 will come in the form of the ACFR which will be presented to the Committee in October.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the LAVTA Preliminary Treasurer's Report for June 2024.

Attachments:

1. Preliminary June 2024 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
June 30, 2024**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	8,729,291	
106 CASH - FIXED ROUTE ACCOUNT	185,390	
107 Clipper Cash	913,768	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	761,735	
135 INVESTMENTS - LAIF	11,634,090	
13599 INVESTMENTS - LAIF Mark to Market	(171,358)	
150 PREPAID EXPENSES	477,828	
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		91,884,953

LIABILITIES:

205 ACCOUNTS PAYABLE	163,190	
211 PRE-PAID REVENUE	2,278,967	
21101 Clipper to be distributed	782,105	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	1,169	
22020 FICA MEDICARE	(31)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(1)	
22030 SDI TAXES PAYABLE	195	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	252	
22090 WORKERS' COMPENSATION PAYABLE	95,559	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
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	16,011	
23102 UNEMPLOYMENT RESERVE	8,300	
TOTAL LIABILITIES		5,276,975

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	12,294,154	
TOTAL FUND BALANCE		86,607,979
TOTAL LIABILITIES & FUND BALANCE		91,884,954

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
June 30, 2024**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,083,270	21,511	1,205,504	(122,234)	111.3%
4020000	Business Park Revenues	226,476	22,039	347,000	(120,524)	153.2%
4020500	Special Contract Fares	369,618	70,807	215,219	154,399	58.2%
4020500	Special Contract Fares - Paratransit	36,000	0	25,853	10,148	71.8%
4010200	Paratransit Passenger Fares	172,500	13,095	117,422	55,078	68.1%
4060100	Concessions	111,559	0	17,938	93,621	16.1%
4060300	Advertising Revenue	185,000	0	185,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	150,000	0	339,337	(189,337)	226.2%
4070300	Non transportation revenue	48,000	39,011	209,766	(161,766)	437.0%
4099100	TDA Article 4.0 - Fixed Route	8,533,007	0	8,533,007	-	100.0%
4099500	TDA Article 4.0-BART	212,390	8,881	129,296	83,094	60.9%
4099200	TDA Article 4.5 - Paratransit	361,994	17,562	314,228	47,766	86.8%
4099600	Bridge Toll- RM2, RM3	409,489	0	233,874	175,615	57.1%
4099900	Other local funds	200,000	0	10,054	189,946	5.0%
4110100	STA Funds-Paratransit	148,949	750,754	750,754	(601,805)	504.0%
4110500	STA Funds- Fixed Route BART	450,860	0	450,860	-	100.0%
4110100	STA Funds-pop	3,946,123	0	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	4,355,371	-	100.0%
4130000	FTA Section 5307 ADA Paratransit	558,463	0	552,153	6,310	98.9%
4640500	Measure BB Paratransit Funds-GAP	1	0	14,312	(14,311)	1431206.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,603,800	138,013	1,511,866	91,934	94.3%
4640200	Measure BB Paratransit Funds-Paratransit	1,099,572	66,182	724,994	374,578	65.9%
RAIL		0	0	0		
TOTAL REVENUE		24,819,186	1,147,855	21,573,512	3,245,674	86.9%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
June 30, 2024**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$2,016,060	\$149,354	\$1,787,639	\$228,421	88.67%
502 00 Personnel Benefits	\$1,443,006	\$20,368	\$1,351,295	\$91,711	93.64%
503 00 Professional Services	\$1,315,063	\$79,356	\$837,024	\$478,039	63.65%
503 05 Non-Vehicle Maintenance	\$1,093,201	\$64,032	\$869,076	\$224,125	79.50%
503 99 Communications	\$7,001	\$215	\$1,177	\$5,824	16.81%
504 01 Fuel and Lubricants	\$2,048,500	\$70,086	\$1,231,960	\$816,540	60.14%
504 03 Non contracted vehicle maintenance	\$14,501	\$0	\$5,181	\$9,320	35.73%
504 99 Office/Operating Supplies	\$90,659	\$3,990	\$30,533	\$60,126	33.68%
504 99 Printing	\$60,000	\$10,486	\$53,394	\$6,606	88.99%
505 00 Utilities	\$349,469	\$33,921	\$380,141	(\$30,672)	108.78%
506 00 Insurance	\$526,038	(\$1,897)	\$653,235	(\$127,197)	124.18%
507 99 Taxes and Fees	\$111,868	\$6,885	\$127,803	(\$15,935)	114.24%
508 01 Purchased Transportation Fixed Route	\$12,466,373	\$907,860	\$11,612,849	\$853,524	93.15%
2-508 02 Purchased Transportation Paratransit	\$2,518,594	\$130,813	\$1,538,673	\$979,921	61.09%
508 03 Purchased Transportation WOD	\$115,300	\$17,169	\$222,636	(\$107,336)	193.09%
508 03 Purchased Transportation SAV	\$1	\$0	\$0	\$1	0.00%
509 00 Miscellaneous	\$170,061	(\$92,839)	(\$20,341)	\$190,402	-11.96%
509 02 Professional Development	\$143,500	\$6,631	\$67,428	\$76,072	46.99%
509 08 Advertising	\$130,000	\$4,950	\$70,751	\$59,249	54.42%
TOTAL	\$24,619,195	\$1,411,381	\$20,820,453	\$3,798,742	84.57%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
June 30, 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	188,835	48,165	79.68%
4090194	TDA Shop repairs and replacement	294,900	0	0	294,900	0.00%
4091094	TDA Transit Center Improvements	200,000	0	7,000	193,000	3.50%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
409xx	TDA Rutan upgrades	250,000	0	0		
409xx	TDA vehicle repairs	964,752	0	0		
4092094	TDA (Major component rehab)	-	0	224,036	(224,036)	100.00%
4090394	TDA Doolan Tower Upgrade	-	0	98,484	(98,484)	100.00%
4091794	TDA bus stops	908,909	0	0	908,909	0.00%
4090994	TDA buses 2022	-	0	125	(125)	100.00%
4090994	TDA Buses 2025	-	0	0	0	#DIV/0!
4090294	TDA Atlantis	1,600,000	0	19,650	1,580,350	1.23%
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!
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%
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	-	8,674,341	19,656,800	29.36%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
June 30, 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		33,325	33,325	(33,325)	#DIV/0!
555xx07	Buses 2025		0	0	0	#DIV/0!
5550507	Office and Facility Equipment	237,000	5,504	194,340	42,660	82.00%
5551007	Transit Center Upgrades and Improvements	620,000	0	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	49,884	323,821	914,237	26.16%
555??07	Transit Capital	100,000	0	2,429	97,571	2.43%
	TOTAL CAPITAL EXPENDITURES	29,545,894	88,714	8,991,271	18,904,623	30.43%
	FUND BALANCE (CAPITAL)	-1.00	(88,714)	(316,930)		
	FUND BALANCE (CAPITAL & OPERATING)	199,688.00	(352,328)	424,542		

California State Treasurer *Fiona Ma, CPA*



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

July 30, 2024

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

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

[Tran Type Definitions](#)

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Account Number: 80-01-002

June 2024 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	11,634,090.16
Total Withdrawal:	0.00	Ending Balance:	11,634,090.16

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
06-24	H14473	06/24/24	AME06 (AMERICAN FIDELITY ASSURANCE		1,127.64	.00	1,127.64	AME06,SUPP06-24,JUNE-24 S
	H14474	06/24/24	ASM01 (AMERICAN SWEEPING & MAINTENA		617.00	.00	617.00	ASM01,16492,MAY-24 PARKIN
	H14475	06/24/24	ASM01 (AMERICAN SWEEPING & MAINTENA		617.00	.00	617.00	ASM01,16547,JUNE-24 PARKI
	H14476	06/24/24	DEL05 (ALLIED ADMIN/DELTA DENTAL)		1,917.00	.00	1,917.00	DEL05,JULY-2024,JULY-24 D
	H14477	06/24/24	MAR07 (DAVID MARK)		60.79	.00	60.79	MAR07,0612-0618,MEAL REIM
	H14478	06/24/24	MUT01 (MUTUAL OF OMAHA)		1,140.28	.00	1,140.28	MUT01,JULY-2024,JULY-24 M
	H14479	06/24/24	PER03 (CAL PUB EMP RETIRE SYSTM)		37,147.47	.00	37,147.47	PER03, JULY-2024 PERS HEA
	H14480	06/24/24	SCF01 (SC FUELS)		23,835.57	.00	23,835.57	SCF01,523699,6/15/24 FUEL
	H14481	06/24/24	UBER01 (UBER)		8,494.96	.00	8,494.96	UBER01,MAY-2024,MAY-24 GO
	H14482	06/24/24	VSP01 (VSP)		538.40	.00	538.40	VSP01,JULY-2024,JULY-24 V
	H14483	06/24/24	SDI01 (SDI PRESENCE LLC)		11,068.00	.00	11,068.00	SDI01,16098,IT MDOERN/CLO
	H14484	06/24/24	SDI01 (SDI PRESENCE LLC)		1,740.00	.00	1,740.00	SDI01,16284,IT MODERN THR
	H14485	06/24/24	VSP01 (VSP)		538.40	.00	538.40	VSP01,JUNE-2024,JUNE-24 V
	H14486	06/24/24	WCC01 (ASSOCIATED COMPRESSOR & EQUI		742.50	.00	742.50	WCC01,11088-1,MP2082 RP1
	H14487	06/24/24	CEN04 (CENTRAL CONTRA COSTA TRAN)		4,007.92	.00	4,007.92	CEN04,2425SOFT, FY25 SOFTW
	H14488	06/26/24	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10,20240621,6/8/24-6/2
	H14489	06/26/24	CAL15 (CALTRONICS BUSINESS SYS)		236.64	.00	236.64	CAL15,4102806,BIZHUB 5/16
	H14490	06/26/24	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01,C406151,JULY-24 SER
	H14491	06/26/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		45,352.34	.00	45,352.34	DIR02,20240621,6/8/24-6/2
	H14492	06/26/24	EFT01 (ELECTRONIC FUND TRANFERS)		11,912.84	.00	11,912.84	EFT01,20240621,6/8/24-6/2
	H14493	06/28/24	EMP01 (EMPLOYMENT DEVEL DEPT)		4,111.56	.00	4,111.56	EMP01,20240621,6/8/24-6/2
	H14494	06/26/24	INT04 (INTERSTATE TRUCK CENTER)		49,884.28	.00	49,884.28	INT04,40S122725,PO7862 11
	H14495	06/26/24	OAK01 (OAKS BUSINESS PK OWNERS)		4,459.00	.00	4,459.00	OAK01,3RDQTR-24,3RD QTR 2
	H14496	06/26/24	PER01 (PERS)		5,137.24	.00	5,137.24	PER01,20240621C,6/8-6/21/
	H14497	06/26/24	PER01 (PERS)		5,946.69	.00	5,946.69	PER01,20240621N,6/8/24-6/
	H14498	06/26/24	PER04 (CALPERS RETIREMENT SYSTEM)		2,854.15	.00	2,854.15	PER04,20240621,6/8/24-6/2
	H14499	06/26/24	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01,20240647,6/10-7/9/2
	H14500	06/26/24	TPG01 (VILLAGE INSTANT PRINTING)		222.80	.00	222.80	TPG01,77947,MP2067 BOD HE
	H14501	06/26/24	CAL04 (CALIFORNIA WATER SERVICE)		739.58	.00	739.58	CAL04,461060324,TC IRRG 5
	H14502	06/26/24	CIT07 (CITY OF LIVERMORE - WATER)		128.26	.00	128.26	CIT07,388060424,5/7/24-6/
	H14503	06/26/24	CIT07 (CITY OF LIVERMORE - WATER)		45.87	.00	45.87	CIT07,431060424,5/7/24-6/
	H14504	06/26/24	PAC02 (PACIFIC GAS AND ELECTRIC)		13,734.69	.00	13,734.69	PAC02,580060624,5/1/24-5/
	H14505	06/26/24	PER01 (PERS)		374.40	.00	374.40	PER01,FY241959C,SURVIVE B
	H14506	06/26/24	PER01 (PERS)		530.40	.00	530.40	PER01,FY241959N,SURVIVE B
	H14507	06/26/24	PAC02 (PACIFIC GAS AND ELECTRIC)		1,690.07	.00	1,690.07	PAC02,606060424,4/29/24-5
	H14508	06/28/24	CIT06 (CITY OF LIVERMORE SEWER)		55.97	.00	55.97	CIT06,TC061124,5/14/24-6/
	H14509	06/28/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		12,196.58	.00	12,196.58	DIR02,20240628A,PR DIRECT
	H14510	06/28/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		624.36	.00	624.36	DIR02,20240630B,BOD PR DI
	H14511	06/28/24	EFT01 (ELECTRONIC FUND TRANFERS)		4,410.96	.00	4,410.96	EFT01,20240628A,ADMIN LEA
	H14512	06/28/24	EFT01 (ELECTRONIC FUND TRANFERS)		246.58	.00	246.58	EFT01,20240630B,FEDERAL T
	H14513	06/28/24	EMP01 (EMPLOYMENT DEVEL DEPT)		34.85	.00	34.85	EMP01,20240630B,6/1/24-6/
	H14514	06/30/24	BAN03 (BANKCARD CENTER)		12,132.47	.00	12,132.47	BAN03,MAY-24 BMO CC STATE
Total for Bank Account 105 ----->					1,765,560.89	.00	1,765,560.89	
Grand Total of all Bank Accounts ----->					1,765,560.89	.00	1,765,560.89	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-24	AIR02 (AIRESRING)	185092597H	06/01/24	07/01/24	A	3693.85	AIR02,185092597,6/1-6/30/24 SERVICE
06-24	AME06 (AMERICAN FIDELITY ASSURANCE)	FSA05-24H	06/20/24	07/20/24	A	1369.98	AME06,FSA05-24,MAY-24 FLEXIBLE SPENDING ACCO
		SUPP05-24H	06/20/24	07/20/24	A	1127.64	AME06,SUPP05-24,MAY-24 SUPPLEMENTAL INSURANC
		SUPP06-24H	06/20/24	07/20/24	A	1127.64	AME06,SUPP06-24,JUNE-24 SUPPLEMENTAL INSURAN
		Vendor's Total ----->				3625.26	
06-24	ASM01 (AMERICAN SWEEPING & MAINTEN)	16492H	05/15/24	06/14/24	A	617.00	ASM01,16492,MAY-24 PARKING LOT SWEEPING
		16547H	06/15/24	07/15/24	A	617.00	ASM01,16547,JUNE-24 PARKING LOT SWEEPING
		Vendor's Total ----->				1234.00	
06-24	ATT02 (AT&T)	21856718	06/13/24	07/13/24	A	387.09	ATT02,21856718,PAYER#9391035694 5/13-6/12/24
06-24	AVI01 (AMADOR VALLEY INDUSTRIES)	1127246	05/31/24	06/30/24	A	626.99	AVI01,1127246,MAY-24 GARBAGE PICK UP SERVICE
06-24	BAN03 (BANKCARD CENTER)	MAY-2024H	05/28/24	06/27/24	A	12132.47	BAN03,MAY-24 BMO CC STATEMENT
06-24	CAL04 (CALIFORNIA WATER SERVICE)	198052024H	05/20/24	06/19/24	A	317.44	CAL04,198052024,4/19-5/17/24 BUS WASH
		257053124H	05/31/24	06/30/24	A	61.41	CAL04,257053124,TC FIRE 6/1-6/30/24
		361060324H	06/03/24	07/03/24	A	57.94	CAL04,361060324,TC WATER 5/2-5/31/24
		461060324H	06/03/24	07/03/24	A	739.58	CAL04,461060324,TC IRRG 5/2/24-5/31/24
		475053124H	05/31/24	06/30/24	A	81.88	CAL04,475053124,MOA WATER 6/1/24-6/30/24
		575053124H	05/31/24	06/30/24	A	81.88	CAL04,575053124,6/1/24-6/30/24 CONTRACTOR FI
		909052024H	05/20/24	06/19/24	A	1719.01	CAL04,909052024,4/19-5/17/24 MOA WATER
		Vendor's Total ----->				3059.14	
06-24	CAL10 (CALIFORNIA STATE DISBURSEME)	20240607H	06/12/24	07/12/24	A	455.53	CAL10,20240607,5/25-6/7/24 CA STATE GARNISHM
		20240621H	06/26/24	07/26/24	A	455.53	CAL10,20240621,6/8/24-6/21/24 CA STATE GARNI
		Vendor's Total ----->				911.06	
06-24	CAL13 (CALIFORNIA TRANSIT)	312024MAY	06/10/24	07/10/24	A	3499.82	CAL13,312024MAY,MAY-24 INSURANCE CLAIMS
06-24	CAL15 (CALTRONICS BUSINESS SYS)	4079848H	05/16/24	06/15/24	A	295.16	CAL15,4079848,BIZHUB 4/16-5/15/24
		4102806H	06/14/24	07/14/24	A	236.64	CAL15,4102806,BIZHUB 5/16/24-6/15/24
		Vendor's Total ----->				531.80	
06-24	CAS02 (LISETH CASTRO)	0311-0610H	06/10/24	07/10/24	A	83.48	CAS02,0311-0610,3/11-6/10/24 MILEAGE EXPENSE
06-24	CBT01 (CREATIVE BUILDING TECHNOLOGROD)	032404H	04/19/24	05/19/24	A	661.50	CBT01,ROD032404,MP2006 4/19/24 EV3-A ACCESS
06-24	CEL01 (CELTIS VENTURES INC)	LAVTAMS47H	05/15/24	06/14/24	A	1032.00	CEL01,LAVTAMS47,APR-24 WEBSITE MAINT
06-24	CEN04 (CENTRAL CONTRA COSTA TRAN)	2425SOFTH	04/11/24	05/11/24	A	4007.92	CEN04,2425SOFT,FY25 SOFTWARE MAINT FEES-TRAP
		APR-2024H	04/30/24	05/30/24	A	142267.99	CEN04,APR-2024,APR-24 MONTHLY SERVICE PARATR
		Vendor's Total ----->				146275.91	
06-24	CIT06 (CITY OF LIVERMORE SEWER)	BW052124H	05/21/24	06/20/24	A	107.75	CIT06,BW052124,4/16-5/21/24 BUS WASH
		TC061124H	06/11/24	07/11/24	A	55.97	CIT06,TC061124,5/14/24-6/11/24 TRANSIT CENTE
		MOA052124H	05/21/24	06/20/24	A	668.41	CIT06,MOA052124,4/16-5/21/24 MOA WATER
		Vendor's Total ----->				832.13	
06-24	CIT07 (CITY OF LIVERMORE - WATER)	361052124H	05/21/24	06/20/24	A	30.87	CIT07,361052124,ATLANTIS CT SEWER 4/16-5/21/
		388060424H	06/04/24	07/04/24	A	128.26	CIT07,388060424,5/7/24-6/4/24 BUS WASH
		399052124H	05/21/24	06/20/24	A	41.19	CIT07,399052124,ATLANTIS ST SEWER 4/16-5/21/
		430052124H	05/21/24	06/20/24	A	239.28	CIT07,430052124,4/16-5/21/24 ATLANTIS INDOOR
		431060424H	06/04/24	07/04/24	A	45.87	CIT07,431060424,5/7/24-6/4/24 ATLANTIS IRRG
		432052124H	05/21/24	06/20/24	A	12.25	CIT07,432052124,4/16-5/21/24 ATLANTIS FIRE
		Vendor's Total ----->				497.72	
06-24	COR01 (CORBIN WILLITS SYSTEMS)	C406151H	06/15/24	07/15/24	A	320.05	COR01,C406151,JULY-24 SERVICE
06-24	CRA02 (CRANETECH INC.)	45487H	06/11/24	07/11/24	A	1120.00	CRA02,45487,QTRLY MAINT AND CRANE - JUNE 24
06-24	DAI02 (ALLIANT INSURANCE SERVICES)	10155475	06/02/24	07/02/24	A	166512.46	DAI02,10155475,FY25 ALL RISK LIABILITY INSUR
06-24	DAY02 (DAY & NITE PEST CONTROL)	193053H	05/23/24	06/22/24	A	218.00	DAY02,193053,5/15/24 PEST SERVICE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-24	DEL05 (ALLIED ADMIN/DELTA DENTAL)	JULY-2024H	06/20/24	07/20/24	A	1917.00	DEL05,JULY-2024,JULY-24 DELTA DENTAL INSURAN
06-24	DIR01 (DIRECT TV)	96X240611	06/11/24	07/11/24	A	24.00	DIR01, 96X240611, 6/10/24-7/9/24 SERVICE
06-24	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20240607H	06/14/24	07/14/24	A	42829.89	DIR02,20240607,5/25-6/7/24 PR DIRECT DEPOSIT
		20240621H	06/28/24	07/28/24	A	45352.34	DIR02,20240621,6/8/24-6/21/24 PR DIRECT DEPO
		20240628AH	06/28/24	07/28/24	A	12196.58	DIR02,20240628A,PR DIRECT DEPOSIT ADMIN LEAV
		20240630BH	06/28/24	07/28/24	A	624.36	DIR02,20240630B,BOD PR DIRECT DEPOSIT 6/1-6/
		Vendor's Total ----->				101003.17	
06-24	EFT01 (ELECTRONIC FUND TRASFERS)	20240607H	06/12/24	07/12/24	A	10880.35	EFT01,20240607,5/25-6/7/24 FEDERAL TAX
		20240621H	06/26/24	07/26/24	A	11912.84	EFT01,20240621,6/8/24-6/21/24 FEDERAL TAX
		20240628AH	06/27/24	07/27/24	A	4410.96	EFT01,20240628A,ADMIN LEAVE PAYOUT FY24
		20240630BH	06/27/24	07/27/24	A	246.58	EFT01,20240630B,FEDERAL TAX BOD 6/1/24-6/30/
		Vendor's Total ----->				27450.73	
06-24	EMP01 (EMPLOYMENT DEVEL DEPT)	20240607H	06/12/24	07/12/24	A	3811.69	EMP01,20240607,5/25-6/7/24 STATE TAX
		20240621H	06/26/24	07/26/24	A	4111.56	EMP01,20240621,6/8/24-6/21/24 STATE TAX
		20240531BH	05/30/24	06/29/24	A	33.20	EMP01,20240531B,5/1-5/31/24 STATE TAX (BOD)
		20240630BH	06/27/24	07/27/24	A	34.85	EMP01,20240630B,6/1/24-6/30/24 STATE TAX (BO
		Vendor's Total ----->				7991.30	
06-24	EPI01 (EPIQ EDISCOVERY SOLUTIONS I	90861313H	06/08/24	07/08/24	A	350.00	EPI01,90861313,MAY-24 MONTHLY SERVICES VRU M
06-24	FAS02 (FASTENAL)	LIV127473	06/05/24	07/05/24	A	84.96	FAS02,LIV127473,MP2066 6/5/24 BART ON STREET
06-24	FRE01 (FREMONT RUBBER STAMP CO)	179857	05/22/24	06/21/24	A	53.31	FRE01,179857,MP2036 EMPLOYEE NAME/TITLE/BOD
06-24	GAN01 (GANNETT FLEMING COMPANIES)	35491H	04/30/24	05/30/24	A	3009.00	GAN01,35491,3/29/24 RUTAN HYDROGEN RETROFIT
06-24	GET01 (GETTLER-RYAN INC.)	7046H	05/30/24	06/29/24	A	767.00	GET01,7046,MP2058 5/30/24 FUEL ISLAND PUMP 2
06-24	GTT01 (GLOBAL TRAFFIC TECHNOLOGIES	65546	05/29/24	06/28/24	A	33325.00	GTT01,65546,PO7666 5/29/24 TRANSFER TSP EQUI
06-24	HAN01 (HANSON BRIDGETT MARCUS)	1379439H	06/07/24	07/07/24	A	7141.50	HAN01,1379439,MAY-24 CONTRACT LEGAL FEES
		1379440H	06/07/24	07/07/24	A	2402.50	HAN01,1379440,MAY-24 LEGAL AND PERSONNEL FEE
		1379441H	06/07/24	07/07/24	A	4165.50	HAN01,1379441,MAY-24 LEGAL SERVICE ADMIN
		Vendor's Total ----->				13709.50	
06-24	INS01 (INSIGHT STRATEGIES INC)	34370H	04/29/24	05/29/24	A	3000.00	INS01,34370,PO7640 4/29/24 EXECUTIVE COACHIN
		34379H	05/27/24	06/26/24	A	3000.00	INS01,34379,PO7640 5/27/24 EXECUTIVE COACHIN
		Vendor's Total ----->				6000.00	
06-24	INT04 (INTERSTATE TRUCK CENTER)	40S122725H	06/25/24	07/25/24	A	49884.28	INT04,40S122725,PO7862 1104 ENGINE REPLACEME
06-24	KKI01 (ALPHA MEDIA LLC)	752268-1H	05/31/24	06/30/24	A	3300.00	KKI01,752268-1,5/1-5/31/24 SUMMER RIDE FREE
		752268-2H	06/09/24	07/09/24	A	1650.00	KKI01,752268-2,6/1-6/8/24 SUMMER YOUTH RIDE
		Vendor's Total ----->				4950.00	
06-24	KUL01 (KADRI KULM)	05-13-24H	06/03/24	07/03/24	A	24.30	KUL01,05-13-24,5/13/24 TRAVEL EXPENSE BAAPAC
06-24	LIV04 (LIVERMORE CHAMBER)	17288	06/12/24	07/12/24	A	399.00	LIV04,17288,MEMBERSHIP INVESTMENT FEE FY25
06-24	LIV10 (LIVERMORE SANITATION INC)	2301047H	06/01/24	07/01/24	A	2728.05	LIV10,2301047,5/1/24-5/31/24 GARBAGE SERVICE
06-24	LYF01 (LYFT, INC)	1140538H	05/31/24	06/30/24	A	8329.81	LYF01,1140538,5/1-5/31/24 GO TRI VALLEY
		1140539H	05/31/24	06/30/24	A	344.12	LYF01,1140539,5/1-5/31/24 GO SAN RAMON
		Vendor's Total ----->				8673.93	
06-24	MAR06 (DANIEL MARCIEL)	2024WEEDS	06/06/24	07/06/24	A	800.00	MAR06,2024WEEDS,MP2074 6/6/24 ATLANTIS WEED
06-24	MAR07 (DAVID MARK)	06-06-24H	06/06/24	07/06/24	A	42.88	MAR07,06-06-24,6/6/24 MILEAGE EXPENSE REIMBU
		0612-0618H	06/18/24	07/18/24	A	60.79	MAR07,0612-0618,MEAL REIMBURSE 6/12-6/18/24
		Vendor's Total ----->				103.67	
06-24	MER01 (MERCHANT SERVICES)	TC053124H	05/31/24	06/30/24	A	132.41	MER01,TC053124,MAY-24 TC-CC STATEMENT

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-24	MER01 (MERCHANT SERVICES)	MOA053124H	05/31/24	06/30/24	A	51.42	MER01,MOA053124,MAY-24 MOA CC STATEMENT
		Vendor's Total ----->				183.83	
06-24	MET01 (METROPOLITAN TRANSPORT-)	AR035420	05/22/24	06/21/24	A	3260.84	MET01,AR035420,MAR-24 CLIPPER FEES 2.0
06-24	MMD01 (MEGHAN MAHLER DESIGN)	2024-6-5H	06/13/24	07/13/24	A	3200.00	MMD01,2024-6-5,MP1941 6/13/24 WHEELS IN MOTI
06-24	MOR02 (VANESSA MORENO)	0418-0530H	05/30/24	06/29/24	A	41.14	MOR02,0418-0530,4/18-5/30/24 MILEAGE EXPENSE
06-24	MUC01 (MULLEN COUGHLIN LLC)	78240H	05/31/24	06/30/24	A	752.50	MUC01,78240,MAR-24 AND APR-24 PROFESSIONAL L
06-24	MUT01 (MUTUAL OF OMAHA)	JULY-2024H	06/20/24	07/20/24	A	1140.28	MUT01,JULY-2024,JULY-24 MUTUAL LTD AND LIFE
06-24	MVT01 (MV TRANSPORTATION, INC.)	129949H 129950H	06/05/24 06/05/24	07/05/24 07/05/24	A A	425000.00 425000.00	MVT01,129949,JUN-24 1ST INSTALL PAYMENT MVT01,129950,JUNE-24 2ND INSTALL PAYMENT
		Vendor's Total ----->				850000.00	
06-24	OAK01 (OAKS BUSINESS PK OWNERS)	3RDQTR-24H	07/01/24	07/31/24	A	4459.00	OAK01,3RDQTR-24,3RD QTR 2024 BUSINESS PARK D
06-24	OPT01 (OPTIC FUEL CLEAN OF CA. INC	2409934	03/15/24	04/14/24	A	8946.35	OPT01,2409934,MP1471/MP1474 RUTAN/ATLANTIS W
06-24	PAC02 (PACIFIC GAS AND ELECTRIC)	580060624H 606060424H 726053124H 764051724H 900051424H	06/06/24 06/04/24 05/31/24 05/17/24 05/14/24	07/06/24 07/04/24 06/30/24 06/16/24 06/13/24	A A A A A	13734.69 1690.07 2134.44 159.40 2210.07	PAC02,580060624,5/1/24-5/30/24 MOA ELECTRIC PAC02,606060424,4/29/24-5/28/24 ATLANTIS PAC02,726053124,BUS STOP 4/22/24-5/20/24 PAC02,764051724,DOOLAN TWR 4/12/24-5/12/24 PAC02,900051424,MOA GAS 4/13-5/13/24
		Vendor's Total ----->				19928.67	
06-24	PAC11 (PACIFIC ENVIRONMENTAL SERVI	2780H 2781H	05/28/24 05/28/24	06/27/24 06/27/24	A A	130.00 130.00	PAC11,2780,5/13/24 RUTAN MONTHLY SERVICE PAC11,2781,5/13/24 ATLANTIS MONTHLY INSPECTI
		Vendor's Total ----->				260.00	
06-24	PAC16 (PACIFIC COAST TRANE)	MAINT1710 MAINT1815 MAINT1826	02/16/24 02/16/24 03/22/24	03/17/24 03/17/24 04/21/24	A A A	1624.00 2743.00 7219.00	PAC16,MAINT1710,JAN-24 ATLANTIS HVAC MAINT/I PAC16,MAINT1815,FEB-24 ATLANTIS HVAC MAINT/I PAC16,MAINT1826,PO7674 RUTAN HVAC MAINT/INSP
		Vendor's Total ----->				11586.00	
06-24	PER01 (PERS)	20240607CH 20240607NH 20240621CH 20240621NH FY241959CH FY241959NH	06/12/24 06/12/24 06/26/24 06/26/24 06/26/24 06/26/24	07/12/24 07/12/24 07/26/24 07/26/24 07/26/24 07/26/24	A A A A A A	5137.24 5946.69 5137.24 5946.69 374.40 530.40	PER01,20240607C,5/25-6/7/24 PERS CLASSIC CON PER01,20240607N,5/25-6/7/24 PERS NEW CONTRIB PER01,20240621C,6/8-6/21/24 PERS CLASSIC CON PER01,20240621N,6/8/24-6/21/24 PERS NEW CONT PER01,FY241959C,SURVIVE BENEFIT PREMIUM-CLAS PER01,FY241959N,SURVIVE BENEFIT PREMIUM - NE
		Vendor's Total ----->				23072.66	
06-24	PER03 (CAL PUB EMP RETIRE SYSTM)	JULY-2024H	06/14/24	07/14/24	A	37147.47	PER03, JULY-2024 PERS HEALTH INSURANCE
06-24	PER04 (CALPERS RETIREMENT SYSTEM)	20240607H 20240621H	06/12/24 06/26/24	07/12/24 07/26/24	A A	2846.93 2854.15	PER04,20240607,5/25-6/7/24 PERS 457 CONTRIBU PER04,20240621,6/8/24-6/21/24 PERS 457 CONTR
		Vendor's Total ----->				5701.08	
06-24	POL01 (POLITICO GROUP INC)	MAY-2024H	06/04/24	07/04/24	A	2500.00	POL01,MAY-2024,MAY-24 STATE ADVOCACY/CONSULT
06-24	PRE03 (PREMIER SECURITY SOLNS CO)	PSI-4048H	06/06/24	07/06/24	A	789.90	PRE03,PSI-4048,MP2073 6/6/24 TC MOTION DETEC
06-24	RMT01 (RMT LANDSCAPE CONTRACTORS I	20240547H 20240647H	05/24/24 06/24/24	06/23/24 07/24/24	A A	9845.00 9845.00	RMT01,20240547,5/10-6/9/24 LANDSCAPING SERVI RMT01,20240647,6/10-7/9/24 LANDSCAPING SERVI
		Vendor's Total ----->				19690.00	
06-24	RSE01 (R & S ERECTION)	134353GRH 134363GRH	04/12/24 04/12/24	05/12/24 05/12/24	A A	225.00 578.70	RSE01,134353GR,4/12/24 RUTAN GATE SERVICE CA RSE01,134363GR,4/12/24 RUTAN GATE REPAIR
		Vendor's Total ----->				803.70	
06-24	SCF01 (SC FUELS)	523699H	06/15/24	07/15/24	A	23835.57	SCF01,523699,6/15/24 FUEL DELIVERY
06-24	SDI01 (SDI PRESENCE LLC)	15610H	03/31/24	04/30/24	A	16318.00	SDI01,15610,MAR-24 IT MODERNIZATION & CONSUL

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-24	SDI01 (SDI PRESENCE LLC)	15823H	04/30/24	05/30/24	A	11068.00	SDI01,15823,APR-24 MODERNIZATION & CONSULTIN
		16098H	05/31/24	06/30/24	A	11068.00	SDI01,16098,IT MDOERN/CLOUD CONSULT THRU 5/3
		16284H	05/31/24	06/30/24	A	1740.00	SDI01,16284,IT MODERN THRU 5/31/24-SPECIALIS
		Vendor's Total ----->				40194.00	
06-24	SHA02 (SHAMROCK OFFICE SOLUTIONS)	4086917H	05/28/24	06/27/24	A	24.34	SHA02,4086917,5/30-6/29/24 FRONT DESK PRINTE
06-24	SHE05 (SHELL)	MAY-2024H	06/07/24	07/07/24	A	83.36	SHE05,MAY-2024,MAY-24 CC STATEMENT-GAS CARDS
06-24	SOL01 (SOLUTIONS FOR TRANSIT)	24-0605LAH	06/05/24	07/05/24	A	2083.33	SOL01,24-0605LA,MAY-24 CLIPPER ANALYSIS
06-24	STA01 (STATE COMPENSATION FUND)	MAY-2024H	05/21/24	06/20/24	A	1091.33	STA01,MAY-2024,MAY-24 WORKERS COMP PREMIUM
06-24	TAC01 (TAC ENERGY)	2773919H	06/03/24	07/03/24	A	25717.75	TAC01,2773919,5/31/24 FUEL DELIVERY
		2782176H	06/10/24	07/10/24	A	24260.89	TAC01,2782176,6/7/24 FUEL DELIVERY
		Vendor's Total ----->				49978.64	
06-24	TAX01 (HERB HASTINGS)	0428-0511H	06/05/24	07/05/24	A	49.71	TAX01,0428-0511,4/28-5/11/24 PARATAXI REIMBU
06-24	TEL01 (TPx COMMUNICATIONS)	179586145H	05/31/24	06/30/24	A	2607.09	TEL01,179586145,6/1-6/30/24 SERVICE
06-24	TPA01 (TOWNSEND PUBLIC AFFAIRS INC	21790H	05/01/24	05/31/24	A	6000.00	TPA01,21790,RFA 2024-04 MAY-24 CONSULTING SE
06-24	TPG01 (VILLAGE INSTANT PRINTING)	77668H	05/24/24	06/23/24	A	881.37	TPG01,77668,MP2052 BUS CARDS SUMMER YOUTH RI
		77794H	06/07/24	07/07/24	A	7588.41	TPG01,77794,MP2049 SCHEDULE PRINTING 14 LOTS
		77947H	06/20/24	07/20/24	A	222.80	TPG01,77947,MP2067 BOD HERNANDEZ FLAG DECALS
		Vendor's Total ----->				8692.58	
06-24	TRA16 (TRACKIT LLC)	2517LAH	05/31/24	06/30/24	A	14000.00	TRA16,2517LA,8/1/24-7/31/25 HOSTED DATABASE
06-24	TX169 (SARAH SARGAZI)	06-01-24	06/24/24	07/24/24	A	12.75	TX169, 6/1/24 PARATAXI REIMBURSEMENT
06-24	TX212 (LINDA WAHLE)	0207-0430	06/05/24	07/05/24	A	305.29	TX212,0207-0430,2/7-4/30/24 PARATAXI REIMBUR
06-24	TX230 (SCOTT ZHANG)	0328-0511H	06/05/24	07/05/24	A	103.73	TX230,0328-0511,3/28-5/11/24 PARATAXI REIMBU
06-24	TX242 (BONNIE WOLF)	05-03-24H	06/05/24	07/05/24	A	20.00	TX242,05-03-24,5/3/24 REIMBURSEMENT
06-24	UBE01 (UBER)	MAY-2024H	06/01/24	07/01/24	A	8494.96	UBE01,MAY-2024,MAY-24 GO DUBLIN BILLING
06-24	UST01 (UST COMPLIANCE TESTING IN)	053124	05/31/24	06/30/24	A	450.00	UST01,053124,5/31/24 MP2059 RUTAN ROOT VEED
06-24	VER01 (VERIZON WIRELESS)	964856746H	05/22/24	06/21/24	A	1666.28	VER01,964856746,4/2-5/22/24 CELL AND WIFI SE
06-24	VSP01 (VSP)	JULY-2024H	06/20/24	07/20/24	A	538.40	VSP01,JULY-2024,JULY-24 VSP VISION INSURANCE
		JUNE-2024H	06/20/24	07/20/24	A	538.40	VSP01,JUNE-2024,JUNE-24 VSP VISION INSURANCE
		Vendor's Total ----->				1076.80	
06-24	WCC01 (ASSOCIATED COMPRESSOR & EQU	11088-1H	06/12/24	07/12/24	A	742.50	WCC01,11088-1,MP2082 RPI REPAIR OIL FLOOD 6/
06-24	YEA01 (JENNIFER YEAMANS)	05-21-24H	06/07/24	07/07/24	A	82.28	YEA01,05-21-24,5/21/24 EXPENSE REIMBURSEMENT
		Total of Purchases -->				1765560.89	=====

S T A F F R E P O R T

SUBJECT: Treasurer’s Report for July 2024

FROM: Tamara Edwards, Director of Finance

DATE: September 9, 2024

Action Requested

Approve the LAVTA Treasurer’s Report for July 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 July 1, 2024	\$8,729,292.15
Payments made	\$2,702,443.55
Deposits made	\$2,058,643.79
Ending balance July 31, 2024	\$8,085,492.39

Farebox account activity (106):

Beginning balance July 1, 2024	\$185,389.80
Deposits made	\$179,579.44
Ending balance July 31, 2024	\$364,969.24

LAIF investment account activity (135):

Beginning balance July 1, 2024	\$11,634,090.26
Q4 FY24 Interest	\$131,267.09
Ending balance July 31, 2024	\$11,765,357.35

Operating Expenditures and Revenues Summary:

As this is the first 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 8%. The agency is at 10.12% overall. This is due to some billing that is paid for the full year in July.

Operating Revenues Summary:

While expenses are at 10.12%, revenues are at 1.6%. However, the agency has a healthy cash flow and reserve balance.

Recommendation

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

Attachments:

1. July 2024 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
July 31, 2024**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	8,085,492	
106 CASH - FIXED ROUTE ACCOUNT	364,969	
107 Clipper Cash	501,021	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	(1,374,534)	
135 INVESTMENTS - LAIF	11,765,357	
13599 INVESTMENTS - LAIF Mark to Market	(171,358)	
150 PREPAID EXPENSES	(4,653)	
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		88,520,503

LIABILITIES:

205 ACCOUNTS PAYABLE	(414,207)	
211 PRE-PAID REVENUE	2,088,967	
21101 Clipper to be distributed	314,344	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	0	
22020 FICA MEDICARE	(31)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(98)	
22030 SDI TAXES PAYABLE	(0)	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	2,750	
22090 WORKERS' COMPENSATION PAYABLE	98,213	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
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	16,011	
23102 UNEMPLOYMENT RESERVE	8,300	
TOTAL LIABILITIES		4,045,507

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	10,161,171	
TOTAL FUND BALANCE		84,474,996
TOTAL LIABILITIES & FUND BALANCE		88,520,503

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
July 31, 2024**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,560,675	199,343	199,343	1,361,332	12.8%
4020000	Business Park Revenues	226,476	0	0	226,476	0.0%
4020500	Special Contract Fares	613,318	0	0	613,318	0.0%
4020500	Special Contract Fares - Paratransit	37,200	0	0	37,200	0.0%
4010200	Paratransit Passenger Fares	162,675	6,673	6,673	156,003	4.1%
4060100	Concessions	23,916	0	0	23,916	0.0%
4060300	Advertising Revenue	190,000	190,000	190,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	0	0	350,000	0.0%
4070300	Non transportation revenue	181,956	15,477	15,477	166,479	8.5%
4099100	TDA Article 4.0 - Fixed Route	12,847,398	0	0	12,847,398	0.0%
4099500	TDA Article 4.0-BART	101,010	0	0	101,010	0.0%
4099200	TDA Article 4.5 - Paratransit	253,114	0	0	253,114	0.0%
4099600	Bridge Toll- RM2, RM3	1,364,384	0	0	1,364,384	0.0%
4099900	Other local funds	106,300	0	0	106,300	0.0%
4110100	STA Funds-Paratransit	148,001	0	0	148,001	0.0%
4110500	STA Funds- Fixed Route BART	496,359	0	0	496,359	0.0%
4110100	STA Funds-pop	1,983,778	0	0	1,983,778	0.0%
4110100	STA Funds- rev	694,172	0	0	694,172	0.0%
4110100	STA Funds- Lifeline	56,967	0	0	56,967	0.0%
4130000	FTA Section	-	0	0	-	100.0%
4130000	FTA Section 5307 ADA Paratransit	579,428	0	0	579,428	0.0%
4640500	Measure BB Paratransit Funds-GAP	1	0	0	1	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,948,320	0	0	1,948,320	0.0%
4640200	Measure BB Paratransit Funds-Paratransit	1,171,902	0	0	1,171,902	0.0%
RAIL		0	0	0		
TOTAL REVENUE		25,097,350	411,492	411,492	24,685,858	1.6%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
July 31, 2024**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$2,244,059	\$148,144	\$148,144	\$2,095,915	6.60%
502 00 Personnel Benefits	\$1,656,498	\$202,685	\$202,685	\$1,453,813	12.24%
503 00 Professional Services	\$1,596,482	\$14,588	\$14,588	\$1,581,895	0.91%
503 05 Non-Vehicle Maintenance	\$1,170,734	\$355,661	\$355,661	\$815,073	30.38%
503 99 Communications	\$6,402	\$0	\$0	\$6,402	0.00%
504 01 Fuel and Lubricants	\$1,663,500	\$24,930	\$24,930	\$1,638,570	1.50%
504 03 Non contracted vehicle maintenance	\$90,001	\$0	\$0	\$90,001	0.00%
504 99 Office/Operating Supplies	\$60,022	\$992	\$992	\$59,030	1.65%
504 99 Printing	\$134,000	\$1,773	\$1,773	\$132,227	1.32%
505 00 Utilities	\$521,285	\$45,868	\$45,868	\$475,417	8.80%
506 00 Insurance	\$648,917	\$733,956	\$733,956	(\$85,039)	113.10%
507 99 Taxes and Fees	\$111,868	\$2,257	\$2,257	\$109,611	2.02%
508 01 Purchased Transportation Fixed Route	\$11,986,359	\$958,064	\$958,064	\$11,028,295	7.99%
2-508 02 Purchased Transportation Paratransit	\$2,564,940	\$0	\$0	\$2,564,940	0.00%
508 03 Purchased Transportation WOD	\$200,000	\$0	\$0	\$200,000	0.00%
509 00 Miscellaneous	\$155,281	\$48,559	\$48,559	\$106,722	31.27%
509 02 Professional Development	\$112,500	\$3,361	\$3,361	\$109,139	2.99%
509 08 Advertising	\$174,000	\$0	\$0	\$174,000	0.00%
TOTAL	\$25,096,848	\$2,540,836	\$2,540,836	\$22,556,012	10.12%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
 CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
 FOR THE PERIOD ENDING:
 July 31, 2024**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	368,700	0	0	368,700	0.00%
4090194	TDA Shop repairs and replacement	165,000	0	0	165,000	0.00%
4091094	TDA Transit Center Improvements	123,317	0	0	123,317	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	462,500	0	0	462,500	0.00%
4090094	TDA WiFi	440,000	0	0	440,000	0.00%
4091794	TDA bus stops	863,000	0	0	863,000	0.00%
4090694	TDA TSP	95,000	0	0	95,000	0.00%
4090994	TDA Buses 2025	2,430,697	0	0	2,430,697	0.00%
4090294	TDA Atlantis	14,840,483	0	0	14,840,483	0.00%
4090696	BT TSP	2,695,000	0	0	2,695,000	0.00%
4091796	BT Bus Stops	23,000	0	0	23,000	0.00%
4110900	State (SGR) Buses 2025	131,715	0	0	131,715	0.00%
4110200	State (LCTOP) Atlantis	7,595,544	0	0	7,595,544	0.00%
4110500	State (LCTOP) Rutan retrofit	944,976	0	0	944,976	0.00%
41309	FTA Buses 2025	10,213,047	0	0	10,213,047	0.00%
41317	FTA bus stops	2,000,000	0	0	2,000,000	0.00%
41302	FTA Atlantis	10,651,568	0	0	10,651,568	0.00%
41305	FTA Rutan Retrofit	530,159	0	0	530,159	0.00%
41320	FTA Hybrid battery packs	250,000	0	0	250,000	0.00%
41310	FTA Transit Center	287,739	0	0	287,739	0.00%
46405	Measure BB Atlantis	3,000,000	0	0	3,000,000	0.00%
	TOTAL REVENUE	58,211,445	-	-	55,211,445	0.00%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
July 31, 2024

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	35,868,995	0	0	35,868,995	0.00%
5550107	Shop Repairs and replacement	15,000	0	0	15,000	0.00%
5550107	Bus Wash	150,000	0	0	150,000	0.00%
5552307	Buses 2025	12,811,559	0	0	12,811,559	0.00%
5550507	Office and Facility Equipment	434,200	0	0	434,200	0.00%
5551007	Transit Center Upgrades and Improvements	411,056	0	0	411,056	0.00%
5550507	Rutan Retrofit	1,475,135	0	0	1,475,135	0.00%
5550607	TSP	2,790,000	0	0	2,790,000	0.00%
5550007	WIFI routers	440,000	0	0	440,000	0.00%
5551707	Bus Shelters and Stops	3,093,000	0	0	3,093,000	0.00%
5552007	Major component rehab	622,500	0	0	622,500	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		58,211,445	0	0	58,211,445	0.00%
FUND BALANCE (CAPITAL)		0.00	0	0		
FUND BALANCE (CAPTIAL & OPERATING)		0.00	(2,132,983)	(2,132,983)		

California State Treasurer *Fiona Ma, CPA*



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

August 02, 2024

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

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

[Tran Type Definitions](#)

Account Number: 80-01-002

July 2024 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
7/15/2024	7/12/2024	QRD	1756302	N/A	SYSTEM	131,267.09

Account Summary

Total Deposit:	131,267.09	Beginning Balance:	11,634,090.16
Total Withdrawal:	0.00	Ending Balance:	11,765,357.25

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-24	H14590	07/26/24	CNO01 (CIRCA NOW LLC)		7,839.00	.00	7,839.00	CNO01,2092,JUNE-24 WEBSITE
	H14591	07/26/24	CNO01 (CIRCA NOW LLC)		8,079.10	.00	8,079.10	CNO01,2093,PO7880 UPDATIN
	H14592	07/26/24	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01,C407151,JULY-24 SER
	H14593	07/26/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		51,629.63	.00	51,629.63	DIR02,20240719,7/6/24-7/1
	H14594	07/26/24	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		273.74	.00	273.74	DIR02,20240731B,7/1/24-7/1
	H14595	07/26/24	EFT01 (ELECTRONIC FUND TRASFERS)		13,932.86	.00	13,932.86	EFT01,20240719,7/6/24-7/1
	H14596	07/26/24	EFT01 (ELECTRONIC FUND TRASFERS)		114.80	.00	114.80	EFT01,20240731B,7/1-7/31/
	H14597	07/26/24	EMP01 (EMPLOYMENT DEVEL DEPT)		4,744.53	.00	4,744.53	EMP01,20240719,7/6/24-7/1
	H14598	07/26/24	EMP01 (EMPLOYMENT DEVEL DEPT)		8.25	.00	8.25	EMP01,20240731B,7/1/24-7/1
	H14599	07/26/24	HAN01 (HANSON BRIDGETT MARCUS)		3,622.50	.00	3,622.50	HAN01,1500708,JUNE-24 LEG
	H14600	07/26/24	PER01 (PERS)		5,432.70	.00	5,432.70	PER01,20240719C,7/6-7/19/
	H14601	07/26/24	PER01 (PERS)		7,322.74	.00	7,322.74	PER01,20240719N,7/6-7/19/
	H14602	07/26/24	PER04 (CALPERS RETIREMENT SYSTEM)		3,232.02	.00	3,232.02	PER04,20240719,7/6-7/19/2
	H14603	07/26/24	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01,20240746,7/10/24-8/
	H14604	07/26/24	RSE01 (R & S ERECTION)		225.00	.00	225.00	RSE01,135492GR,MP2113 POW
	H14605	07/31/24	AIR02 (AIRESRING)		3,558.50	.00	3,558.50	AIR02,186093207,7/1/24-7/1
	H14606	07/31/24	DAI02 (ALLIANT INSURANCE SERVICES)		7,709.61	.00	7,709.61	DAI02,2693745,POLUTION LI
	H14607	07/31/24	BAN03 (BANKCARD CENTER)		20,583.13	.00	20,583.13	BAN03,JUNE-24 BMO CC STAT
	H14609	07/31/24	CAL04 (CALIFORNIA WATER SERVICE)		50.93	.00	50.93	CAL04,361070324,6/1/24-7/1
	H14610	07/31/24	CAL04 (CALIFORNIA WATER SERVICE)		811.20	.00	811.20	CAL04,461070324,6/1/24-7/1
	H14613	07/31/24	CIT06 (CITY OF LIVERMORE SEWER)		55.97	.00	55.97	CIT06,TC070924,6/11/24-7/1
	H14614	07/31/24	CIT07 (CITY OF LIVERMORE - WATER)		128.26	.00	128.26	CIT07,388070124,6/4/24-7/1
	H14615	07/31/24	CIT07 (CITY OF LIVERMORE - WATER)		45.87	.00	45.87	CIT07,431070124,6/4/24-7/1
	H14616	07/31/24	PAC02 (PACIFIC GAS AND ELECTRIC)		15,924.86	.00	15,924.86	PAC02,580070824,5/31/24-6/1
	H14617	07/31/24	PAC02 (PACIFIC GAS AND ELECTRIC)		1,891.18	.00	1,891.18	PAC02,606070324,5/29/24-6/1
	H14618	07/31/24	PAC02 (PACIFIC GAS AND ELECTRIC)		2,277.75	.00	2,277.75	PAC02,726070124,5/21/24-6/1
	H14619	07/31/24	PAC02 (PACIFIC GAS AND ELECTRIC)		396.23	.00	396.23	PAC02,900071324,6/12/24-7/1
	H14620	07/31/24	CAL04 (CALIFORNIA WATER SERVICE)		61.41	.00	61.41	CAL04,257070224,7/1/24-7/1
	H14621	07/31/24	CAL04 (CALIFORNIA WATER SERVICE)		81.88	.00	81.88	CAL04,475070224,7/1/24-7/1
	H14622	07/31/24	CAL04 (CALIFORNIA WATER SERVICE)		81.88	.00	81.88	CAL04,575070224,7/1/24-7/1
	H14623	07/31/24	PER03 (CAL PUB EMP RETIRE SYSTM)		36,620.61	.00	36,620.61	PER03,AUG-2024 PERS HEALT
Bank Account subtotal for Period 07-24 -					2,662,425.74	.00	2,662,425.74	
Total for Bank Account 105 ----->					2,662,425.74	.00	2,662,425.74	
Grand Total of all Bank Accounts ----->					2,662,425.74	.00	2,662,425.74	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-24	AIM01 (AIM TO PLEASE JANITORIAL SE	1123H 107JUN-24H	07/05/24 07/05/24	08/04/24 08/04/24	A A	6800.00 6510.34	AIM01,1123,JUNE-24 BUS STOP CLEANING SERVICE AIM01,107JUN-24,JUN-24 MONTHLY JANITORIAL SE
			Vendor's Total ----->			13310.34	
07-24	AIR02 (AIRESPRING)	186093207H	07/01/24	07/31/24	A	3558.50	AIR02,186093207,7/1/24-7/31/24 SERVICE
07-24	ART01 (ART'S SECURITY LOCKSMITH)	87786	06/24/24	07/24/24	A	33.08	ART01,87786,MP2092 NEW HIRE KEYS-4 QTY 6/24/
07-24	ASC01 (ASCENDAL GROUP-USLLC)	0121	07/16/24	08/15/24	A	2940.00	ASC01,0121,7/16/24 680 EXPRESS MOU DRAFTING/
07-24	ASM01 (AMERICAN SWEEPING & MAINTEN	16601H)	07/15/24	08/14/24	A	617.00	ASM01,16601,JULY-24 PARKING LOT SWEEPING
07-24	ATT02 (AT&T)	22001156	07/13/24	08/12/24	A	387.13	ATT02,22001156,6/13-7/12/24 PAYER #939103569
07-24	AVI01 (AMADOR VALLEY INDUSTRIES)	1128047	06/30/24	07/30/24	A	626.99	AVI01,1128047,JUNE-24 GARBAGE PICK UP SERVIC
07-24	BAN03 (BANKCARD CENTER)	JUNE-2024H	07/31/24	08/30/24	A	20583.13	BAN03,JUNE-24 BMO CC STATEMENT
07-24	CAL04 (CALIFORNIA WATER SERVICE)	198061924H 257070224H 361070324H 461070324H 475070224H 575070224H 909061924H	06/19/24 07/02/24 07/31/24 07/03/24 07/02/24 07/02/24 06/19/24	07/19/24 08/01/24 08/30/24 08/02/24 08/01/24 08/01/24 07/19/24	A A A A A A A	418.04 61.41 50.93 811.20 81.88 81.88 1843.35	CAL04,198061924,BUS WASH 5/18/24-6/18/24 CAL04,257070224,7/1/24-7/31/24 TC FIRE CAL04,361070324,6/1/24-7/2/24 TC WATER CAL04,461070324,6/1/24-7/2/24 TC IRRG CAL04,475070224,7/1/24-7/31/24 MOA FIRE CAL04,575070224,7/1/24-7/31/24 CONTRACTOR FI CAL04,909061924,MOA WATER 5/18/24-6/18/24
			Vendor's Total ----->			3348.69	
07-24	CAL10 (CALIFORNIA STATE DISBURSEME	20240705H) 20240719H	07/10/24 07/24/24	08/09/24 08/23/24	A A	455.53 455.53	CAL10,20240705,CA STATE GARNISHMENT 6/22-7/5 CAL10,20240719,7/6-7/19/24 CA STATE GARNISHM
			Vendor's Total ----->			911.06	
07-24	CAL12 (CAL TIP INSURANCE)	CALTIP045	07/01/24	07/31/24	A	671681.00	CAL12,CALTIP045,FY25 LIABILITY INSURANCE PO7
07-24	CAL13 (CALIFORNIA TRANSIT)	312024JUN	07/10/24	08/09/24	A	1754.18	CAL13,312024JUN,JUN-24 INSURANCE CLAIMS
07-24	CAL15 (CALTRONICS BUSINESS SYS)	4125874H	07/16/24	08/15/24	A	343.54	CAL15,4125874,6/16/24-7/15/24 BIZHUB
07-24	CEL01 (CELTIS VENTURES INC)	LAVTAMS48H LAVTAMS49H LAVTAMS50H	06/07/24 07/08/24 07/08/24	07/07/24 08/07/24 08/07/24	A A A	1290.00 774.00 6837.00	CEL01,LAVTAMS48,MAY-24 WEBSITE MAINT CEL01,LAVTAMS49,JUNE-24 WEBSITE MAINT CEL01,LAVTAMS50,MP2033 WEBSITE MIGRATION 7/8
			Vendor's Total ----->			8901.00	
07-24	CEN04 (CENTRAL CONTRA COSTA TRAN)	MAY-2024H OSLV_0524H	06/28/24 06/28/24	07/28/24 07/28/24	A A	127788.37 4252.91	CEN04,MAY-2024,MAY-24 MONTHLY SERVICE PARATR CEN04,OSLV_0524,MAY-24 MONTHLY ONE-SEAT SERV
			Vendor's Total ----->			132041.28	
07-24	CGO01 (CLEARGOV INC)	202313932H	07/01/24	07/31/24	A	18720.00	CGO01,202313932,PO7882 CLEARGOV BUNDLE FY25
07-24	CHH01 (COLLEGE HUNKS HAULING JUNK	9140924	06/27/24	07/27/24	A	898.00	CHH01,9140924,6/27/24 MP2094 ATLANTIS YARD J
07-24	CIT06 (CITY OF LIVERMORE SEWER)	BW061824H TC070924H MOA061824H	06/18/24 07/09/24 06/18/24	07/18/24 08/08/24 07/18/24	A A A	107.75 55.97 894.31	CIT06,BW061824,BUS WASH 5/21/24-6/18/24 CIT06,TC070924,6/11/24-7/9/24 TRANSIT CENTER CIT06,MOA061824,MOA WATER 5/21/24-6/18/24
			Vendor's Total ----->			1058.03	
07-24	CIT07 (CITY OF LIVERMORE - WATER)	361061824H 388070124H 399061824H 430061824H 431070124H 432061824H	06/18/24 07/01/24 06/18/24 06/18/24 07/01/24 06/18/24	07/18/24 07/31/24 07/18/24 07/18/24 07/31/24 07/18/24	A A A A A A	30.87 128.26 36.03 235.35 45.87 12.25	CIT07,361061824,ATLANTIS CT SEWER 5/21/24-6/ CIT07,388070124,6/4/24-7/1/24 BUS WASH CIT07,399061824,ATLANTIS ST SEWER 5/21/24-6/ CIT07,430061824,ATLANTIS INDOOR 5/21/24-6/18 CIT07,431070124,6/4/24-7/1/24 ATLANTIS IRRG CIT07,432061824,ATLANTIS FIRE 5/21/24-6/18/2
			Vendor's Total ----->			488.63	
07-24	CME02 (JAMES DAY CONSTRUCTION INC)	23996 24006	06/25/24 06/25/24	07/25/24 07/25/24	A A	12431.07 5820.00	CME02,23996,BACKUP GENERATOR DOOLAN TOWER #2 CME02,24006,BACKUP GENERATOR DOOLAN TOWER #3
			Vendor's Total ----->			18251.07	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-24	CNO01 (CIRCA NOW LLC)	2092H	07/01/24	07/31/24	A	7839.00	CNO01,2092,JUNE-24 WEBSITE HOSTING PO7879
		2093H	07/01/24	07/31/24	A	8079.10	CNO01,2093,PO7880 UPDATING PUBLIC INFO 8/10/
		Vendor's Total ----->				15918.10	
07-24	COR01 (CORBIN WILLITS SYSTEMS)	C407151H	07/15/24	08/14/24	A	320.05	COR01,C407151,JULY-24 SERVICE
07-24	DAI02 (ALLIANT INSURANCE SERVICES)	2693745H	06/10/24	07/10/24	A	7709.61	DAI02,2693745,POLUTION LIABILITY INSURANCE F
07-24	DAY02 (DAY & NITE PEST CONTROL)	193877H	06/25/24	07/25/24	A	218.00	DAY02,193877,6/13/24 PEST SERVICE
07-24	DIR01 (DIRECT TV)	96X240711	07/11/24	08/10/24	A	30.25	DIR01,96X240711,7/10/24-8/9/24 SERVICE
07-24	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20240705H	07/10/24	08/09/24	A	47505.22	DIR02,20240705,PR DIRECT DEPOSIT 6/22/24-7/5
		20240719H	07/26/24	08/25/24	A	51629.63	DIR02,20240719,7/6/24-7/19/24 PR DIRECT DEPO
		20240731BH	07/31/24	08/30/24	A	273.74	DIR02,20240731B,7/1/24-7/31/24 BOD PR DIRECT
		Vendor's Total ----->				99408.59	
07-24	EBR01 (EBRCSA)	20250064	07/01/24	07/31/24	A	41292.00	EBR01,20250064,PO7888 ANNUAL RADIO MAINT FY2
07-24	EFT01 (ELECTRONIC FUND TRASFERS)	20240705H	07/10/24	08/09/24	A	12111.30	EFT01,20240705,FEDERAL TAX 6/22/24-7/5/24
		20240719H	07/24/24	08/23/24	A	13932.86	EFT01,20240719,7/6/24-7/19/24 FEDERAL TAX
		20240731BH	07/26/24	08/25/24	A	114.80	EFT01,20240731B,7/1-7/31/24 FEDERAL TAX (BOD
		Vendor's Total ----->				26158.96	
07-24	EMP01 (EMPLOYMENT DEVEL DEPT)	20240705H	07/10/24	08/09/24	A	4120.87	EMP01,20240705,STATE TAX 6/22/24-7/5/24
		20240719H	07/24/24	08/23/24	A	4744.53	EMP01,20240719,7/6/24-7/19/24 STATE TAX
		20240628AH	06/27/24	07/27/24	A	1364.05	EMP01,20240628A,STATE TAX ADMIN LEAVE PAYOUT
		20240731BH	07/26/24	08/25/24	A	8.25	EMP01,20240731B,7/1/24-7/31/24 STATE TAX (BO
		Vendor's Total ----->				10237.70	
07-24	FRE01 (FREMONT RUBBER STAMP CO)	180173	07/03/24	08/02/24	A	55.04	FRE01,180173,MP2095 EMPLOYEE NAME/TITLE/NAME
07-24	GAN01 (GANNETT FLEMING COMPANIES)	37910H	06/26/24	07/26/24	A	2891.00	GAN01,37910,RUTAN HYDROGEN RETROFIT THRU 4/2
07-24	GLO01 (GLOBE TICKET AND LABEL)	404105	07/17/24	08/16/24	A	1635.00	GLO01,404105,MP2075 ADULT MONTHLY PASS (1000
07-24	HAN01 (HANSON BRIDGETT MARCUS)	1500075H	07/24/24	08/23/24	A	4426.50	HAN01,1500075,JUNE-24 LEGAL SERVICES CONTRAC
		1500708H	07/24/24	08/23/24	A	3622.50	HAN01,1500708,JUNE-24 LEGAL SERVICE ADMIN
		Vendor's Total ----->				8049.00	
07-24	HDE01 (HOME DEPOT-CREDIT SERVICES)	JULY-2024H	07/12/24	08/11/24	A	148.54	HDE01,JULY-2024,JULY-24 MISC MAINT SUPPLIES
07-24	INS01 (INSIGHT STRATEGIES INC)	34392H	06/26/24	07/26/24	A	3000.00	INS01,34392,PO#7640 EXECUTIVE COACHING 6/26/
07-24	JFG01 (JARVIS FAY LLP)	19109	06/30/24	07/30/24	A	476.00	JFG01,19109,6/1/24-6/30/24 LEGAL SERVICES
07-24	JTH01 (J. THAYER COMPANY)	1698650-0	07/29/24	08/28/24	A	348.02	JTH01,1698650-0,7/29/24 PRINTING PAPER
07-24	LIV10 (LIVERMORE SANITATION INC)	2326266H	07/01/24	07/31/24	A	2728.05	LIV10,2326266,6/1/24-6/30/24 GARBAGE SERVICE
07-24	LYF01 (LYFT, INC)	1144769H	06/30/24	07/30/24	A	8561.49	LYF01,1144769,6/1/24-6/30/24 GO TRI VALLEY
		1144770H	06/30/24	07/30/24	A	226.38	LYF01,1144770,6/1/24-6/30/24 GO SAN RAMON
		Vendor's Total ----->				8787.87	
07-24	MAP01 (MAPISTRY)	INV-4857	07/30/24	08/29/24	A	11522.00	MAP01,INV-4857,STORMWATER SOFTWARE FY25 RUTA
07-24	MAR07 (DAVID MARK)	0626-0701H	07/01/24	07/31/24	A	78.94	MAR07,0626-0701,MEAL EXPENSE REIMBURSE 6/26-
07-24	MER01 (MERCHANT SERVICES)	TC063024H	06/30/24	07/30/24	A	102.30	MER01,TC063024,JUNE-24 TC-CC STATEMENT
		MOA063024H	06/30/24	07/30/24	A	61.15	MER01,MOA063024,JUNE-24 MOA CC STATEMENT
		Vendor's Total ----->				163.45	
07-24	MET01 (METROPOLITAN TRANSPORT-)	AR035600	06/06/24	07/06/24	A	20576.79	MET01,AR035600,APR-24 CLIPPER FEES
		AR035866	06/28/24	07/28/24	A	22832.65	MET01,AR035866,MAY-24 CLIPPER FEES
		AR035895	06/30/24	07/30/24	A	3643.33	MET01,AR035895,MAY-24 CLIPPER FEES 2.0
		AR036052	06/30/24	07/30/24	A	16606.39	MET01,AR036052,JUNE-24 CLIPPER FEES

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-24	MET01 (METROPOLITAN TRANSPORT-)	AR036653	06/21/24	07/21/24	A	3394.35	MET01,AR036653,APR-24 CLIPPER FEES 2.0
			Vendor's Total ----->			67053.51	
07-24	MMD01 (MEGHAN MAHLER DESIGN)	2024-6-13H	06/28/24	07/28/24	A	900.00	MMD01,2024-6-13,MP1941 6/28/24 WHEELS IN MOT
07-24	MVT01 (MV TRANSPORTATION, INC.)	130306H	07/08/24	08/07/24	A	450000.00	MVT01,130306,JULY-24 1ST INSTALL PAYMENT
		130307H	07/08/24	08/07/24	A	450000.00	MVT01,130307,JULY-24 2ND INSTALL PAYMENT
		MAY-2024H	06/05/24	07/05/24	A	155416.00	MVT01,MAY-2024,MAY-24 FIXED ROUTE MONTHLY SE
			Vendor's Total ----->			1055416.00	
07-24	OFF01 (ODP BUSINESS SOLUTIONS LLC)	533763001	07/02/24	08/01/24	A	134.42	OFF01,533763001,7/2/24 OFFICE SUPPLIES
		683644001	07/01/24	07/31/24	A	112.96	OFF01,683644001,7/1/24 OFFICE SUPPLIES
		774596001	07/11/24	08/10/24	A	43.77	OFF01,774596001,7/11/24 OFFICE SUPPLIES
		845674001	07/23/24	08/22/24	A	243.63	OFF01,845674001,7/23/24 OFFICE SUPPLIES
		997988001	07/18/24	08/17/24	A	20.53	OFF01,997988001,7/18/24 OFFICE SUPPLIES
			Vendor's Total ----->			555.31	
07-24	PAC02 (PACIFIC GAS AND ELECTRIC)	580070824H	07/08/24	08/07/24	A	15924.86	PAC02,580070824,5/31/24-6/30/24 MOA ELECTRIC
		606070324H	07/03/24	08/02/24	A	1891.18	PAC02,606070324,5/29/24-6/26/24 ATLANTIS
		726070124H	07/01/24	07/31/24	A	2277.75	PAC02,726070124,5/21/24-6/19/24 BUS STOP
		764061724H	06/17/24	07/17/24	A	165.56	PAC02,764061724,DOOLAN TWR 5/13/24-6/10/24
		900061224H	06/12/24	07/12/24	A	1043.77	PAC02,900061224,MOA GAS 5/14/24-6/11/24
		900071324H	07/13/24	08/12/24	A	396.23	PAC02,900071324,6/12/24-7/12/24 MOA GAS
			Vendor's Total ----->			21699.35	
07-24	PAC11 (PACIFIC ENVIRONMENTAL SERVI	2796H	07/01/24	07/31/24	A	130.00	PAC11,2796,6/13/24 RUTAN MONTHLY SERVICE
		2797H	07/01/24	07/31/24	A	130.00	PAC11,2797,6/13/24 ATLANTIS MONTHLY SERVICE
			Vendor's Total ----->			260.00	
07-24	PER01 (PERS)	20240705CH	07/10/24	08/09/24	A	5291.56	PER01,20240705C,PERS CLASSIC CONTRIB 6/22-7/
		20240705NH	07/10/24	08/09/24	A	6895.14	PER01,20240705N,PERS NEW CONTRIBUTIONS 6/22-
		20240719CH	07/24/24	08/23/24	A	5432.70	PER01,20240719C,7/6-7/19/24 PERS CLASSIC CON
		20240719NH	07/24/24	08/23/24	A	7322.74	PER01,20240719N,7/6-7/19/24 PERS NEW CONTRIB
			Vendor's Total ----->			24942.14	
07-24	PER02 (CALPERS RETIREMENT SYSTEM)	FY2024CLAH	07/01/24	07/31/24	A	102396.00	PER02,FY2024CLA,FY24 UNFUNDED ACCRUED LIABIL
		FY2024PEPH	07/01/24	07/31/24	A	2671.00	PER02,FY2024PEP,FY24 UNFUNDED LIABILITY-NEW
			Vendor's Total ----->			105067.00	
07-24	PER03 (CAL PUB EMP RETIRE SYSTM)	AUG-2024H	07/15/24	08/14/24	A	36620.61	PER03,AUG-2024 PERS HEALTH INSURANCE
07-24	PER04 (CALPERS RETIREMENT SYSTEM)	20240705H	07/10/24	08/09/24	A	2860.64	PER04,20240705,PERS 457 CONTRIBUTIONS 6/22-7
		20240719H	07/24/24	08/23/24	A	3232.02	PER04,20240719,7/6-7/19/24 PERS 457 CONTRIBU
			Vendor's Total ----->			6092.66	
07-24	PEX01 (PEX CARD)	6-28DEPOSH	06/28/24	07/28/24	A	6000.00	PEX01,6-28DEPOSIT,PEX CARDS ACC DEPOSIT 6/28
07-24	PLE05 (PLEASANTON, CITY OF)	3657	02/27/24	03/28/24	A	400.05	PLE05,3657,STREET CROSSWALK BUTTON DAMAGE 7/
07-24	POL01 (POLITICO GROUP INC)	JUNE-2024H	07/02/24	08/01/24	A	2500.00	POL01,JUNE-2024,JUNE-24 STATE ADVOCACY/CONSU
07-24	RMT01 (RMT LANDSCAPE CONTRACTORS I	20240746H	07/24/24	08/23/24	A	9845.00	RMT01,20240746,7/10/24-8/9/24 LANDSCAPING SE
07-24	RSE01 (R & S ERECTION)	135492GRH	07/09/24	08/08/24	A	225.00	RSE01,135492GR,MP2113 POWER WHEEL INSTALLATI
		135596GRH	07/15/24	08/14/24	A	5542.00	RSE01,135596GR,MP2054 5/20/24 ATLANTIS GATE
			Vendor's Total ----->			5767.00	
07-24	RTE01 (REMIX TECHNOLOGIES LLC)	031-1368H	06/15/24	07/15/24	A	22627.00	RTE01,031-1368,6/16/24-6/15/25 TRANSIT PLANN
07-24	SDI01 (SDI PRESENCE LLC)	16339H	06/30/24	07/30/24	A	11068.00	SDI01,16339,IT MODERNIZATION/CONSULTING TO 6
		16543H	06/30/24	07/30/24	A	3691.50	SDI01,16543,IT MODERNIZATION TO 6/30/24-SYST
		16545H	06/30/24	07/30/24	A	6772.50	SDI01,16545,IT MODERNIZATION TO 6/30/24-ENG
			Vendor's Total ----->			21532.00	
07-24	SHA02 (SHAMROCK OFFICE SOLUTIONS)	4108794H	06/24/24	07/24/24	A	23.30	SHA02,4108794,6/30-7/29/24 FRONT DESK PRINTE
07-24	SMA02 (SIMPLE MACHINING LLC)	1237H	07/01/24	07/31/24	A	4474.54	SMA02, 1237, MP2029 RAILROAD AVE ALUMINUM PL

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-24	SOL01 (SOLUTIONS FOR TRANSIT)	24-0705LAH	07/05/24	08/04/24	A	2083.33	SOL01,24-0705LA,JUNE-24 CLIPPER ANALYSIS
07-24	STA01 (STATE COMPENSATION FUND)	JUNE-2024H	06/21/24	07/21/24	A	1091.33	STA01,JUNE-2024,JUNE-24 PREMIUM CHARGE WORKE
07-24	STA04 (STATE BOARD OF)	QTR2-2024H	07/12/24	08/11/24	A	1835.00	STA04,QTR2-2024,2ND QTR 24 UNDERGROUND TANK
07-24	STA05 (STATE BOARD OF EQUAL)	QTR2-2024H	07/12/24	08/11/24	A	1292.00	STA05,QTR2-2024,2ND QTR 24 EXEMPT BUS OPERAT
07-24	SUD01 (JENNIFER SUDA)	0713-0716H	06/05/24	07/05/24	A	259.00	SUD01,0713-0716,7/13-7/16/24 PER DIEM APTA T
07-24	SWI02 (SWIFTLY INC)	3492H	07/01/24	07/31/24	A	48300.00	SWI02,3492,PO7881 PASSENGER PREDICTION 7/1-6
07-24	TAC01 (TAC ENERGY)	2801447H	06/26/24	07/26/24	A	23628.12	TAC01,2801447,FUEL DELIVERY 6/26/24
		2816946H	07/10/24	08/09/24	A	24191.68	TAC01,2816946,FUEL DELIVERY 7/10/24
		Vendor's Total ----->				47819.80	
07-24	TAX01 (HERB HASTINGS)	0524-0621H	07/03/24	08/02/24	A	48.22	TAX01,0524-0621,PARATAXI REIMBURSE 5/24-6/21
07-24	TEL01 (TPx COMMUNICATIONS)	180161105H	06/30/24	07/30/24	A	509.42	TEL01,180161105,7/1/24-7/31/24 SERVICE
07-24	TIC01 (HERB HASTINGS)	07-17-24	07/17/24	08/16/24	A	33.90	TIC01,07-17-24,7/17/24 TICKET/MILEAGE REIMBU
07-24	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)	21938H	06/01/24	07/01/24	A	6000.00	TPA01,21938,RFI#2024-04 JUNE-24 CONSULTING S
		21939H	07/01/24	07/31/24	A	6000.00	TPA01,21939,RFI#2024-04 JULY-24 CONSULTING S
		Vendor's Total ----->				12000.00	
07-24	TX242 (BONNIE WOLF)	0604-0621H	07/03/24	08/02/24	A	40.00	TX242,0604-0621,6/4/24-6/21/24 REIMBURSEMENT
07-24	TX251 (AMY ALEXANDER)	05-07-24	07/15/24	08/14/24	A	40.00	TX251,05-07-24,5/7/24 PARATAXI REIMBURSE
07-24	UBE01 (UBER)	JUNE-2024H	07/01/24	07/31/24	A	8866.67	UBE01,JUNE-2024,JUNE-24 GO DUBLIN BILLING
07-24	VER01 (VERIZON WIRELESS)	967306837H	06/22/24	07/22/24	A	2784.29	VER01,967306837,5/23-6/22/24 CELL, WIFI & EQ
07-24	WCC01 (ASSOCIATED COMPRESSOR & EQU	11701-1H	06/26/24	07/26/24	A	1899.99	WCC01, 11701-1, COMPRESSOR TROUBLE CALL 6/24
07-24	WEG01 (CHRISTY WEGENER)	0709-0710H	06/19/24	07/19/24	A	118.50	WEG01, 7/9/24-7/10/24 TRAVEL PER DIEM
		Total of Purchases ->				2662425.74	=====

AGENDA

ITEM 5C

STAFF REPORT

SUBJECT: LAVTA's Remote Work Policy
FROM: Tamara Edwards, Director of Finance
DATE: September 9, 2024

Action Requested

Review and approve Resolution 25-2024 establishing a Remote Work Policy for the agency.

Background

Before the pandemic, LAVTA allowed administrative employees to occasionally remotely work; during the COVID-19 shelter in place orders, some employees were required to remotely work full time. The agency requires staff to be in the office five days a week with occasional teleworking as needed.

Given LAVTA's recent transition to the cloud, the ability to successfully work remotely has improved. This has led to some team members expressing a desire to work remotely and thus LAVTA needs a policy that sets parameters and clear expectations for staff members.

Discussion

Staff researched the remote work policies of other government agencies and worked with our HR Legal Counsel in developing the attached policy. The policy reflects the agency's experience with prior remote work by employees as well as the needs of an agency the size of LAVTA.

The policy establishes a requirement to work closely with the department lead to ensure that the remote work continues to enable the department to realize their priorities, without interruptions. The policy also establishes core hours for all employees to facilitate timely communication between team members.

To ensure the integrity of LAVTA's work product all remote work will be done on an agency issued laptop and employees are expected to uphold LAVTA's high expectations surrounding any confidential or sensitive information.

Next Steps

Once the Board has approved the Remote Work Policy, staff will move forward distributing to LAVTA staff.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve Resolution 25-2024 and the Remote Work Policy.

Attachments:

1. Resolution 25-2024
2. Remote Work Policy

RESOLUTION NO. 25-2024

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
ESTABLISHING A REMOTE WORK POLICY FOR LAVTA**

WHEREAS, It is a benefit to LAVTA to allow employees to work remotely; and

WHEREAS, LAVTA has not previously established a policy governing the remote work of employees; and

WHEREAS, it is desirable for the Livermore Amador Valley Transit Authority to adopt a Remote Work Policy that will establish rules for the agency’s employee to complete agency work from a remote location.

NOW, THEREFORE, BE IT RESOLVED That the policy attached as Exhibit A is hereby updated and adopted as LAVTA’s Remote Work Policy.

PASSED AND ADOPTED this 9th day of September 2024.

Evan Branning, Chair

ATTEST:

Christy Wegener, Executive Director

Approved as to form:

Michael Conneran, Legal Counsel

LAVTA Remote Work Policy

August 2024

Working remotely provides employees with an opportunity to work from an alternative work environment instead of in the primary location of the Authority. Livermore Amador Valley Transit Authority retains the right in its sole discretion to designate positions that are appropriate for telecommuting and approve employees for telecommuting. *Employees may qualify for remote work if their job roles are compatible with working remotely and the employee does not have any performance or attendance issues. Managers will assess and approve remote work requests on a case-by-case basis, based on the specific requirements of the department involved and the needs of the team and the agency.* Non-exempt, regular employees may be approved to work remotely a maximum of 1 day per week, however employees may be granted an exception for extenuating circumstance. All employees are expected to be available, working and responsive to e-mail and phone during the agency's core hours of 9am to 3pm.

Working remotely does not change the conditions of employment or require compliance with all Authority policies and procedures. The Authority reserves the right to change or terminate this policy at any time, without cause or advance notice. Working remotely is a privilege and may not be appropriate for all employees. If an employee wishes to request the ability to work remotely, they should contact their supervisor.

To request a remote work arrangement, employees should submit a request to their manager. This can be done through e-mail. The request must include the following details:

- Desired work schedule
- Remote location
- Employee's productivity plan
- Assurance that the remote location is free from hazardous conditions.

The manager will provide the employee with a written response within one week. This written response will either approve the arrangement, deny it, or propose adjustments.

Expectations

Work Schedule: While LAVTA understands that flexibility is one of the many benefits of remote work, LAVTA requires remote employees to maintain a work schedule as approved by their manager that aligns with their team's needs, and the agencies core work hours of 9 am to 3 pm. Non-Exempt employees who remote work must accurately record their start and end times, and meal periods.

Performance: LAVTA expects all employees to maintain high levels of performance whether they work in-office or remotely. Remote workers should stay mindful of their performance goals, productivity metrics and progress tracking. Managers will conduct regular assessment of performance to ensure employees working remotely are meeting expectations, and employees

should maintain open communication with their managers for support as needed to achieve their goals.

Workspace Requirements: To promote productivity and efficiency, remote employees must set up a workspace that meets the following criteria:

- A dedicated workspace
- Appropriate lighting
- Ergonomic furnishings
- A private location as needed for meetings

Equipment and Technology

To enable efficient remote work, we will provide remote employees with the following equipment and technology:

- An agency issued laptop with appropriate connectivity and software to allow access to authority files.

Remote employees are expected to have or obtain:

- A reliably internet connection

In the event of technical or equipment issues, employees should contact the IT department for assistance.

Data Security and Privacy

Remote employees play a vital role in maintaining the security and privacy of the company's confidential or sensitive information. Employees working remotely must follow established data security guidelines. All confidential or sensitive data must be handled via secure and approved methods, and any suspected security threats or data breaches must be reported to the IT department immediately.

AGENDA

ITEM 5D

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: September 9, 2024

Action Requested

Receive an informational update on the 2023-24 state and federal legislative sessions, LAVTA’s legislative priorities, and current legislative issues.

Background

In February 2024, the Board of Directors approved LAVTA’s 2024 Legislative Program, built upon the following four principles in support of LAVTA’s mission, which is “*to provide equal access to a variety of safe, affordable, and reliable public transportation choices, increasing the mobility and improving the quality of life of those who live or work in and visit the Tri-Valley area*”:

1. Protect existing and enhance future transportation funding sources.
2. Enhance operating conditions to support safety and performance goals.
3. Enhance public transit’s role in addressing climate change and air quality issues.
4. Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership.

Throughout 2024, LAVTA staff with the assistance of our professional state and federal advocates have used these principles to monitor emergent legislative issues to support, watch, stay neutral, or oppose. As the current state and federal legislative sessions begin to wind down, this report provides an update on several issues of interest to LAVTA.

2024 Legislative Overview

Federal

In March, Congress enacted its final FY24 spending package which included \$3,000,000 in Community Project Funding co-sponsored by Representatives Mark DeSaulnier and Eric Swalwell for LAVTA’s Hydrogen Fueling Station Expansion Project. Once the funds are programmed by the Metropolitan Transportation Commission (MTC), they will be available for obligation by the Federal Transit Administration. LAVTA staff welcomed Representative Swalwell at the project’s Atlantis site in June to thank him and his colleagues for their support of the agency’s zero-emission transition efforts and highlight the agency’s needs for additional funding to complete the facility.

In July, the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies (THUD) approved a FY25 spending bill (H.R. 9028) that cuts public transit spending by 6.2 percent from FY24-enacted levels, and provides funding 10.8 percent below the amount authorized by the BIL. The Senate THUD bill (S. 4796) provides for the majority of public transit spending authorized by the BIL and is generally supported by the American Public Transportation Association (APTA).

The 118th Congress is scheduled to return from recess the week of September 9 and adjourn the week of December 16, following November's elections. Congress has until September 30 to enact either a FY25 spending bill or a Continuing Resolution (CR) of FY24 levels.

Reports from LAVTA's federal lobbyist, Carpi & Clay, summarizing the FY25 House and Senate THUD bills are provided as [Attachment 1](#).

State

In June, the Legislature finalized the FY25 State Budget, closing a \$28 billion forecasted deficit while leaving public transportation funding largely unscathed, with some adjustments made to timing of fund allocations for public transit projects from last year's SB125 plan, which was intended to help transit agencies avoid falling off the "fiscal cliff" once federal emergency operating support made available during the pandemic was fully expended.

The Legislature will adjourn August 31, ending the 2023–24 legislative session in advance of November's elections. The Governor will have until September 30 to either sign or veto bills passed in 2024.

[Attachment 2](#) provides a summary of this year's Legislative agenda relevant to LAVTA's interests, provided by LAVTA's state lobbyist, Townsend Public Affairs. The one bill LAVTA took a formal position on, SB 1031 (Wiener and Wahab), passed out of the Senate in late May but was subsequently held in the Assembly before being referred to any committee. The bill's authors noted a need for a "reset" in discussion among Bay Area stakeholders to work through a variety of regional issues this summer and fall (described more below), with a goal of obtaining sufficiently broad support to enable a regional transportation measure authorization bill to pass next year's Legislature and make the ballot as early as 2026. However, the fate of the recently pulled regional affordable housing bond measure from this year's ballot could call into question that timeline, as the region may not want competing measures in 2026.

Current Issues

Regional Measure Working Group

Following the demise of SB 1031 in late May, in July MTC formed a Transportation Revenue Measure Select Committee of both Commissioners and stakeholders to develop regional consensus around details of future authorizing legislation for a regional transportation revenue measure. The Committee intends to review the fiscal challenges and public polling around the issues, analyze alternatives and tradeoffs of various pathways, and approve a regional transportation measure framework by the end of October. MTC

Commissioner and Alameda County Supervisor Nate Miley serves on the Select Committee, and LAVTA Executive Director Christy Wegener serves on the Committee’s Executive Group. Rosters of both groups, which plan to meet monthly, are provided as [Attachment 3](#).

Proposition 5

In September 2023, Assembly Constitutional Amendment 1 was chaptered, a legislative constitutional amendment, subject to voter approval, to lower the voter-approval threshold allowing a city, county, or special district to incur bonded indebtedness for certain projects from two-thirds to 55 percent. The measure will go before voters on the November ballot as Proposition 5, to allow local bonds for affordable housing and public infrastructure with 55 percent voter approval, subject to specific oversight requirements. The Legislative Analyst Office’s analysis of Proposition 5 is provided as [Attachment 4](#). While LAVTA has never issued any general obligation bonds for its infrastructure needs, LAVTA staff is working with strategic partners and stakeholders to determine what kinds of local and regional public transit infrastructure needs could be funded in consideration of a 55 percent voter threshold for local bonds versus two-thirds.

Next Steps

Staff will continue to monitor legislative issues of interest to LAVTA with the assistance of our state and federal advocacy teams and bring future informational or action updates to the Finance & Administration Committee and/or Board as may be appropriate and desirable.

Recommendation

None — information only.

Attachments:

1. Federal Update
2. State Legislative Update
3. MTC Regional Transportation Measure Select Committee and Executive Group Rosters
4. Proposition 5 – Legislative Analyst’s Office Report



TRANSPORTATION WEEKLY UPDATE

July 12, 2024

**NOTE: This issue covers activities from June 29 – July 12.*

THIS WEEK IN CONGRESS

House Committee Approves FY 2025 THUD Appropriations Bill. On July 10th, the Appropriations Committee approved by a party-line vote of 31 to 26 the FY 2025 THUD Appropriations bill. The bill provides \$25.131 billion to DOT, \$1.856 billion below FY 2024 levels. The bill also includes the following funding levels:

- \$21.657 billion for FAA, \$1.576 billion above FY 2024
- \$63.544 billion for FHWA, \$552 million above FY 2024
- \$2.758 billion for FRA, \$212 million below FY 2024
- \$15.307 billion for FTA, \$1.297 billion below FY 2024
- \$909 million for FMCSA, \$18.4 million below FY 2024
- \$1.272 billion for NHTSA, \$34 million above FY 2024
- No additional funding for RAISE or Mega grant programs beyond what is provided in IIJA
- \$122.2 million for the DOT's Office of Inspector General, \$5.7 million above FY 2024
- \$145 million for NTSB

The bill includes the following policy riders:

- Prohibit implementation of NHTSA's Corporate Average Fuel Economy (CAFE) standards rules.
- Prohibit implementation of DOT's Greenhouse Gas Emission rule.
- Prohibit funds going to California's high-speed rail project.
- Prohibits congestion pricing in New York City metro area.
- Prohibit funds from being used to promote any rulemaking requiring vehicles over 26,000 pounds used in interstate commerce to be equipped with a speed limiting device. This would prohibit DOT from moving forward with their final rule requiring eighteen-wheeler trucks to use devices that limit their speed to interstate speed limits.
- Prohibits funding from being used to require inward-facing cameras or require a motor carrier to be enrolled in the Department of Labor's registered apprenticeship program as conditions for participation in the safe driver apprenticeship pilot program.

- Prohibiting states from implementing trucking hours-of-service requirements that are more stringent than the federal standards.
- Prohibits mask mandates on public transportation.
- Prohibits funding for being used to provide any education, training, or professional development that uses, promotes, or teaches “Critical Race Theory”.

The bill now moves to the House floor for consideration.

[BILL TEXT](#) [CDS REQUESTS](#)

House Committee Approves Resolution Eliminating EV Credits. On July 9th, the Ways and Means Committee approved, by a party-line vote of 25 to 14, [H.J. Res 148, Disapproving the rule submitted by the Department of the Treasury related to “Clean Vehicle Credits Under Sections 35E and 30D”](#). The resolution now moves to the full House for consideration.

House Subcommittee Holds Hearing on CARB’s In Use Locomotive Regulation. On July 9th, the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the Transportation and Infrastructure Committee held a hearing titled “An Examination of the California Air Resources Board’s (CARB) In Use Locomotive Regulation”. Witnesses included representatives from the American Short Line and Regional Railroad Association (ASLRRA), George Washington University, the Associated General Contractors of California, and CARB. During his opening statement, Subcommittee Chair Troy Nehls (R-TX) stated “While this hearing has been called to discuss the California Air Resource Board’s request for authorization for a state-based regulation, we should be very mindful that this proposed regulation is not just confined to California. It’s national in both impact and intent. According to CARB’s own analysis, the rule would require both BNSF and Union Pacific to replace their entire fleet of locomotives nationwide to comply with the regulation, which will cost billions of dollars and will make freight transportation and the costs of goods drastically more expensive... Moreover, CARB’s proposal would fail any meaningful cost-benefit analysis. It also fails to fully consider costs associated with the acquisition of still non-existent — and I am going to repeat this point — non-existent zero emissions locomotives. The cost of building out, much less permitting the necessary infrastructure, including energy infrastructure, is likewise enormous. It is for these reasons that a broad coalition of railroads, shippers, and union organizations have come out in strong opposition to this rule. This regulation must be rejected by EPA and accompanied by a return to sanity in both Sacramento and in Washington.”

[MORE INFORMATION](#)

House Subcommittee Holds Hearing Examining TSA’s Relationships with U.S. Adversaries. On July 9th, the Subcommittee on Transportation and Maritime Security of the Homeland Security Committee titled “Protecting the Homeland – Examining TSA’s Relationships with U.S. Adversaries.” Witnesses included representatives from the Transportation Security Administration (TSA). During his opening statement, Subcommittee Chair Carlos Gimenez (R-FL) stated “On May 20, 2024, TSA and the State Department welcomed Castro regime agents to the home of the largest population of Cuban-Americans in the United States by hosting them for a tour of Miami International Airport. This is a slap in the face to Cuban-Americans all across the country. Serious precautions must be taken while dealing with the Communist Cuban regime. Cuba is among the chief counterintelligence and national security threats to the United States... Furthermore, TSA continued the delegation’s

visit and allowed the agents access to TSA headquarters after some of my House and Senate colleagues and I sent a letter to TSA Administrator David Pekoske and DHS Secretary Alejandro Mayorkas expressing our outrage. To make matters worse, senior leaders within TSA, including Administrator Pekoske, were unaware of this visit, which further demonstrates TSA's negligence and calls into question TSA's ability to appropriately interact with adversarial foreign governments, such as the People's Republic of China (PRC), the Russian Federation, and the Republic of Cuba...I am committed to addressing these failures and taking the corrective action that DHS has neglected to do on its own."

[MORE INFORMATION](#)

House Subcommittee Holds Hearing on the Aviation Workforce. On July 10th, the Subcommittee on Aviation of the Transportation and Infrastructure Committee held a hearing titled "Eliminating Bottlenecks: Examining Opportunities to Recruit, Retain and Engage Aviation Talent". Witnesses included representatives from Louisiana Tech University, the Association for Uncrewed Vehicle Systems International (AUVSI), the National Business Aviation Association (NBAA), and Professional Aviation Safety Specialists, AFL-CIO. During his opening statement, Subcommittee Chair Garrett Graves (R-LA) stated "We need to be concerned not just about the stresses in the aerospace industry today, but the reality that these stressors are going to grow greater and greater in the future...One of the biggest challenges we have right now is with our air traffic controllers. The FAA is approximately 3,000 controllers short right now. We took a lot of steps in the FAA bill to help improve hiring and move the needle in the near-term, which is the real pinch point in the pipeline. You're seeing a great disparity between the retirement rate of air traffic controllers and other aviation professionals and the pace of hiring to fill those available positions. And thinking about that bottleneck that hits a bit closer to home, our office heard from Louisiana Tech in 2020 about the need for more Designated Pilot Examiners to meet the training needs of the students. If the Designated Pilot Examiners are short, then it's going to have an impact on the ability of us to meet the targets on pilot demand as well."

[MORE INFORMATION](#)

Senate Committee Holds Hearing on the Francis Scott Key Bridge Collapse. On July 10th, the Environment and Public Works Committee held a hearing titled "Response to the Francis Scott Key Bridge Collapse on March 26, 2024". Witnesses included representatives from FHWA, the Army Corps of Engineers, and Maryland DOT. During his opening statement, Chair Tom Carper stated "Rebuilding the bridge is also expected to be a large financial undertaking. President Biden has committed the resources of the federal government to help Maryland rebuild. With that said, Administrator Bhatt testified before this committee last month that the proceeds of insurance payments and other future claims will be used to reimburse the federal government for a considerable portion of the cost of rebuilding the bridge. Today's hearing probably could not have come at a more opportune time. The president has just submitted a supplemental appropriations request to Congress. The \$3.1 billion in emergency response funding that the president requested for the Department of Transportation would support efforts to address this disaster and a number of other disasters that have not yet received assistance. That includes a major mudslide in Jackson, Wyoming, as well as tragic losses in Maui last year and other recent disasters across the United States. Passing the supplemental will be the most expedient path to address not only the needs of Baltimore but also the needs of a number of other states awaiting assistance. In closing, I believe that when all levels of government work together to safeguard and invest in our infrastructure, it makes our communities better, stronger and safer. And I believe that it is our shared responsibility to make these investments."

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT Publishes RCP NOFO. DOT has published a notice of funding opportunity (NOFO) for the availability of \$607 million through the Reconnecting Communities Pilot (RCP) grant program. The funds will help to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development. The program aims to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). Applications are due by September 30, 2024.

[MORE INFORMATION](#)

DOT Announces PNT Awards. DOT has announced \$7 million to nine Complementary Positioning, Navigation, and Timing (PNT) technology vendors. The primary and most recognizable PNT service supporting critical infrastructure is the Global Positioning System (GPS) utilized for all modes of transportation, including aviation, maritime, and rail. These awards provide funding for instrumentation, testing, and evaluation of Complementary PNT technologies at field test ranges in conjunction with critical infrastructure owners and operators. The goal is to facilitate adoption of Complementary PNT technologies to improve PNT resiliency.

[MORE INFORMATION](#)

DOT Publishes Report on Decarbonizing Transportation. DOT has published a report to Congress, [Decarbonizing U.S. Transportation](#). The report responds to Congressional direction to outline DOT's strategy and actions to reduce greenhouse gas emissions in line with our international commitments. The report identifies opportunities for driving further reductions in U.S. transportation GHG emissions.



FAA Publishes ATP Grant NOFO. FAA has published a notice of funding opportunity (NOFO) for the availability of \$1 billion in discretionary funds for the Airport Terminal Program (ATP).

ATP helps fund projects for airport terminal and airport-owned Airport Traffic Control Tower development projects. Applications are due by July 31, 2024.

[MORE INFORMATION](#)

FAA Announces AIG Awards. FAA has announced \$289 million in funding to 129 airports in 40 states through the Airport Infrastructure Grants (AIG). The grants will help to fund airport improvements such as terminal expansions, baggage system upgrades, runway safety enhancements, and air traffic infrastructure improvements.

[MORE INFORMATION](#)



FHWA Publishes TTFBP Final Rule. FHWA has published a final rule amending the existing Tribal Transportation Program Bridge Program, formerly known as the Indian Reservation Road (IRR) Bridge Program, by renaming it the Tribal Transportation Facility Bridge Program (TTFBP) to comply with the changes made in the Moving Ahead for Progress in the 21st Century Act (MAP-21), carried on through the Fixing America's Surface Transportation (FAST) Act, and the recent changes made by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA). It also removes references to terms such as structurally deficient, functionally obsolete, and sufficiency rating. These updates aligned the TTFBP terminology for bridge conditions with the terminology used for State departments of transportation (State DOT) in the Federal-aid highway program. This change established consistent terminology for classifying and referring to bridge conditions. The rule is effective on August 12, 2024.

[MORE INFORMATION](#)



U.S. Department
of Transportation
**Federal Motor
Carrier Safety
Administration**

FMCSA Appoints Chief Counsel. FMCSA has appointed Melody Drummond Hansen as the agency's new Chief Counsel. Drummond Hansen brings a decade of experience advising

clients across the automotive and transportation industry and 20 years of experience in emerging technologies.

[MORE INFORMATION](#)



U.S. Department of Transportation

Federal Railroad Administration

FRA Publishes Railroad Crossing Elimination Program NOFO. FRA has published a notice of funding opportunity (NOFO) for the availability of \$1.14 billion through the Railroad Crossing Elimination Program. The program helps to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Applications are due by September 23, 2024.

[MORE INFORMATION](#)

FRA Publishes R&E Grant NOFO. FRA has published a NOFO for the availability of \$153 million in funding through the Restoration and Enhancement (R&E) grant program. The program helps to fund projects that will establish service on new routes, restore service on routes that formerly had intercity passenger operations, and enhance service on existing routes. Applications are due in 75 days.

[MORE INFORMATION](#)



FTA Publishes CCAM NOFO. FTA has published a notice of funding opportunity (NOFO) for the availability of \$2.5 million to establish a Coordinating Council on Access and Mobility (CCAM) National Technical Assistance Center that supports CCAM members, federal agencies, their grantees, partners, and stakeholders in improving transportation access for people with disabilities, older adults, and individuals of low income. The overarching mission of this new center is to promote and facilitate human services transportation, public transit, and non-emergency medical transportation (NEMT) coordination that advances people's access to everyday destinations. Applications are due by August 30, 2024.

[MORE INFORMATION](#)

FTA Publishes Enhancing Mobility Innovation NOFO. FTA has published a NOFO for the availability of \$1.9 million in competitive cooperative agreement awards for projects that enhance mobility innovations for transit. Funds will be awarded for projects that advance emerging technologies, strategies, and innovations in traveler-centered mobility in two distinct areas. Of the total available funds, \$968,000 is available for projects to accelerate innovations that improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions. Another \$968,000 is available for projects to develop software solutions that facilitate the provision of integrated demand-response public transportation service that dispatches public transportation fleet vehicles through riders' mobile devices or other means. Projects will be selected based on the criteria outlined in this notice. Applications are due by August 30, 2024.

[MORE INFORMATION](#)



NHTSA Publishes THOR 50th Male ATD SNPRM. NHTSA has published a supplemental notice of proposed rulemaking (SNPRM) that notices the availability of additional research reports and a memorandum of understanding that are being placed in the research and rulemaking dockets, respectively. Comments are due by August 8, 2024.

[MORE INFORMATION](#)

NHTSA Seatback Safety Standards ANPRM. NHTSA has published an advanced notice of proposed rulemaking (ANPRM) updating Federal Motor Vehicle Safety Standard No. 207, "Seating systems" and potentially FMVSS No. 202a, "Head restraints," with an emphasis on occupant protection in rear impacts. FMVSS No. 207 establishes requirements for seats, seat attachment assemblies and their installation in passenger cars, multipurpose passenger vehicles, trucks designed to carry at least one person, and buses. The standard sets minimum requirements for seatback strength and associated restraining devices and adjusters and outlines a test procedure. FMVSS No. 202a specifies requirements for head restraints to reduce the frequency and severity of neck injuries in rear-end and other crashes. Among its considerations in the ANPRM, the agency seeks comment on seatback strength requirements, performance test parameters and various seat characteristics that are considered for regulation to improve rear impact protection, as well as relevant incident data. Comments are due in 60 days.

[MORE INFORMATION](#)

NHTSA Seeks Comment on Exemption to Shoulder Belt Requirement for Side-Facing Seats on Motorcoaches. NHTSA has received almost identical petitions from 13 final-stage

manufacturers of “entertainer-type motorcoaches,” seeking renewal of temporary exemptions from a shoulder belt requirement of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, “Occupant crash protection,” for side-facing seats on motorcoaches. The petitioners seek to renew their exemptions that allow them to install Type 1 seat belts (lap belt only) at side-facing seating positions, instead of Type 2 seat belts (lap and shoulder belts) required by FMVSS No. 208. Each petitioner states that, absent the requested exemption, it will otherwise be unable to sell a vehicle whose overall level of safety or impact protection is at least equal to that of a nonexempted vehicle. NHTSA is publishing this document to notify the public of the receipt of the petitions and to request comment on them, in accordance with statutory and administrative provisions. Comments are due by September 3, 2024.

[MORE INFORMATION](#)

OTHER

TSA Adds Airlines to PreCheck. TSA has announced that its PreCheck program has been expanded to include Aer Lingus, Air New Zealand, Ethiopian Airlines, and Saudia as new participants in the program.

[MORE INFORMATION](#)



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.



TRANSPORTATION WEEKLY UPDATE

July 26, 2024

NEXT WEEK IN CONGRESS

Senate Committee to Mark Up Transportation-Related Bills. On July 31st, the Commerce, Science, and Transportation Committee will consider the following transportation-related bills:

- **[S. 1008, Setting Consumer Standards for Lithium-Ion Batteries Act](#)** – requires the Consumer Product Safety Commission to issue a consumer product safety standard for rechargeable lithium-ion batteries used in micromobility devices, such as e-Bikes and scooters to protect against the risk of fires.
- **[S. 3475, Strengthening the Commercial Driver’s License Information System Act](#)** – allows DOT to designate an authorized operator of the commercial driver’s license information system.
- **[S. 3959, Transportation Security Screening Modernization Act](#)** – requires TSA to streamline the enrollment processes for individuals applying for a TSA security threat assessment for certain programs, including the Transportation Worker Identification Credential (TWIC) and Hazardous Materials Endorsement Threat Assessment (HME).
- **[S. 4107, Think Differently Transportation Act](#)** – requires Amtrak to incorporate into the annual report an action plan for bringing Amtrak rail cars and stations into compliance with the ADA as required by a 2020 settlement agreement entered into between Amtrak and the Department of Justice. Amtrak must also include a status report on ADA compliance at Amtrak-served stations (based on a station assessment by Amtrak or the party responsible for ADA compliance).

THIS WEEK IN CONGRESS

Senate Committee Approves FY 2025 THUD Appropriations Bill. On July 25th, the Appropriations Committee approved the FY 2025 THUD Appropriations bill by a vote of 28 to 1 with Senator Marco Rubio (R-FL) being the only Senator to not vote favorably to approve the bill. The bill provides \$110 billion for DOT, it includes:

- \$550 million for the RAISE grant program
- \$22 billion for FAA

- \$4.52 billion for the Airport Improvement Program (AIP), of which \$79 million is for a new PFAS Replacement Program for airports.
- \$63.17 billion for federal-aid highways
 - \$400 million for the competitive bridge program
- \$3.46 billion for FRA
 - \$2.63 billion for Amtrak
 - \$100 million for the Fed-State Partnership Program
 - \$475 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program
- \$17 billion for FTA
 - \$2.262 billion for Capital Investment Grants, a \$57 million increase over FY 2024

BILL
SUMMARY
AMENDMENTS ADOPTED
REPORT
CONGRESSIONALLY DIRECTED SPENDING

House Subcommittee Holds Hearing on Rail Safety in the Aftermath of the Ohio Derailment. On July 23rd, the Subcommittee on Railroads, Pipelines, and Hazardous Materials of the Transportation and Infrastructure Committee held a hearing titled “Examining the State of Rail Safety in the Aftermath of the Derailment in East Palestine, Ohio”. Witnesses included representatives American Chemistry Council (ACC), Transportation Communications Union, International Association of Sheet, Air, Rail and Transportation Works, Federal Railroad Administration, National Transportation Safety Board, Pipeline and Hazardous Materials Safety Administration. During his opening statement, Subcommittee Chair Troy Nehls (R-TX) said “The *Railroad Safety Enhancement Act (RSEA)* that I introduced with Congressman Moulton builds upon the bipartisan legislation our Senate colleagues marked up and passed favorably out of the Commerce Committee. The *Railway Safety Act* in the Senate is supported by President Trump and is authored by Vice Presidential nominee Senator Vance. Representative Moulton and I took that bill and added four key safety components:

1. Confidential Close Call Reporting System
2. AskRail connectivity pilot program
3. Telematics to modernize the tank car fleet
4. And more funding for the Railroad Crossing Elimination Grant Program

Taking Senator Vance’s bill, and adding these four safety provisions, makes this a very good rail safety bill, and I humbly ask for your support because it’s the right thing to do.”

MORE INFORMATION

House Subcommittee Holds Hearing on DOT’s Regulatory and Administrative Agenda. On July 23rd, the Subcommittee on Highways and Transit of the Transportation and Infrastructure Committee held a hearing titled “Examining the Department of Transportation’s Regulatory and Administrative Agenda”. Witnesses included representatives from the American Road & Transportation Builders Association (ARTBA), the Steel Manufacturers Association (SMA), Owner-Operator Independent Drivers Association (OOIDA), and Transportation for America (T4A). During his opening statement, Subcommittee Chair Rick Crawford (R-AR) stated that the Administration’s continued implementation of burdensome

regulations, such as the Federal Highway Administration's greenhouse gas performance measure, exceeds statutory authority and faces legal challenges. These regulations, particularly harmful to rural areas, exemplify the Administration's overreach and lack of clarity, which hampers businesses and raises costs for consumers.

[**MORE INFORMATION**](#)

THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION

DOT IG Publishes Report Finding FAA's Acquisition and Fiscal Law Division's Work Environments Impacts the Ability to Provide Legal Advice. DOT's Office of Inspector General (DOT IG) has published a report titled [**FAA's Acquisition and Fiscal Law Division's Work Environment Impacts Its Ability to Provide Legal Advice in Support of a Safe National Airspace System**](#). The report was initiated reviewing the hotline complaint because its concerns extended beyond a matter for human resources to having potential programmatic effects that could impact the Division's ability to conduct its mission. Accordingly, the audit's objective was to determine if the work environment impacts Acquisition and Fiscal Law Division's (AGC-500) ability to fulfill its mission to provide legal support for the national airspace system (NAS). The report found that AGC-500's work environment impacts its ability to meet its mission and provide legal support to FAA as the Division is experiencing high attorney turnover, employee dissatisfaction, and inefficient decision making. These issues are partly because of attorney dissatisfaction with AGC senior leadership. As a result, FAA faces unanticipated costs, potential safety burdens, and potential challenges meeting its mission. Furthermore, AGC-500 cases are not formally tracked and lack transparency. While FAA has made improvements to address issues with its documentation system, the tool will not be effective until all AGC-500 attorneys are trained on and use the system to share program information and formally document their work. In addition, AGC-500 adopted guidelines in 2022 that could conflict with employees' whistleblowing rights and could interfere with OIG's investigations. In November 2023, after discussion with OIG's legal counsel, AGC-500 drafted an improved business rules document. However, until the Division officially updates its business rules, employees' ability to fulfill their mission with the protections afforded to all Federal workers will remain at risk. The report made six recommendations to enhance the AGC-500's operating environment and ability to complete its mission efficiently.



FAA Announces AIP Grant Awards. FAA has announced \$374 million to 299 projects in 46 states and territories through the Airport Improvement Program (AIP). The grants will help fund airport projects including construction of new and improved airport facilities, repairs to runways and taxiways, maintenance of airfield lighting and signage, and purchasing equipment needed to operate and maintain airports.

[MORE INFORMATION](#)

FAA and NATCA Reach Agreement to Address Controller Fatigue. FAA announced that it has reach and agreement with the National Air Traffic Controllers Association (NATCA) to help ensure air traffic controllers receive adequate rest between shifts and can continue to safely do their essential work. Among other things, the two parties have agreed that:

- Controllers will receive 10 hours off between shifts and 12 hours off before and after a midnight shift.
- Controllers will have limitations on the number of consecutive overtime assignments.
- There will be procedures in place, including providing the necessary education to the workforce, for more effective use of current recuperative breaks.

[MORE INFORMATION](#)



U.S. Department
of Transportation

Federal Motor
Carrier Safety
Administration

FMCSA Removes Four Devices from List of Registered ELDs. FMCSA has removed CTE-LOG ELD, ELD VOLT, POWERTRUCKS ELD, and TFM ELD devices from the list of registered Electronic Logging Devices (ELD). FMCSA placed these ELDs on the Revoked Devices list due to the companies' failure to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A. The removals are effective July 23, 2024. FMCSA will send an industry-wide email to inform motor carriers that all who use these revoked ELDs must take the following steps:

1. Discontinue using the revoked ELDs and revert to paper logs or logging software to record required hours of service data.
2. Replace the revoked ELDs with compliant ELDs from the [Registered Devices list](#) before September 21, 2024.

MORE INFORMATION

OTHER

GAO Publishes Report on Transportation Equity. The Government Accountability Office (GAO) has published a report titled [Transportation Equity: DOT Could Improve Some Performance Goals to Better Assess Progress](#). The report found that DOT's equity performance goals are mostly consistent with six selected performance management practices. For example, each of the performance goals is consistent with the practices of describing linkage; identifying a goal leader; and being objective, quantifiable, and measurable. However, some performance goals are inconsistent with the practices of identifying near-term targets; demonstrating clarity; and describing accuracy and reliability. For example, with regard to the practice of accuracy and reliability, DOT did not describe how it verified and validated data used to measure progress toward eight of its equity performance goals. Performance goals that are consistent with performance management practices could better position DOT, external stakeholders, and other decision-makers to assess progress toward DOT's equity strategic goal. DOT is taking steps to assess and use information to manage its equity efforts. These steps, which are ongoing, include assessing the sufficiency of its current performance information and using early information from its performance reviews to guide some programmatic decision-making. For example, one of DOT's equity performance goals is to increase transit grants for rural or tribal areas. DOT officials stated that they are using information related to this performance goal to help improve outreach to those areas. The report makes three recommendations to DOT to ensure each equity performance goal is consistent with the performance management practices of identifying near-term targets, demonstrating clarity, and describing accuracy and reliability.



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Livermore Amador Valley Transit Authority

2023-2024 Legislative Session (8/20/2024)

AB 6

Friedman (D)

HTML

PDF

Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.

Progress bar



Bill information

Status: 07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/30/2024)

Summary: Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires that each regional transportation plan include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain regional targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Current law requires the state board to update the regional targets every 8 years until 2050. Current law requires a metropolitan planning organization, before adopting a sustainable communities strategy, to quantify the reduction in the emissions of greenhouse gases projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the regional targets. This bill would require the state board to update the regional targets indefinitely, rather than only until 2050, and authorize the state board to update the years to which those targets apply, as specified. (Based on 05/30/2024 text)

AB 7

Friedman (D)

HTML

PDF

Transportation: planning: project selection processes.

Progress bar



Bill information

Status: 09/14/2023 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2023)(May be acted upon Jan 2024)

Summary: The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and

policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. (Based on 09/01/2023 text)

AB 761

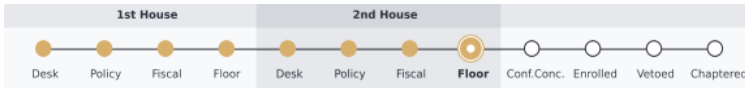
Friedman (D)

HTML

PDF

Local finance: enhanced infrastructure financing districts.

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Bill information

Status: 05/30/2024 - Read second time. Ordered to third reading.

Summary: Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. (Based on 05/20/2024 text)

AB 817

Pacheco (D)

HTML

PDF

Open meetings: teleconferencing: subsidiary body.

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Bill information

Status: 07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 5/1/2024)

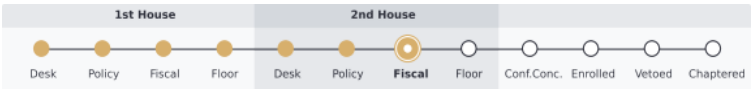
Summary: The Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). Current law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting

location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. (Based on 05/29/2024 text)

AB 930 **Friedman (D)** [HTML](#) [PDF](#)

Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants.

Progress bar



Bill information

Status: 08/15/2024 - In committee: Held under submission.

Summary: Current law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as described, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Current law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more specified local governments to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require at least one of the local governments to be a city or county within the proposed RISE district boundaries. The bill would authorize a local government that lacks the authority to levy a property tax to join a RISE district, by resolution, as specified. The bill would prohibit a RISE district from including territory within the jurisdiction of a participating local government unless the city or county where the territory is located is also a participating local government. (Based on 06/13/2024 text)

AB 1837 **Papan (D)** [HTML](#) [PDF](#)

San Francisco Bay area: public transit: Regional Network Management Council.

Progress bar



Bill information

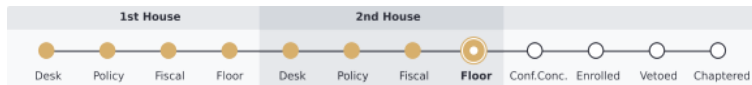
Status: 07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/29/2024)

Summary: Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. (Based on 03/21/2024 text)

AB 1853 **Villapudua (D)** [HTML](#) [PDF](#)

San Joaquin Regional Transit District: meetings: surplus money investments.

Progress bar



Bill information

Status: 06/13/2024 - Read second time. Ordered to third reading.

Summary: The San Joaquin Regional Transit District Act authorizes the creation of the San Joaquin Regional Transit District, and if created, specifies the district's powers and responsibilities. The act requires the district to be governed by a board of directors, requires the board to adopt rules for its proceedings, and authorizes the board to provide, by ordinance or resolution, that each board member receive \$50 for each board meeting attended, not to exceed \$100 in a calendar month. This bill instead would authorize the board to provide, by ordinance or resolution, that each board member receive \$100 for each board meeting and committee meeting attended, not to exceed \$500 in a calendar month. (Based on 06/03/2024 text)

[AB 1904](#)

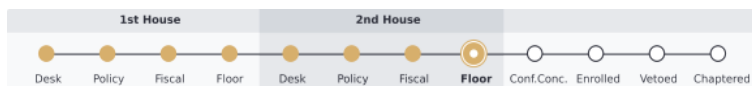
[Ward \(D\)](#)

[HTML](#)

[PDF](#)

Transit buses: yield right-of-way sign.

Progress bar



Bill information

Status: 05/30/2024 - Read second time. Ordered to third reading.

Summary: Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. (Based on 01/23/2024 text)

[AB 1958](#)

[Berman \(D\)](#)

[HTML](#)

[PDF](#)

Santa Clara Valley Transportation Authority: board of directors.

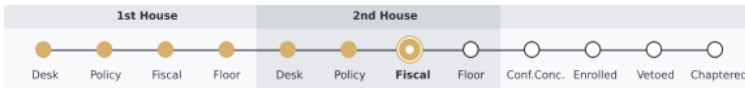
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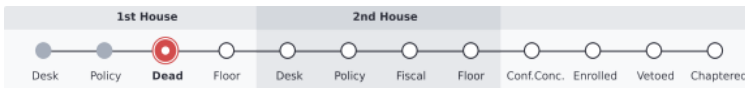
Bill information

Status: 07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/1/2024)

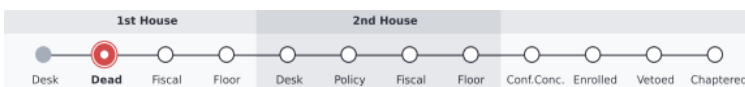
Summary: Current law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. Existing law establishes a term length of 2 years for a member of the board of directors. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transit or transportation issues. (Based on 06/17/2024 text)

[AB 2043](#)[Boerner \(D\)](#)[HTML](#)[PDF](#)**Medi-Cal: nonmedical and nonemergency medical transportation.****Progress bar****Bill information****Status:** 08/15/2024 - In committee: Held under submission.

Summary: Current law covers emergency or nonemergency medical transportation, and nonmedical transportation, under the Medi-Cal program, as specified. This bill would require the State Department of Health Care Services to ensure that the fiscal burden of nonemergency medical transportation or nonmedical transportation is not unfairly placed on public paratransit service operators and would authorize the department to direct Medi-Cal managed care plans to reimburse public paratransit service operators who are enrolled as Medi-Cal providers at the fee-for-service rates for conducting that transportation, as described. The bill would require the department to engage with public paratransit service operators to understand the challenges as public operators of nonemergency medical transportation or nonmedical transportation services and would require the department to issue new guidance to ensure the fiscal burden is not unfairly placed on public operators on or before June 1, 2026. (Based on 04/01/2024 text)

[AB 2147](#)[Mathis \(R\)](#)[HTML](#)[PDF](#)**Clean Transportation Program: hydrogen-fueling stations: report: job creation and workforce development.****Progress bar****Bill information****Status:** 05/16/2024 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/24/2024)

Summary: Current law requires the State Energy Resources Conservation and Development Commission and the State Air Resources Board to annually jointly review and report on progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. Current law requires the commission and the state board to consider several things, including, but not limited to, the available plans of automobile manufacturers to deploy hydrogen-fueled vehicles in California and their progress toward achieving those plans in their report. This bill would require the commission and state board's joint review and report to also include information on the progress made on job creation and workforce development in support of hydrogen fueling, limited to the construction, operation, and maintenance of hydrogen-fueling stations that are funded by active commission agreements. The bill would require the report to include the number of related workforce training programs in the state, the number of participants in those workforce training programs, the number of graduates of those workforce training programs, and the number of related jobs in the state that are created annually. (Based on 04/01/2024 text)

[AB 2190](#)[Mathis \(R\)](#)[HTML](#)[PDF](#)**California Environmental Quality Act: expedited judicial review: infrastructure projects: hydrogen.****Progress bar****Bill information**

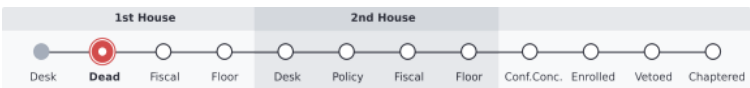
Status: 04/25/2024 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 2/26/2024)

Summary: Current law authorizes the Governor to certify certain projects, including energy infrastructure projects that meet specified requirements, for streamlining benefits related to the California Environmental Quality Act (CEQA), such as the requirement that judicial actions, including any potential appeals, challenging the certification of an EIR or the granting of approval by a lead agency for certified projects be resolved, to the extent feasible, within 270 days after the filing of the certified record of proceedings with the court. Current law excludes from the definition of “energy infrastructure project” for these purposes any project using hydrogen as a fuel. This bill would delete that exclusion, thereby authorizing the Governor to certify energy infrastructure projects that use hydrogen as a fuel for streamlining benefits related to CEQA, as described above. Because the bill would impose additional duties on lead agencies in conducting the environmental review of energy infrastructure projects using hydrogen as a fuel that are certified by the Governor, including the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program. (Based on 02/07/2024 text)

[AB 2266](#) [Petrie-Norris \(D\)](#) [HTML](#) [PDF](#)

California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.

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Bill information

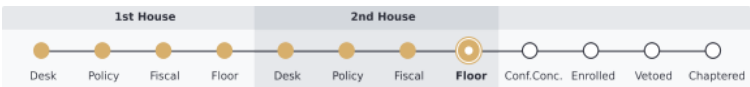
Status: 04/25/2024 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/26/2024)

Summary: The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements. (Based on 02/08/2024 text)

[AB 2286](#) [Aguiar-Curry \(D\)](#) [HTML](#) [PDF](#)

Vehicles: autonomous vehicles.

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Bill information

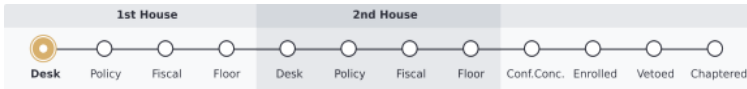
Status: 08/19/2024 - Read second time. Ordered to third reading.

Summary: Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. (Based on 04/08/2024 text)

[AB 2302](#) [Addis \(D\)](#) [HTML](#) [PDF](#)

Open meetings: local agencies: teleconferences.

Progress bar



Bill information

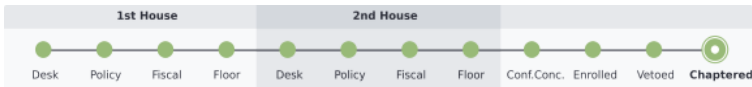
Status: 08/19/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.)

Summary: The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. (Based on 02/12/2024 text)

[AB 2325](#)
[Lee \(D\)](#)
[HTML](#)
[PDF](#)

San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.

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Bill information

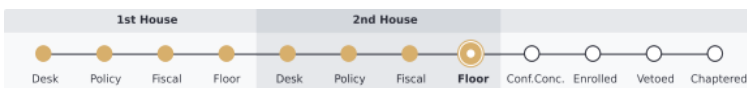
Status: 07/15/2024 - Chaptered by Secretary of State - Chapter 106, Statutes of 2024

Summary: Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the positions of the treasurer and controller, would create the position of the chief financial officer subject to appointment and removal by the general manager, would transfer all of the duties previously assigned to the treasurer to the chief financial officer, and would make other related changes in this regard. The bill would authorize the general manager to designate other financial personnel to undertake any of the duties or responsibilities assigned to the chief financial officer. (Based on 07/15/2024 text)

[AB 2553](#)
[Friedman \(D\)](#)
[HTML](#)
[PDF](#)

Housing development: major transit stops: vehicular traffic impact fees.

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Bill information

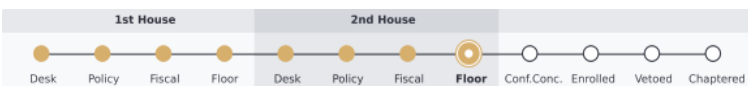
Status: 08/14/2024 - Read second time. Ordered to third reading.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. (Based on 08/13/2024 text)

[AB 2561](#) [McKinnor \(D\)](#) [HTML](#) [PDF](#)

Local public employees: vacant positions.

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Bill information

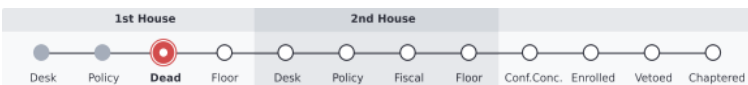
Status: 08/19/2024 - Read second time. Ordered to third reading.

Summary: The Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action. This bill would authorize a recognized public organization to initiate the meet and confer process with a public agency if the total number of job vacancies within total classifications of the bargaining unit is equal to or exceeds 20% of the total authorized positions in that bargaining unit. The bill would require the public agency to promptly meet and confer with the employee organization within 30 days about substantive strategies to fill vacancies. The bill would require a public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year prior to the adoption of its final budget, and would entitle the employee organization to present at the hearing. (Based on 08/15/2024 text)

[AB 2719](#) [Wilson \(D\)](#) [HTML](#) [PDF](#)

Vehicles: commercial vehicle inspections.

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Bill information

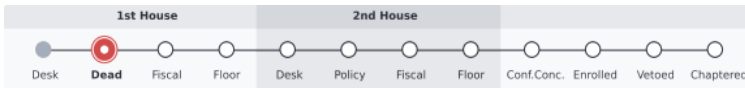
Status: 05/16/2024 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/1/2024)

Summary: Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet. The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection. (Based on 02/14/2024 text)

[AB 2824](#) [McCarty \(D\)](#) [HTML](#) [PDF](#)

Battery: public transportation provider.

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Bill information

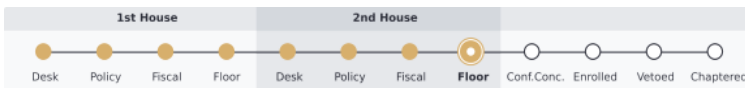
Status: 04/25/2024 - Failed Deadline pursuant to Rule 61(b)(5). (Last location was PUB. S. on 3/21/2024)

Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. (Based on 03/21/2024 text)

[SB 827](#) [Glazer \(D\)](#) [HTML](#) [PDF](#)

San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.

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Bill information

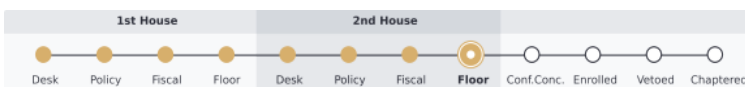
Status: 08/06/2024 - Read second time. Ordered to third reading.

Summary: Current law establishes the San Francisco Bay Area Rapid Transit District (BART), governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Current law also establishes the independent Office of the BART Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations. Current law provides that any investigatory file compiled by the BART Inspector General is an investigatory file compiled by a local law enforcement agency subject to disclosure pursuant to provisions of the California Public Records Act applicable to law enforcement records. This bill would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the office from releasing certain types of records to the public, except under certain circumstances. Before conducting any investigatory interview with an employee represented by an employee organization, the bill would require the office to notify the employee of certain rights including the right to be represented at the interview by a representative of the employee organization and would require the office to obtain a written waiver of that right of representation from the employee if the interview is conducted without a representative of the employee organization. (Based on 08/05/2024 text)

[SB 904](#) [Dodd \(D\)](#) [HTML](#) [PDF](#)

Sonoma-Marín Area Rail Transit District.

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Bill information

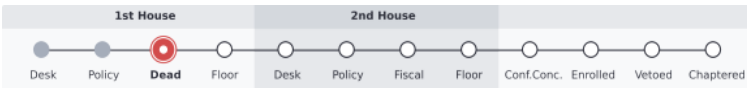
Status: 08/19/2024 - Read second time and amended. Ordered to second reading.

Summary: Current law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under current law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Current law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district's board of directors or a qualified voter initiative in their respective counties and would require the district to reimburse the counties upon request for the incremental cost of submitting the measure to the voters, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. (Based on 08/19/2024 text)

[SB 955](#) [Seyarto \(R\)](#) [HTML](#) [PDF](#)

Office of Planning and Research: Infrastructure Gap-Fund Program.

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Bill information

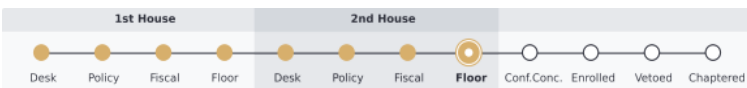
Status: 05/16/2024 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/15/2024)

Summary: Would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project's total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project's total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative January 1, 2027. (Based on 04/04/2024 text)

[SB 960](#) [Wiener \(D\)](#) [HTML](#) [PDF](#)

Transportation: planning: complete streets facilities: transit priority facilities.

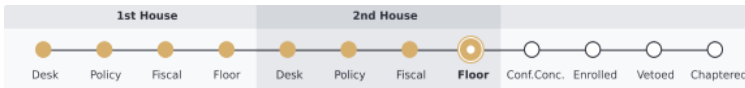
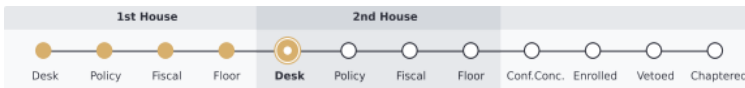
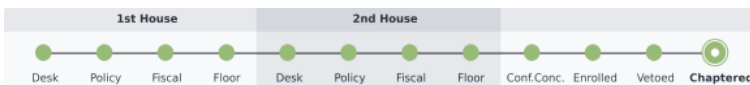
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Bill information

Status: 08/19/2024 - Read second time and amended. Ordered to second reading.

Summary: Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state, including the state highway operation and protection program (SHOPP). Current law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the SHOPP. Current law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Current law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system. The bill would require the department's plain language performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project, as specified. (Based on 08/19/2024 text)

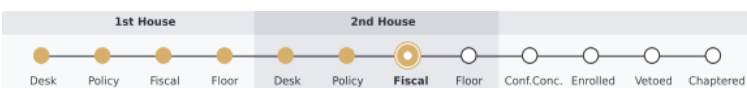
[SB 983](#)[Wahab \(D\)](#)[HTML](#)[PDF](#)**Energy: gasoline stations and alternative fuel infrastructure.****Progress bar****Bill information****Status:** 08/19/2024 - Read second time and amended. Ordered to second reading.**Summary:** Current law vests the State Energy Resources Conservation and Development Commission with jurisdiction over various energy-related matters. This bill would require the commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided. The bill would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with information and recommendations. (Based on 08/19/2024 text)[SB 1031](#)[Wiener \(D\)](#)[HTML](#)[PDF](#)**San Francisco Bay area: local revenue measure: transportation improvements.****Progress bar****Bill information****Status:** 05/24/2024 - Read third time. Passed. (Ayes 26. Noes 10. Page 4207.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.**Summary:** Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, except as specified, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. (Based on 05/20/2024 text)[SB 1068](#)[Eggman \(D\)](#)[HTML](#)[PDF](#)**Tri-Valley-San Joaquin Valley Regional Rail Authority: contracting: Construction Manager/General Contractor project delivery method.****Progress bar****Bill information****Status:** 08/19/2024 - Approved by the Governor. Chaptered by Secretary of State. Chapter 181, Statutes of 2024.

Summary: Current law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, delivering, and operating cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service. Current law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to contract with public and private entities for the planning, design, and construction of the connection. Current law authorizes these contracts to be assigned separately or combined to include any or all tasks necessary to achieve transit connectivity. This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority to use the Construction Manager/General Contractor project delivery method when contracting for the planning, design, and construction of the connection. The bill would additionally authorize the contracts of the authority to extend to work on the state highway system for the construction of passenger rail service through the Altamont Pass Corridor. (Based on 08/19/2024 text)

SB 1325 **Durazo (D)** [HTML](#) [PDF](#)

Public contracts: best value procurement: goods.

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Bill information

Status: 08/15/2024 - August 15 hearing: Held in committee and under submission.

Summary: Current law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Current law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. (Based on 04/10/2024 text)

SB 1387 **Newman (D)** [HTML](#) [PDF](#)

California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility: schoolbus grant requirements.

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Bill information

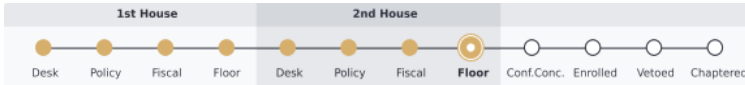
Status: 07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 6/3/2024)

Summary: Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements, including that the vehicle has a gross vehicle weight rating that exceeds 8,500 pounds and the vehicle is purchased for fleet operations by a public or private fleet or for personal and commercial use by an individual. (Based on 06/10/2024 text)

SB 1418 **Archuleta (D)** [HTML](#) [PDF](#)

Hydrogen-fueling stations: expedited review.

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Bill information

Status: 08/08/2024 - Read second time. Ordered to third reading.

Summary: The Planning and Zoning Law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and hydrogen-fueling stations through the issuance of a building permit or similar nondiscretionary permit. The Planning and Zoning Law requires each city, county, and city and county to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations. Current law authorizes a city, county, or city and county developing an ordinance to refer to the recommendations contained in the most current version of the “Plug-In Electric Vehicle Infrastructure Permitting Checklist,” as specified. Current law requires a city, county, and city and county, in developing the expedited permitting process, to adopt a checklist of all requirements with which electric vehicle charging stations must comply to be eligible for expedited review. For these purposes, current law defines “hydrogen-fueling station” to mean the equipment used to store and dispense hydrogen fuel to vehicles according to industry codes and standards that is open to the public. Current law requires a hydrogen-fueling station to meet certain requirements, including any rules established by the State Air Resources Board, Energy Commission, or Department of Food and Agriculture regarding safety, reliability, weights, and measures. This bill would modify the definition of “hydrogen-fueling station” to mean the equipment and structural design components necessary to ensure the safety of the fueling station, including hydrogen-refueling canopies, that are used to store and dispense hydrogen fuel to vehicles according to industry codes and standards that are open to the public. (Based on 07/03/2024 text)

SB 1420

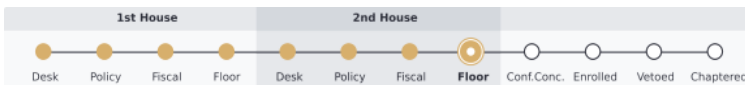
Caballero (D)

HTML

PDF

Hydrogen production facilities: certification and environmental review.

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Bill information

Status: 08/19/2024 - Read second time. Ordered to third reading.

Summary: (1)The California Environmental Quality Act (CEQA) requires preparation of specified documentation before a public agency approves or carries out certain projects. Existing law authorizes the Governor to certify energy infrastructure projects meeting specified requirements for streamlining benefits related to CEQA. Existing law defines “energy infrastructure project” for these purposes to include eligible renewable energy resources under the California Renewables Portfolio Standard Program, excluding resources that use biomass fuels. Existing law expressly excludes from that definition of “energy infrastructure project” any project using hydrogen as a fuel. This bill would instead exclude from the definition of “energy infrastructure project” for purposes of the CEQA streamlining benefits eligible renewable energy resources under the California Renewables Portfolio Standard Program that combust, rather than use, biomass fuels. The bill would include hydrogen production facilities and associated onsite storage and processing facilities that meet specified conditions, including that the facilities have received funding from the state or federal government on or before January 1, 2032, and do not use fossil fuel as a feedstock or energy source, within the definition of “energy infrastructure project.” Because the bill would authorize the Governor to certify additional projects, thereby increasing the duties on lead agencies in conducting the environmental review of energy infrastructure projects certified by the Governor, this bill would impose a state-mandated local program. (Based on 07/08/2024 text)

Roster

John Arantes, David Canepa, Cindy Chavez, Alicia John-Baptiste, Nick Josefowitz, Manny Leon, Adina Levin, James Lindsay, Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, David Rabbitt, Jim Spering (Chair), Ellen Wu, Jim Wunderman
Ex-Officio Members: Alfredo Pedroza, Alicia Lawrence and Raayan Mohtashemi

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Committee shall be a majority of its voting members (9).

2. Chair Comments

- 2a. [24-0957](#) Welcoming and Framing Remarks

Action: Information

Presenter: Chair Jim Spering

Attachments: [24-0957_Chair Comments.pdf](#)

3. Consent Calendar

- 3a. [24-0919](#) Approval of the Transportation Revenue Measure Select Committee Minutes of the June 24, 2024 Meeting

Action: TRM Select Committee Approval

Attachments: [24-0919_TRM Select Committee Meeting Minutes Draft.pdf](#)

4. Discussion

- 4a. [24-0920](#) Review of Voter Sentiment

Action: Information

Presenter: Ruth Bernstein, EMC Research, and Rebecca Long, MTC

Attachments: [24-0920_Research Summary.pdf](#)

- 4b. [24-0961](#) Navigating Revenue Options and Investment Priorities.

The Committee will explore the scale and breadth of the transit operating need facing the region in the context of various revenue options and considerations. This information is meant to further the Committee's discussion of the role a transportation measure can play in addressing urgent and/or longstanding challenges.

Action: Information

Presenter: Alix Bockelman, MTC Chief Deputy Executive Director, Stuart Cohen, SC Strategies, and Theresa Romell, Director, Funding Policy & Programs

Transportation Revenue Measure Executive Group Roster*:

Andrew Fremier, MTC
Anne Richman, Transportation Authority of Marin
April Chan, SamTrans
Bill Churchill, County Connection
Bob Powers, BART
Carolyn Gonot, Valley Transportation Authority
Christy Wegener, Livermore Amador Valley Transportation Authority
Daryl Halls, Solano Transportation Authority
Denis Mulligan, Golden Gate Bridge, Highway and Transportation District
Eddy Cumins, Sonoma – Marin Area Rail Transit
James Cameron, Sonoma County Transportation Authority
Jeffrey Tumlin, San Francisco Municipal Transportation Agency
Kate Miller, Napa Valley Transportation Authority
Michael Hursh, Alameda – Contra Costa County Transit District
Michelle Bouchard, CalTrain
Nancy Whelan, Marin Transit
Seamus Murphy, San Francisco Bay Ferry
Sean Charpentier, City/County Association of Governments of San Mateo County
Tess Lengyel, Alameda County Transportation Commission
Tilly Chang, San Francisco County Transportation Authority
Tim Haile, Contra Costa County Transportation Authority

** We welcome input and comments from all transit operators and transportation executives, and appreciate the willingness of those that have agreed to participate in the executive group.*



PROPOSITION 5

Allows Local Bonds for Affordable Housing and Public Infrastructure With 55% Voter Approval. Legislative Constitutional Amendment.

ANALYSIS OF MEASURE

BACKGROUND

Housing Is Expensive in California. A typical California home currently costs around twice the national average. Similarly, renters in California typically pay about 50 percent more for housing than renters in other states.

Local Programs Help Pay for Housing. Some programs help low-income Californians afford housing. For example, governments help pay for housing reserved for low-income residents. Other programs provide housing and services to specific groups. Examples of such groups include people with disabilities or those at risk of chronic homelessness. We refer to affordable and supportive housing programs as “housing assistance.”

Local Governments Also Pay for Public Infrastructure. Examples of infrastructure projects paid for by local governments include roads, hospitals, fire stations, libraries, and water treatment facilities.

Local Governments Often Use Bonds to Pay for Housing Assistance Programs and Public Infrastructure. Bonds are a way for local governments to borrow money and then repay it plus interest over time. Similar to the way a family pays off a mortgage on their home, bonds allow governments to spread costs over a few decades.

Certain Bonds Require Two-Thirds Approval of Local Voters. For cities, counties, and special districts, bonds paid for by increased property taxes typically require two-thirds of local voters to approve them. These are called general obligation bonds.

PROPOSAL

Proposition 5 changes the rules in the California Constitution for approving certain local government general obligation bonds. It also requires local governments to monitor the use of revenues in specific ways.

Lowers Voter Approval Requirement for Certain Bonds. Proposition 5 lowers the voting requirement needed to approve local general obligation bonds if they would fund housing assistance or public infrastructure. Specifically, Proposition 5 lowers the voter approval requirement from two-thirds to 55 percent.

Requires Specific Oversight Activities. Proposition 5 requires local governments to take specific steps to monitor the use of bond funds supporting housing assistance and public infrastructure. For example, local governments would need to conduct annual independent financial and performance audits. Citizens' oversight committees also would be appointed to help supervise spending.

FISCAL EFFECTS

Certain Local Bonds More Likely to Pass. A lower voter approval requirement would make it easier to pass local general obligation bonds for housing assistance and public infrastructure. Recent local election results suggest that an additional 20 percent to 50 percent of local bond measures would have passed under Proposition 5's lower voter approval requirement. Those measures would have raised a couple billion dollars over many years. A lower voter approval requirement also could mean local governments propose more measures.

Increased Local Funding for Housing Assistance and Public Infrastructure. An increase in the approval of local bonds could increase funding available for housing assistance and public infrastructure. The amount of this increase is not clear. Based on recent trends, it could be at least a couple billion dollars over many years. The amount of the increase would vary across local governments. If local voters approve more bonds, local governments also would have more borrowing costs. These costs would be paid with higher property taxes. Ultimately, any future bond approval would depend on decisions by local governments and voters.

YES/NO STATEMENT

A **YES** vote on this measure means: Certain local bonds and related property taxes could be approved with a 55 percent vote of the local electorate, rather than the current two-thirds approval requirement. These bonds would have to fund affordable housing, supportive housing, or public infrastructure.

A **NO** vote on this measure means: Certain local bonds and related property taxes would continue to need approval by a two-thirds vote of the local electorate.

SUMMARY OF LEGISLATIVE ANALYST'S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT FISCAL IMPACT

- Increased local borrowing to fund affordable housing, supportive housing, and public infrastructure. The amount of increased borrowing would depend on decisions by local governments and voters. Borrowed funds would be repaid with higher property taxes.

BALLOT LABEL

Fiscal Impact: Increased local borrowing to fund affordable housing, supportive housing, and public infrastructure. The amount would depend on decisions by local governments and voters. Borrowing would be repaid with higher property taxes.

AGENDA

ITEM 5E

STAFF REPORT

SUBJECT: August 2024 Service Change Update

FROM: Mike Tobin, Director of Operations

DATE: September 9, 2024

Action Requested

None – Information only.

Background

On August 10, 2024, LAVTA implemented a series of schedule changes on local, express and Rapid (mainline) routes to align with the new BART schedule that took effect August 12, 2024. In addition to schedule changes, in August LAVTA resumed operation of its supplemental bus service to middle and high schools across the Tri-Valley. In Dublin, these routes include 501 – 504 and the new route 201, which serves Emerald High School. Pleasanton is served by supplemental routes 601-611, while Livermore schools are served by mainline routes. The majority of the supplemental school service operates as "trippers", which are dedicated individual trips during the peak AM and PM hours scheduled to connect with the AM and PM bells. It's important to note that these "trippers" are not limited to students but are open to the general public as well.

Before each school year begins, LAVTA collaborates closely with its operations contractor staff to proactively address operational and logistical challenges that may arise from providing supplemental school services. Because LAVTA offers the “Try Transit to School” promotion with free rides on buses for the first few weeks of school, many routes experience heavy passenger loads.

Discussion

This year, there were multiple schedule changes for the supplemental school routes, including the following:

- **Dublin:**
 - **Route 201** began service to the newly opened Emerald High School
 - Route 201 includes one bus in the AM, and two buses in the PM.
 - These buses were “drained” or reassigned from Dublin High School Routes 501 and 502.
 - Schedules for **Routes 501, 502, 503, 504** were adjusted to better connect to the bell times.
- **Pleasanton:**

- Schedule for **Routes 602 (Del Prado Park)** and **604 (Fairlands)** was adjusted to better time with Foothill High School.

The Try Transit to School promotion runs from August 8 - August 31, offering free rides for all middle and high school students throughout the Tri-Valley.

School bus service for the Pleasanton Unified School District began on August 8th, followed by the Dublin Unified School District and Livermore Unified School District on August 13th. In preparation for the school year, LAVTA and MV management staff were strategically positioned at various schools across the service area. These team members acted as ambassadors, assisting with student inquiries, ensuring the safe and orderly boarding of buses, and addressing any behavioral concerns among student riders.

Daily staff meetings have been held to review scheduling, assess passenger counts from the previous day, and proactively address any concerns regarding passenger overloads or crowded bus stops. During the first two weeks of service, nearly all school routes faced on-time performance challenges, which are expected to improve as traffic conditions normalize after Labor Day.

While most supplemental school routes have seen strong ridership, several Pleasanton routes have experienced heavy passenger loads. A heavy load is generally defined as carrying 1.5 times the seated capacity of a 40-foot bus, which equates to more than 60 passengers. The routes most affected include Routes 602 & 604 (Foothill High School), and Route 606 (Pleasanton Middle School) in the afternoon, as well as Routes 603 and 610 (Hart Middle School) in the morning. To mitigate these high passenger loads, Operations has been deploying additional overflow buses as manpower allows.

Recommendation

Receive and file an update from staff on the August service change.

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: 2024 FTA Triennial Review
FROM: Tamara Edwards, Director of Finance
DATE: September 9, 2024

Action Requested

Review the 2024 FTA Triennial report.

Background

As required by federal statutes, every three years transit agencies who are recipients of federal financial assistance are reviewed with respect to their compliance with federal rules and regulations. LAVTA's Triennial review was recently completed, and a final report was issued on August 22, 2024. The review covers the period 2022, 2023 and 2024.

Discussion

FTA's final report is attached to this staff paper, and fully describes the 23 areas of interest to the federal government, and their report of LAVTA's compliance in each area. Of the 23 areas, LAVTA was found to have zero deficiencies or findings.

Federal regulations continually change in the transit industry and the Triennial is a good mechanism to ensure that LAVTA is aware of all the changes. The FTA and its reviewers were pleased with LAVTA and the review results.

Recommendation

Review the 2024 FTA Triennial report.

Attachments:

1. 2024 FTA Triennial Review – final report



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

888 South Figueroa Street
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Los Angeles, CA 90017-5467
213-202-3950 (Southern California)
415-734-9490 (Bay Area)

August 20, 2024

Christy Wegener
Executive Director
Livermore Amador Valley Transit Authority
1352 Rutan Court Ste 100
Livermore, CA 94551

Re: FY 2024 Triennial Review Draft Report

Dear Ms. Wegener:

I am pleased to provide you with a copy of the Federal Transit Administration (FTA) draft report which documents the results of FTA's Fiscal Year (FY) 2024 Triennial Review of Livermore Amador Valley Transit Authority (LAVTA) in Livermore, California. Although not an audit, the Triennial Review, as required by [49 U.S.C. 5307\(f\)\(2\)](#), is the FTA's assessment of LAVTA's compliance with federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with program funding requirements.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, FTA expanded the review to address LAVTA's compliance with the administrative relief and flexibilities FTA granted and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act* of 2020 (CARES); *Coronavirus Response and Relief Supplemental Appropriations Act* of 2021 (CRRSAA); and the *American Rescue Plan Act* of 2021 (ARP).


The Triennial Review focused on LAVTA's compliance in 23 areas. The review revealed **no deficiencies** with FTA requirements in any of these areas.

Please review this draft report for accuracy and provide your comments to both the reviewer and your FTA Post-Award Manager within 10 business days from the date of this letter, **September 4, 2024**. The FTA will provide you with a final report that incorporates your comments to the draft report within 14 business days of your response.

Thank you for your cooperation and assistance during this Triennial Review. If you have any questions, please contact your assigned Post-Award Manager, Catherine Luu, General Engineer, at 415-744-9467 or catherine.luu@dot.gov; or your assigned Review Coordinator, Philoki Barros, Transportation Program Specialist, at 415-734-9452 or philoki.barros@dot.gov. If you need any technical assistance before FTA issues the Final Report, please contact Joni Roeseler, your reviewer with Team TFC, at 816-560-5827 or jroeseler@tfcci.net.

Sincerely,

DARIN J
ALLAN

 Digitally signed by DARIN
J ALLAN
Date: 2024.08.20
10:39:30 -07'00'

For Ray Tellis
Regional Administrator

Attachment

DRAFT REPORT

**FISCAL YEAR 2024
TRIENNIAL REVIEW**

of

**Livermore Amador Valley Transit Authority
LAVTA
Livermore, California
ID: 5296**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 9**

Prepared By:

TFC Consulting Inc.

Desk Review/Scoping Meeting Date: March 19-22, 2024

Site Visit Entrance Conference Date: July 11, 2024

Site Visit Exit Conference Date: July 22, 2024

Draft Report Date: August 20, 2024

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I. Executive Summary

This report documents the Federal Transit Administration’s (FTA) Triennial Review of the Livermore Amador Valley Transit Authority (LAVTA) of Livermore, California. The FTA wants to ensure that awards are administered in accordance with the requirements of federal public transportation law in [49 U.S.C. Chapter 53](#). The review was performed by TFC Consulting, Inc. During the site visit, the reviewers discussed the administrative and statutory requirements and reviewed recipient documents.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA expanded the review to address LAVTA’s compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act* of 2020 (CARES); *Coronavirus Response and Relief Supplemental Appropriations Act* of 2021 (CRRSAA); and the *American Rescue Plan Act* of 2021 (ARP). The FTA also requested the LAVTA share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The Fiscal Year (FY) 2024 Triennial Review focused on LAVTA’s compliance in 23 areas. The review found **no deficiencies** with FTA requirements in any of these areas.

Summary of Findings

Review Area	Finding	Deficiency		Response Due Date	Date Closed
		Code	Description		
1. Legal	ND				
2. Financial Management and Capacity	ND				
3. Technical Capacity – Award Management	ND				
4. Technical Capacity – Program Management and Subrecipient Oversight	NA				
5. Technical Capacity – Project Management	ND				
6. Transit Asset Management	ND				
7. Satisfactory Continuing Control	ND				
8. Maintenance	ND				
9. Procurement	ND				

Review Area	Finding	Deficiency		Response Due Date	Date Closed
		Code	Description		
10. Disadvantaged Business Enterprise	ND				
11. Title VI	ND				
12. Americans with Disabilities Act (ADA) – General	ND				
13. ADA – Complementary Paratransit	ND				
14. Equal Employment Opportunity	ND				
15. School Bus	ND				
16. Charter Bus	ND				
17. Drug-Free Workplace	ND				
18. Drug and Alcohol Program	ND				
19. Section 5307 Program Requirements	ND				
20. Section 5310 Program Requirements	NA				
21. Section 5311 Program Requirements	NA				
22. Public Transportation Agency Safety Plan	ND				
23. Cybersecurity	NA				

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are: Deficient (D) / Not Deficient (ND) / Not Applicable (NA).

II. Review Background and Process

1. Background

The [United States Code, Chapter 53 of Title 49](#) [49 U.S.C. 5307(f)(2)] requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...” The FTA performs this Triennial Review in accordance with its procedures (published in FTA Order 9010.1B, April 5, 1993).

The [Triennial Review](#) includes a review of the recipient’s compliance in 23 areas. The basic requirements for each of these areas are summarized in Section IV. The FTA contracts with experienced reviewers to lead and conduct the reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient’s previous Triennial Review in 2021; however, coverage was extended to earlier periods as appropriate to assess the policies in place and the management of award funds. The specific documents reviewed and referenced in this report are available at the FTA regional office or the recipient’s location.

2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with the FTA regional office, and a site visit to the recipient’s location. Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA expanded the review to address the recipient’s compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act* of 2020 (CARES); *Coronavirus Response and Relief Supplemental Appropriations Act* of 2021 (CRRSAA); and the *American Rescue Plan Act* of 2021 (ARP). The FTA also requested the recipient share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The Fiscal Year (FY) 2024 process began with the regional office transmitting FTA’s notification of the review and a Recipient Information Request (RIR). While the recipient prepared its response to the RIR, the regional office and review team conducted a desk review and scoping meeting. Regional office staff provided electronic files as necessary to the reviewers who also accessed recipient information in the FTA electronic award management and program oversight systems: [Transit Award Management System \(TrAMS\)](#) and [Oversight Tracking System \(OTrak\)](#). Following the desk review and scoping meeting, the reviewers and the recipient corresponded and exchanged information and documentation in preparation for the site visit. Prior to the site visit, the reviewer sent to the recipient an agenda package indicating the issues for discussion, records to be reviewed, and interviews to be conducted.

The site visit began with an entrance conference, at which the reviewers and regional staff discussed the purpose of the Triennial Review and the review process. The reviewers conducted additional interviews and reviewed documentation to evidence the recipient’s compliance with FTA requirements.

Upon completion of the site visit, the reviewers and the FTA regional office staff discussed preliminary findings with the recipient, and subsequently presented and provided the findings formally at the exit conference, conducted virtually. The table below summarizes key review dates. Section V of this report lists the individuals participating in the entrance conference, exit conference, and/or the site visit.

Key Review Dates

12/20/2023	FTA transmits the Recipient Information Request (RIR)
2/29/2024	RIR response is due to the Reviewers
3/19-22/2024	Scoping Meeting between FTA and the Reviewers
6/24/2024	Reviewer transmits the Agenda Package
7/11/2024	Site Visit begins with Entrance Conference
7/12/2024	Site Visit ends
7/22/2024	Exit Conference (virtual)
9/24/2024	Final Report to be sent to the Recipient within 45 business days from the Exit Conference

3. Metrics

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- Not Deficient (ND): An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- Deficient (D): An area is considered deficient if any of the requirements within the area reviewed were not met.
- Not Applicable (NA): An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

III. Recipient Description

1. Organization

The Livermore Amador Valley Transit Authority (LAVTA) is a joint powers authority established in 1986. It provides transit service to the Tri-Valley area 39 miles east of San Francisco and 28 miles north of Silicon Valley, serving the cities of Livermore, Pleasanton, Dublin, and unincorporated areas of eastern Alameda County. LAVTA contracts with MV Transportation, Inc. for its Wheels fixed route service and with County Connection for complementary paratransit service. The population of LAVTA’s service area is approximately 252,774.

Currently, LAVTA operates a network of 29 fixed routes, and service is provided seven (7) days per week from 4:17 a.m. to 11:10 p.m. Monday-Friday, and from approximately 5:00 a.m. to 11:00 p.m. Saturday and Sunday. LAVTA has been working to restore service since some service was suspended during the pandemic; in 2022, LAVTA restored approximately 80% of pre-pandemic service, increasing that to 90% in 2023. In early 2024, LAVTA implemented a major network realignment to provide expanded coverage in order to better connect riders with Bay Area Rapid Transit (BART) and is seeing positive ridership gains as a result. LAVTA’s complementary paratransit service, known as Dial-a-Ride, operates during the same days and hours of service as the fixed routes.

The basic adult fare for bus service is \$2.00. A reduced fare of \$1.00 is offered to seniors, persons with disabilities, and Medicare cardholders during all hours. Additionally, LAVTA participates in the Bay Area’s regional low-income fare program, Clipper START. The fare for Dial-a-Ride paratransit service is \$3.75. LAVTA offers monthly passes for Fixed Route.

LAVTA operates 60 buses for fixed route service, with a bus fleet consisting of standard and low floor 29, 35 and 40-foot transit coaches. The peak requirement is currently 49 vehicles, for a spare ratio of 22%. LAVTA operates from a single maintenance and administration facility at 1362 Rutan Court in Livermore. It maintains a bus storage, washing and fueling facility at 875 Atlantis Court. Service is oriented around a transit center at 2500 Railroad Avenue in downtown Livermore. All three facilities have an FTA interest.

2. Award and Project Activity

Below is a list of LAVTA’s open awards at the time of the review.

FAIN	Award Amount	Year Executed	Award Name
CA-2019-100	\$979,335	2019	FY 2018 5307 and 5339 Operating and Hybrid Bus Battery Pack Replacement
CA-2020-151	\$576,599	2020	FY 2019 5307 and 5339 Operating and Hybrid Bus Battery Pack Replacement
CA-2021-011	\$434,811	2021	Livermore Transit Center Rehabilitation and Improvement Project

FAIN	Award Amount	Year Executed	Award Name
CA-2022-003	\$10,085,445	2022	Livermore Amador Valley Transit Authority (LAVTA) FFY21 5307 ARPA Grant-Operating Assistance
CA-2023-044	\$2,000,000	2023	FY 2021 FHWA STP CRRSAA Transferred to Sec 5307 for Passenger Facilities Enhancements
CA-2023-177	\$1,099,137	2023	LAVTA FY22 & FY23 Section 5307 ADA Operating in the Livermore and Concord UZA for operating years FY23 and FY24

LAVTA received Supplemental Funds for operating assistance in award numbers CA-2020-216 and CA-2020-078 (CARES Act), CA-2022-182 and CA-2023-044 (CRRSAA), and CA-2022-003 (ARPA). This is not the first Triennial Review LAVTA received operating assistance from the FTA.

Projects Completed

Since the prior review in 2021, LAVTA, completed the following noteworthy projects:

- Procurement of 16 40’ Gillig Buses
- Completion of 60% bridging design documents for the Atlantis Facility
- Gradual restoration of fixed-route service post-pandemic
- Completion of the Tri-Valley Hub Network Integration Study
- Completion of the Short Range Transit Plan and Title VI Program
- Completion of the Zero Emissions Bus Rollout Plan
- Recipient of a TIRCP Grant Award (cycle 5) for a future hydrogen fueling station and infrastructure for express bus service.
- Completion of the Wheels in Motion Service Plan Outreach Campaign.

Ongoing Projects

LAVTA is currently implementing the following noteworthy projects:

- Go Tri-Valley Discount Program
- One-Seat Ride Paratransit Pilot
- Doolan Tower Generator installation
- Rutan Maintenance Bay Retrofit for hydrogen
- Implementation of Clipper 2/fare integration
- Implementation of Metropolitan Transportation Commission (MTC)’s Transit Transformation Action Plan initiatives, including fare integration, mapping and wayfinding, transit priority
- Bus stop improvements and upgrades throughout the Tri-Valley
- Lighting and wayfinding updates at the Livermore Transit Center.

Future Projects

LAVTA plans to pursue the following noteworthy projects in the next three to five years:

- Construction of the hydrogen fueling station at Atlantis
- Construction of the retrofit of maintenance bays at Rutan
- Beginning construction of Atlantis facility
- Purchase of 12 heavy duty buses (at least four will be hydrogen)
- Modernization of the LAVTA IT system including conversion to the cloud
- Launching a new 680 express route
- Upgrade to cloud-based transit signal priority.

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify the FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the *False Claims Act* or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: No deficiencies.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns, and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct required Single Audits, as required by [2 CFR Part 200 Subpart F](#), and provide financial oversight of subrecipients.

Finding: No deficiencies.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to the FTA and close awards timely.

Finding: No deficiencies.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: Designated Recipients of Sections 5310, 5311, and 5339 funds must develop and submit a Program Management Plan to the FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report in the [Federal Funding Accountability and Transparency Act Subaward Reporting System \(FSRS\)](#) on subawards, and ensure subrecipients comply with the terms of the award.

Finding: Not applicable. This section only applies to states and recipients with subrecipients.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must implement the FTA-funded projects in accordance with the award application, the [FTA Master Agreement](#), and applicable laws and regulations using sound management practices.

Finding: No deficiencies.

6. Transit Asset Management

Basic Requirement: Recipients must comply with [49 CFR Part 625](#) to ensure public transportation providers develop and implement [transit asset management \(TAM\) plans](#).

Finding: No deficiencies.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: No deficiencies.

8. Maintenance

Basic Requirement: Recipients must keep federally-funded vehicles, equipment, and facilities in good operating condition. Recipients must keep [Americans with Disabilities Act](#) (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: No deficiencies.

9. Procurement

Basic Requirement: The non-federal entity must use its own documented procurement procedures which reflect applicable state, local, and tribal laws and regulations, and conform to applicable federal law and the standards identified in [2 CFR Part 200](#).

The reviewers examined documentation in the following sampled procurements:

Contract/ Product	Award Date	Amount	Method	Deficiencies
Construction	5/1/2023	\$119,220	Invitation for Bid (IFB)	None
Rolling Stock	5/16/2022	\$9,194,600	Piggyback – Athens, GA	None
Operations	7/1/2022	\$2,505,663	Request for Proposals (RFP)	None

Finding: No deficiencies.

10. Disadvantaged Business Enterprise (DBE)

Basic Requirement: Recipients must comply with [49 CFR Part 26](#) to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. Recipients also must create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts.

Finding: No deficiencies.

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: No deficiencies.

12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the *Americans with Disabilities Act* of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: No deficiencies.

13. ADA – Complementary Paratransit

Basic Requirement: Under [49 CFR 37.121\(a\)](#), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. “Comparability” is determined by [49 CFR 37.123-37.133](#). Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: No deficiencies.

14. Equal Employment Opportunity (EEO)

Basic Requirement: The recipient must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under

any project, program or activity receiving federal financial assistance under the federal transit laws.

Finding: No deficiencies.

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: No deficiencies.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using the FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: No deficiencies.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: No deficiencies.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: No deficiencies.

19. Section 5307 Program Requirements

Basic Requirement: The recipient must participate in the transportation planning process in accordance with FTA requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with [Section 5307](#) assistance, fares charged to seniors, persons with disabilities, or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: No deficiencies.

20. [Section 5310 Program Requirements](#)

Basic Requirement: Recipients must expend [Section 5310](#) funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

Finding: Not applicable. This section only applies to recipients that receive Section 5310 funds directly from the FTA.

21. [Section 5311 Program Requirements](#)

Basic Requirement: States must expend [Section 5311](#) funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: Not applicable. This section only applies to recipients that receive Section 5311 funds directly from FTA.

22. [Public Transportation Agency Safety Plan \(PTASP\)](#)

Basic Requirement: Recipients must comply with the [Public Transportation Agency Safety Plan \(PTASP\)](#) regulation ([49 CFR Part 673](#)) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP).

Finding: No deficiencies.

23. [Cybersecurity](#)

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems

must certify compliance with the requirements for establishing a cybersecurity process under [49 U.S.C. § 5323\(v\)](#), a new subsection added by the *National Defense Authorization Act for Fiscal Year 2020*, Pub. L. 116-92, § 7613 (Dec. 20, 2019).

Finding: Not applicable. This section only applies to recipients that operate rail fixed guideway public transportation systems.

V. Participants

Name	Title	Phone Number	E-mail Address
Livermore Amador Valley Transit Authority (LAVTA)			
Tamara Edwards	Director of Finance	925-455-7566	tedwards@lavta.org
Christy Wegener	Executive Director	925-455-7564	cwegener@lavta.org
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David Mark	Director of Customer Experience	925-455-7553	dmark@lavta.org
David Massa	Manager of Capital Projects	925-455-7568	dmassa@lavta.org
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AGENDA

ITEM 7

SUBJECT: Operations & Maintenance RFP Update

FROM: Mike Tobin, Director of Operations

DATE: September 9, 2024

Action Requested

None – information only.

Background

The Livermore Amador Valley Transit Authority (LAVTA) contracts with a private company to operate its bus routes and manage day-to-day operations. This includes responsibilities for dispatch, road supervision, operations, and fleet and facilities maintenance. The Operations & Maintenance (O&M) Request for Proposals (RFP) is the largest procurement that LAVTA undertakes every 5-7 years.

LAVTA issued its last O&M RFP in 2017, awarding the contract to MV Transportation (MV). MV has been the successful proposer the last three times the O&M Contract was procured and has been providing fixed-route O&M services for LAVTA continuously since 2003. The current contract with MV commenced on July 1, 2018. The initial three-year term of the contract expired on June 30, 2021. Since then, the Board of Directors has extended the contract by exercising each of the four option years in sequence.

The agreement with MV has undergone several modifications to enhance employee retention and address challenges resulting from the COVID 19 pandemic. Specifically, in addition to exercising the option years, these modifications introduced a one-time appreciation bonus of up to \$1,500 per

employee to acknowledge their efforts and formalized various letter agreements to boost driver retention and satisfaction, including a driver sign-on bonus, referral bonus program, retention bonuses, a biweekly raffle for drivers with split shifts, a split shift guarantee, additional standby hour payments for operators with 35 hours or less, and incentives for drivers who work on their day off to drive school trippers. Lastly, Modification 6 exercised the final option of the agreement and introduced split shift differential pay for operators with splits of three hours or more, further supporting those with demanding schedules.

The current contract with MV expires June 30, 2025. Over the past several months, staff have been working on developing the components of the new 2025 O&M RFP. This includes updates to the scope of work, evaluation criteria, performance criteria, reporting requirements, technology requirements, and cost estimates.

Discussion

The 2025 O&M RFP was issued on Tuesday, September 3rd. Below is the solicitation timeline that includes important milestones. Based on this timeline, a contract is expected to be awarded in March of 2025, with a Notice to Proceed being issued approximately one month later.

RFP Issued	September 3, 2024
Pre-Proposal Conference and Facility Tour (optional but highly recommended)	October 15, 2024, at 10:00 a.m. PDT
Questions and RFCs Due	October 29, 2024, prior to 4:00 p.m. PST
Agency’s Response to Questions/RFCs	November 7, 2024, by end of business
Proposals Due	November 20, 2024, prior to 2:00 p.m. PST
Interviews	December 18-19, 2024
Contract Award (tentative)	March 5, 2025
Notice to Proceed (tentative)	April 1, 2025

If approved by the LAVTA Board of Directors, the successful Proposer will execute an Agreement for a three (3) year base term with up to four (4), one-year option terms. The initial term of the agreement shall be from July 1, 2025, through and including June 30, 2028.

Summary of Scope

The Scope of Work for this RFP requires the selected vendor to utilize LAVTA-provided vehicles, facilities, equipment, and technology systems to deliver safe and reliable fixed-route transit services. The vendor will be tasked with supplying all necessary personnel to operate the service in strict adherence to the published timetables and schedules. Throughout the contract, the vendor will work closely with LAVTA staff to enhance all aspects of service delivery, including safety, reliability, schedule adherence, and customer service. Additionally, the vendor will be required to fill key management positions with individuals possessing the skills and experience necessary to oversee all operational functions and staff effectively.

Recommendation

None - information only.

AGENDA

ITEM 8

STAFF REPORT

SUBJECT: Award of On-Call Task Order # 3 to Kimley-Horn & Associates for Cloud-Based Transit Signal Priority Design and Engineering Services

FROM: David Massa, Capital Projects Manager

DATE: September 9, 2024

Action Requested

The Projects and Services Committee recommend the Board of Directors authorize LAVTA’s Executive Director to execute Task Order #3 with Kimley-Horn & Associates, Inc., for design, engineering, project management and coordination services for the Cloud-Based Transit Signal Priority Project.

Background

When buses run late, Transit Signal Priority (TSP) technology allows for extended green lights and shortened red lights when it senses a bus approaching an intersection. TSP provides much-needed travel time savings and improves the schedule reliability of buses by eliminating dwell times at lights. Since 2010, LAVTA has been operating with Transit Signal Priority (TSP) at a number of intersections in the Tri-Valley. The original LAVTA TSP system utilized infrared detection between an emitter on the bus and a receiver mounted at the intersection; it required line-of-sight in order to operate.

In 2018, LAVTA upgraded its TSP system from infrared technology to a GPS-enabled system. The GPS-enabled TSP system is more accurate than the infrared detection and utilizes GPS to identify the bus location in relation to the intersection. The agency also expanded the footprint of the TSP network, adding a number of intersections along Santa Rita Road in Pleasanton. The agency currently has 67 intersections equipped with the GPS-enabled TSP system. While more accurate than infrared, the GPS-enabled system is very limited with its reporting capabilities; additionally, LAVTA’s technology vendor indicated it will no longer support the GPS-enabled system beyond 2025.

For at least five years, there has been significant development in cloud-based TSP technology. Cloud-based TSP requires no physical emitters or GPS-devices; it requires intersections to be connected wirelessly and requires a high (2 second) ping rate from the buses. Once the intersections have the appropriate infrastructure, expansion becomes easy if the buses have the right connectivity.

In May 2024, the LAVTA Board approved Resolution 10-2024, supporting an allocation request from the Metropolitan Transportation Commission (MTC) for RM2 funding to support the

design phase the Cloud-Based TSP Upgrade and Expansion Project (Attachment 1). MTC approved the allocation request in July 2024. Staff is now moving forward with procuring design services for the project.

Discussion

Kimley Horn and Associates (Kimley Horn) is one of LAVTA's on-call engineering contractors, and is the only LAVTA on-call contractor who specified advanced traffic management systems and Intelligent Transportation Systems as areas of service in their proposal. They have extensive experience working with Tri-Valley traffic engineers and were the lead agency for the design of LAVTA's upgrade to the GPS-based TPS system. Staff requested a proposal from Kimley Horn for design services for the Cloud-Based TSP Upgrade and Expansion project, which is included as Attachment 2.

Budget

Based on the proposed scope of work, Kimley Horn will provide the work for a firm fixed price fee of \$352,640. With a standard 10% contingency in place, the total budget for this portion of the project is \$387,904. The project budget is funded 100% by RM2 funds; the initial allocation of \$388,000 for design was approved by MTC in July 2024 (Attachment 3).

Recommendation

The Projects and Services Committee recommends the Board of Directors approve Resolution 24-2024, authorizing the Executive Director to execute Task Order #3 with Kimley-Horn & Associates for design, engineering, project management and coordination services for the Cloud-Based Transit Signal Priority Upgrade and Expansion Project.

Attachment:

1. April 1, 2024 RM2 Funding Allocation Staff Report
2. Kimley Horn LAVTA Cloud-Based TSP Design and Implementation Proposal
3. MTC Staff Report
4. Resolution 24-2024

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

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

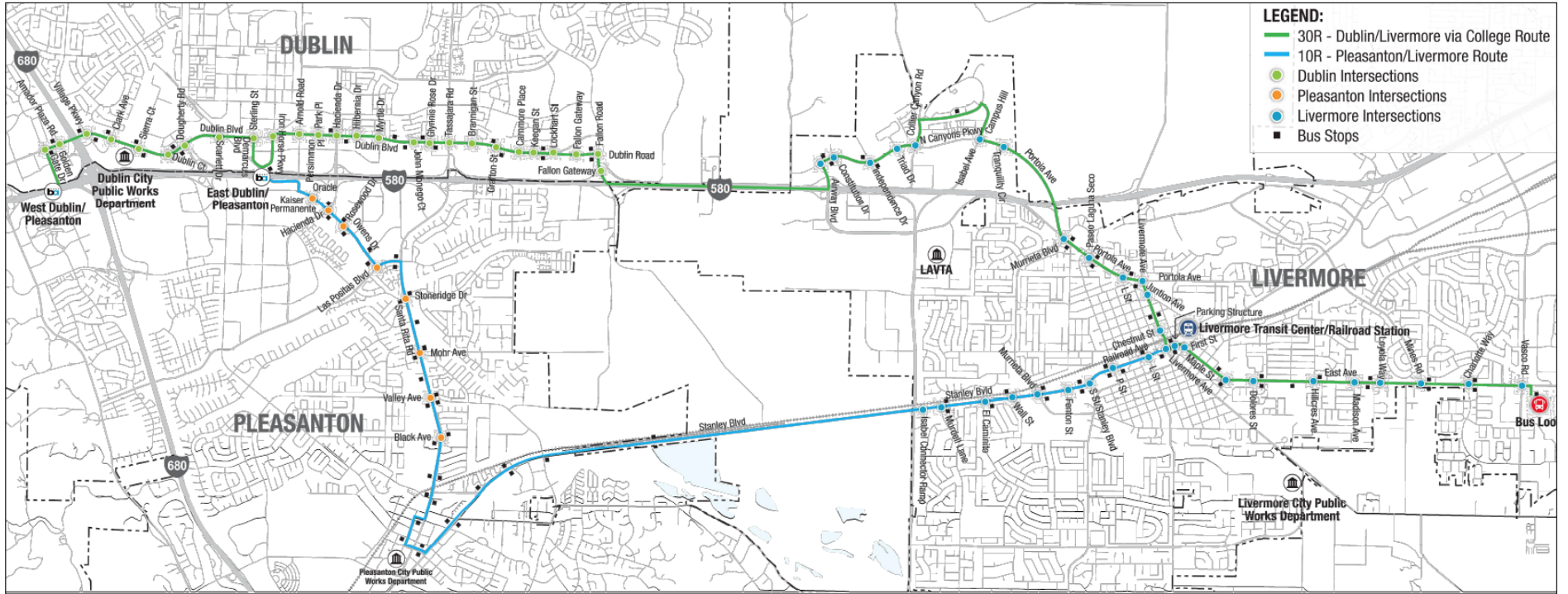
E-mail: tedwards@lavta.org

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*



February 14, 2024

1300 Clay Street, Suite 900
Oakland, CA 94612
(510) 625-0712

Christy Wegener
Executive Director
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Proposal for Professional Services for the Planning, Design and Implementation Oversight and Coordination for a new Cloud-Based Transit Signal Priority (TSP) Solution

Dear Christy:

Kimley-Horn is pleased to submit our proposal and fee estimate to provide professional engineering services for the planning, design and installation oversight and coordination of a new Cloud-Based Transit Signal Priority (TSP) system that will replace the existing GPS-Based TSP system that operates along the rapid routes.

We understand that LAVTA will be replacing the existing GPS-Based TSP system to a Cloud-Based TSP system. We also understand that the existing Emergency Vehicle Preemption (EVP) system functionality that operates with the existing TSP system will need to be retained with the replacement.

Our 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. It is our intent to provide these services to assist in the delivery of a turnkey system for LAVTA.

Attached is our detailed scope of services, schedule, and fee estimate for your review.

We appreciate the opportunity to work with you on this project. If you have any questions, please do not hesitate to call me at (510) 350-0217 (office) or (510) 393-6232 (cell).

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Kevin Aguigui, P.E., T.E., E.E., CSEP
Project Manager

SCOPE OF SERVICES

Kimley-Horn and Associates, Inc. (Kimley-Horn) will provide 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.

It is our understanding that the following list provides an overview of the required items for the planning, design and implementation of the new TSP system:

- The new Cloud-Based TSP system will initially only include those intersections along the 10R and 30R routes. Other corridors will be part of an expansion of the system.
- There are about 38 traffic signals in Livermore that operate with GPS-Based TSP today, about 50 traffic signals in Dublin and about 12 traffic signals in Pleasanton.
- New equipment for the Cloud-Based TSP system will only be installed at those locations that currently operate with the existing TSP system.
- If needed for the preferred Cloud-Based TSP solution, there are up to 60 buses that will be eventually equipped with the new on-board TSP equipment, but only 28 buses will need the TSP equipment initially.
- Commercially available Cloud-Based TSP systems and their respective vendors will need to be evaluated, with a preferred system procured for LAVTA.
- The new Cloud-Based TSP vendor and/or other contractor will provide the installation, configuration and integration of any central, field, cloud-based accounts and on-board TSP equipment on the buses.
- The Cloud-Based TSP vendor will be responsible for any new hardware, software or other virtual interfaces with each of the local agency traffic management systems.
- Any new TSP field equipment at the existing traffic signals will be installed by the TSP vendor or construction contractor.

Kimley-Horn will provide overall project management, design, implementation oversight and coordination of the migration of the existing TSP system to the new Cloud-Based TSP system. The implementation and oversight services Kimley-Horn will provide includes assistance in the evaluation and selection of the preferred system/vendor, system installation coordination and integration and acceptance testing of the new system.

Task 1 – Project Management and Meetings

This task includes project management related tasks and meetings to consist of preparation of invoices, budget oversight, adherence to project scheduling, and general project coordination. Kimley-Horn will coordinate with the LAVTA throughout the project to track project requirements and expectations, project installation and implementation schedules, gathering of needed project information, and the coordination of project meetings amongst LAVTA, the local cities and the TSP vendor.

We anticipate that there will be on-going coordination between Kimley-Horn, LAVTA, the TSP vendor and the cities over the course of the project. We have assumed up to three (3) project meetings, one to kick-off the project and two with LAVTA, the TSP vendor and the local cities to develop the overall project schedule.

We have included in our effort a recurring set of project meetings with LAVTA and/or the TSP vendor to continuously track the project's progress and milestones. We have assumed that this recurring meeting would initially occur on a weekly basis and then transition to a monthly basis after a few months into the installation of the system for a total of up to 20 meetings.

Deliverables:

- Meeting agendas and notes
- Preparation and maintenance of the TSP System Implementation Schedule
- Invoices and Progress Reports

Task 2 – Coordination with Local Cities

Kimley-Horn will coordinate and meet with the local cities (Dublin, Livermore and Pleasanton) to gather specific issues, needs and requirements that will be necessary for the new Cloud-Based TSP system as it pertains to the local city's traffic management systems.

Our understanding is that the agencies are currently operating the following traffic management systems:

- City of Dublin – ATMS.now
- City of Pleasanton – ATMS.now
- City of Livermore - StreetWise

Our team will work with LAVTA and the cities on the different ways of implementing, operating and maintaining the new TSP system as it relates to each of the local agency's traffic management systems. If needed, we will assist LAVTA in the preparation of additional documents that may be necessary (e.g., MOUs).

Upon procurement of the new TSP system vendor, Kimley-Horn will coordinate closely with the local cities, the TSP vendor, LAVTA and the city's traffic management system vendor, on the implementation, operations and maintenance responsibilities with the new TSP system.

Deliverables:

- Meeting agendas and notes
- Technical support for additional documents (as needed)

Task 3 - Prepare User Needs and System Requirements

Kimley-Horn will work with LAVTA and the local cities assess and determine user needs for a TSP system. The needs will be based off of operational objectives and strategies desired by LAVTA and the local cities and may involve any lessons learned from the existing TSP system.

Kimley-Horn will develop an initial set of user needs as a starting point to use for the discussions with the local cities. Kimley-Horn will hold meetings (up to three) with the local agencies to discuss user needs and system requirements.

Kimley-Horn will prepare the TPS System Requirements which will be based on the needs and requirements of LAVTA and the local cities as well as literature reviews. Kimley-Horn will also reach out to agencies who currently have deployed Cloud-Based TSP systems to gather any additional information to prepare a comprehensive set of system requirements.

Kimley-Horn will prepare a technical memorandum that will summarize the user needs and system requirements.

Deliverable:

- Technical memorandum summarizing the User Needs and System Requirements.

Task 4 – Assist with System/Vendor Procurement

Kimley-Horn will assist LAVTA in the procurement of the preferred TSP system and vendor. This includes preparation of procurement documents (i.e., Request for Proposals), development of evaluation criteria, attendance at meetings, review of vendor proposals, and if needed, assistance with negotiations with the preferred system vendor.

Deliverables:

- Summary notes from meetings regarding procurement
- Preparation of the Request for Proposals
- Reviews of procurement documents as requested by LAVTA

Task 5 – Detailed Installation Designs

Kimley-Horn will prepare detailed designs for the installation of new TSP field elements working with the selected vendor. The designs will include all necessary details for the installation of the TSP equipment such as mounting details, installation and connection details, particularly as it relates to field equipment. It will also include details on re-connecting existing connections within each cabinet to retain any existing functionality, e.g., emergency vehicle preemption.

The detailed designs will include plans and technical specifications as necessary for LAVTA to hire a construction contractor to perform the field installations. The detailed designs will be able to be used by the TSP vendor to perform the field installation should that be the preferred direction by LAVTA. The detailed designs will be prepared for the existing locations that currently operate with TSP within each of the three cities.

Deliverables:

- Detailed design plans and technical specifications for the field installation of the new TSP elements

Task 6 – System Implementation Oversight and Coordination

Kimley-Horn will provide implementation oversight and coordination during the installation, configuration, integration and testing of the new TSP system. This effort will cover through the Cloud-Based TSP system commissioning after the successful completion of the acceptance tests and the final burn-in test.

A few of the work elements that we will provide implementation and oversight for the TSP system migration includes, but is not limited to:

- Oversight of the construction and installation of the field TSP system elements. This includes, but is not limited to, the preparation of Invitation for Bids (IFB), responding to Requests for Information (RFI), preparation of bid addendums, contract compliance reviews, analysis of bids and/or cost information and the preparation of project background information or clarification as necessary during the construction contractor procurement process.

- Coordinate with LAVTA and the TSP vendor on gathering specific information from the local cities, particularly information on their traffic management systems.
- Coordinate with the local cities on the design, installation and testing of the field TSP equipment at existing traffic signals.
- Oversight and coordination of the TSP system installation, integration and testing. The testing stages may include bench testing, integration testing and acceptance testing.
- Review test plans to be prepared by the TSP vendor.

Deliverables:

- Preparation of procurement documents (e.g., IFB, addendums, etc.)
- Monthly progress reports
- Progress tracking including action logs, installation checklists and punchlists.
- Reviews of product submittals
- Responses to RFIs
- Reviews of vendor and contractor invoices
- Review of TSP system designs (system architecture and/or system diagrams)
- Reviews of test plans
- Observing and witnessing of tests (bench, integration and acceptance)

SCHEDULE

Kimley-Horn is prepared to begin work upon receipt of the notice to proceed (NTP) and will endeavor to meet your scheduling needs. Kimley-Horn will conduct our services in accordance with the schedule and milestones as follows:

Task	Time
Kick-off Meeting	TBD
Coordination with Local Cities	TBD
System Requirements	TBD
Procurement Documents	TBD
Detailed Designs	TBD
Implementation Oversight and Coordination	TBD

PROFESSIONAL FEE

Kimley-Horn will provide the Scope of Services for a Firm Fixed Price fee of \$352,640. The fee includes labor cost, direct and indirect expenses incurred in performing these services. Fees will be invoiced monthly based upon the percent completed as of the invoice date. Materials expenditures shall be billed at cost with no mark-ups applied.

Those services other than those set forth in the Scope of Services shall constitute extra services. Extra services, such as attendance at meetings other than those included in the Scope of Services and evaluation of additional intersections, shall be performed only with your authorization, and for additional fees to be

negotiated prior to authorization.

The following table outlines the estimated level of effort for each task. The table is provided for information only and the hours shown may not represent the actual hours dedicated by each staff to each task necessary to deliver the system.

Task	Project Manager	Sr. Prof	Prof	Jr. Prof	Analyst	Sr. Support Staff	Admin Staff	TOTAL
Task 1: Project Management and Meetings	48			60		8	16	132
Task 2: Coordination with Local Cities	32	32	32	8	32		8	144
Task 3: Prepare User Needs and System Requirements	32	24	8	24	8		4	100
Task 4: Assist with System Vendor Procurement	32	8	24	16	8	8	8	104
Task 5: Detailed Installation Designs	40	16	48	120	200	8	8	440
Task 6: Implementation Oversight and Coordination	60	16	160	180	160		8	584
Total Hours	244	96	272	408	408	24	52	
Fully Burdened Rate	\$370	\$350	\$250	\$190	\$170	\$150	\$140	
Labor Total	\$90,280	\$33,600	\$68,000	\$77,520	\$69,360	\$3,600	\$7,280	\$349,640
Direct Expenses								\$3,000
TOTAL								\$352,640

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 12, 2024

Agenda Item 2c-24-0638

MTC Resolution No. 3664, Revised.

Subject:

Rescission of \$150,000 in Regional Measure 2 (RM2) capital funds from the design phase of the Livermore Amador Valley Transit Authority (LAVTA) Shared Autonomous Vehicle Pilot Program and allocation of \$388,000 in RM2 capital funds to the design phase of the LAVTA Transit Signal Priority Upgrade and Expansion Project.

Background:

RM2 Project 32 History

The \$65 million I-580 Tri-Valley Rapid Corridor Improvements project, identified as capital project number 32 under RM2, currently consists of five subprojects for which MTC has already allocated funds:

1. Project 32.1, Eastbound I-580 Improvements (eastbound HOV lane, allocated \$36 million in RM2 funds),
2. Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements (HOV connectors between I-580 and I-680, and an I-580 westbound HOV lane, allocated \$17 million in RM2 funds),
3. Project 32.3, the Dublin Transit Center Parking Garage project, (allocated \$7 million in RM2 funds),
4. Project 32.4, the LAVTA Rapid Bus Stop Improvement Project (programmed \$2.3 million in RM2 funds for improvements at rapid bus stops serving BART, allocated \$230,000 for PS&E), and
5. Project 32.5, the LAVTA Shared Autonomous Vehicle Project (programmed \$2.7 million in RM2 funds, allocated \$150,000 for PS&E).

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor.

Cancellation of the LAVTA Shared Autonomous Vehicle (SAV) Project

Since the allocation approval in October 2021, LAVTA staff have worked with project partners towards implementation of the SAV project. However, development of the required technology

has been delayed and expected operating funding did not materialize due to the persistence of remote work beyond the COVID-19 pandemic. Due to a lack of progress, LAVTA has closed out the project and requests that MTC rescind the RM2 allocation and cancel the project. No RM2 funds allocated to the SAV project were expended by LAVTA.

LAVTA Transit Signal Priority (TSP) Upgrade and Expansion

LAVTA identified a need to upgrade the existing TSP system utilized by its 10R and 30R rapid routes, which uses technology that will no longer be supported by the manufacturer once the current contract term is complete. The TSP system helps LAVTA's rapid buses meet on-time performance goals. To maintain and maximize reliable travel times supported by this system, LAVTA proposes to upgrade their existing system to a cloud-based TSP system and expand the functionality to their entire bus fleet. LAVTA has received a proposal from their on-call engineering contractor for the project with an estimated total cost of \$2.79 million.

As sponsor for RM2 Project 32, Alameda CTC approved the allocation request and designated LAVTA as the implementing agency for approximately \$2.7 million in RM2 funds for the TSP Upgrade and Expansion project at its Commission meeting on May 23, 2024.

Staff propose to:

- Cancel and rescind \$150,000 in RM2 capital funds from RM2 project 32.5, the LAVTA Shared Autonomous Vehicle (SAV) project;
- Add a new subproject 32.6, the LAVTA Transit Signal Priority (TSP) Upgrade and Expansion project; and
- Allocate \$388,000 in RM2 capital funds to the PS&E phase of the LAVTA TSP Upgrade and Expansion Project.

A second RM2 allocation request is expected in the next fiscal year for the remaining \$2.3 million in RM2 funds for the implementation and construction of the TSP project.

Issues:

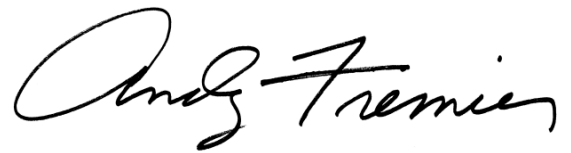
None identified.

Recommendations:

Refer MTC Resolution No. 3664, Revised, to the Commission for approval.

Attachments:

- MTC Resolution No. 3664, Revised
- Attachments 32.5 A-D, 32.6 A-D

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier

RESOLUTION NO. 24-2024

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AWARDING A TASK ORDER CONTRACT FOR THE DESIGN OF THE
CLOUD BASED TRANSIT SIGNAL PRIORITY PROJECT**

WHEREAS, on April 1, 2022, the Livermore Amador Valley Transit Authority (hereinafter “Authority”) and Kimley-Horn and Associates (hereinafter “Consultant”) entered into an agreement for On-Call Engineering Services (hereinafter “Agreement”); and

WHEREAS, LAVTA requires the services of a traffic engineering firm to oversee the Cloud Based Transit Signal Priority (TSP) upgrade project, including providing design services; and

WHEREAS, Kimley Horn is the only on-call firm that has the qualifications to complete the work necessary to execute the Cloud Based TSP upgrade project; and

WHEREAS, Kimley Horn and LAVTA have negotiated a detailed scope of work for the Cloud Based TSP upgrade project at a firm fixed fee of \$352,640.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore/Amador Valley Transit Authority that the Executive Director may enter into a task order contract with Kimley Horn for \$352,640 for this project.

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director to expend a 10% contingency amount not to exceed \$35,264, for a total authorized amount not to exceed \$387,904.

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute a task order contract with Kimley Horn in a form approved by LAVTA’s Legal Counsel.

PASSED AND ADOPTED this 9th day of September 2024

Evan Branning, Chair

ATTEST:

Christy Wegener, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 9

EXECUTIVE DIRECTOR'S REPORT

Projects and Services

Ridership

June and July represented the first summer after the Wheels-in-Motion (WiM) implementation in the spring. During these two months combined, the Wheels system carried approximately 160,000 unlinked boardings, compared with ~148,000 in June and July of last year. In July, the average weekday boardings totaled approximately 2,900, representing a ~7% year-on-year (YoY) increase. Systemwide, we saw a weekday average of 8.3 boardings per vehicle service hour, up from 7.6 in July of last year. Route 10R was up 9.4%.

Marylin Ave Elementary and Las Positas STEAM Program

Approximately 35 students from Marylin Ave Elementary school in Livermore participated in a summer STEAM program at Las Positas College from August 5-9. Students began their day with a walking bus from Marylin Ave to the 30R bus stop on Portola Ave and P Street. Students and their chaperones rode Route 30R up to Las Positas College for the program and lunch, catching the bus back in the early afternoon.



Summer Youth Ride Free Pilot Promotion

This promotion offered fare free rides for youth from June 1 – August 12, 2024. The objectives were to increase ridership and transit trial by students over the summer school break leading up to the 2024/25 school year Try Transit campaign. Youth transit utilization grew from 9,865 pax (Clipper Youth) to 25,065 pax, a 154% ridership increase. (2023 cash fares not included). Anecdotally, youth riders who took advantage of the promotion enjoyed traveling around

Try Transit to School

The Try Transit to School promotion is a fare-free period for students from August 8 – August 31, 2024. This initiative supports student public transit trial for the 2024/25 school year. The promotion educates riders about supplemental school services, acquires new ridership through trial of transit services, and maintains parental stakeholder support. An extensive marketing campaign was executed using targeted social media and traditional channels.



2024/25 School Outreach Activities

Customer Experience staff attended orientation days at local high schools including Emerald High School, Foothill High School, Livermore High School and Granda High School. Material

EXECUTIVE DIRECTOR'S REPORT

was available on supplemental school routes, Clipper cards, and the Alameda County Transportation Commission Student Transit Pass Program.

Pacific Bus Museum Open House

LAVTA's Rideo Bus was featured at Fremont's Pacific Bus Museum Open House on August 18th. Thousands attended and LAVTA operations and marketing staff participated in the festivities.



Clean Air Day – October 2

Clean Air Day is October 2, supporting a statewide effort to improve air quality by offering free transit rides throughout California. LAVTA will offer free fare rides that day. A press release will be issued and social media messaging with support the event and offer.

Pleasanton Meadowlark Dairy Detour on Route 10R- Update

LAVTA continues to collaborate closely with the City of Pleasanton to help reduce congestion and improve overall mobility in downtown Pleasanton in light of the popular Meadowlark Dairy. From August 8th through September 8th, LAVTA deviated Westbound Route 10R to Old Stanley Road in order to bypass congestion from the Meadowlark Dairy Queue. In preparation for the deviation, Customer Experience Staff canvassed numerous downtown Pleasanton businesses with flyers and maps to build employer rapport and educate employees on alternate bus stops.

On September 9th, the routing of the 10R returns to normal; however, the westbound stop on Neal Street will remain temporarily closed. A new temporary stop has been installed on First Street near the edge of Lions Wayside Park. Returning to normal routing is being supported by a change in the Dairy queue lines, yield to buses signs and pavement markings, a temporary bus

EXECUTIVE DIRECTOR'S REPORT

stop on First Street, and support from Dairy staff to assist with managing cars. Staff also presented the updated plan to the Tri-Valley Accessible Advisory Committee at their September meeting.

Finance and Administration

Transportation Revenue Measure Efforts

In June 2024, the Metropolitan Transportation Commission (MTC) established the Transportation Revenue Measure Select Committee (Select Committee) comprised of MTC Commissioners, Advocates, Business Representatives, as well as representatives from Senator Wiener and Wahab's offices. The Select Committee is responsible for building consensus around a future regional transportation measure and is being informed by the Transportation Revenue Measure Executive Group (Executive Group). The Executive Committee is comprised of select Bay Area Transit Agency General Managers and County Transportation Agency Executive Directors.

Strategic Plan Contract Award

An informal RFP was issued in June to procure consultant services for the Agency's new Strategic Plan; proposals were received in mid-July. The evaluation committee, consisting of three LAVTA staff and one external representative scored proposals and held interviews with the two highest ranking firms the week of July 29th. The evaluation committee was unanimous in ranking CHS Consulting Group the best value for LAVTA for this important project. The contract with CHS was signed in late August for a not-to-exceed amount of \$91,097. The kickoff meeting occurred the week of September 2nd and an update will be provided to the Projects and Services Committee at the September meeting.

American Public Transportation Foundation Scholarship

LAVTA Finance Intern Mahtaab (Mahi) Bath was selected to receive a \$10,000 scholarship from the American Public Transportation Foundation. Mahi will be recognized at a luncheon during the APTA Transform Conference in Anaheim on October 1.

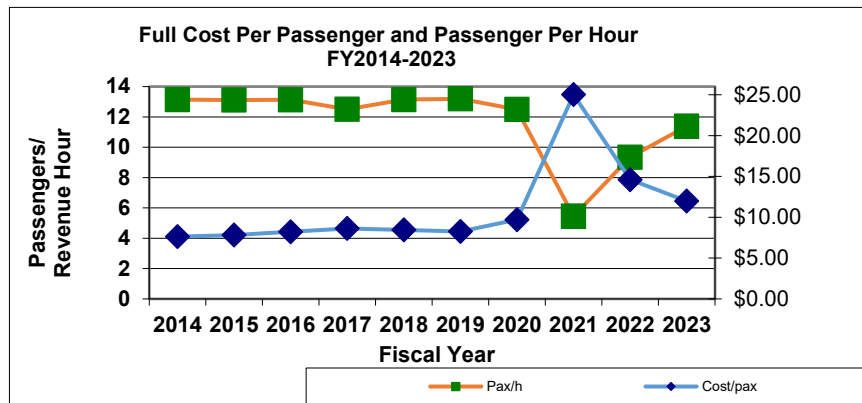
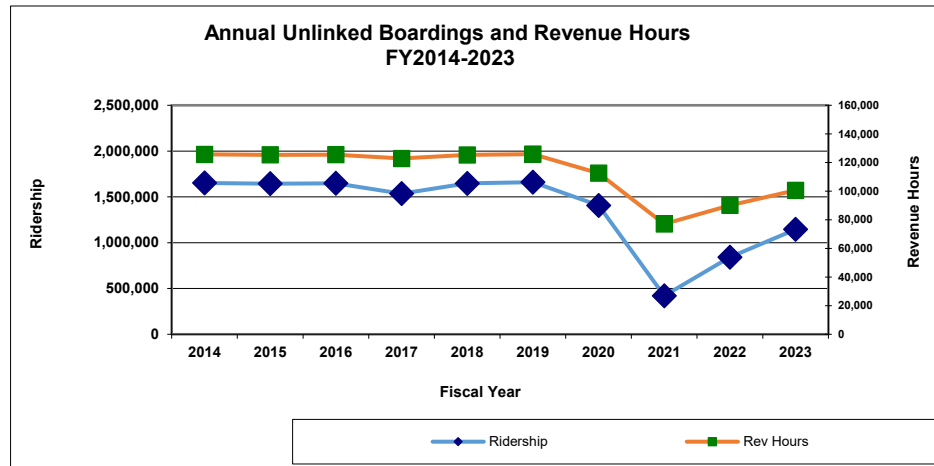
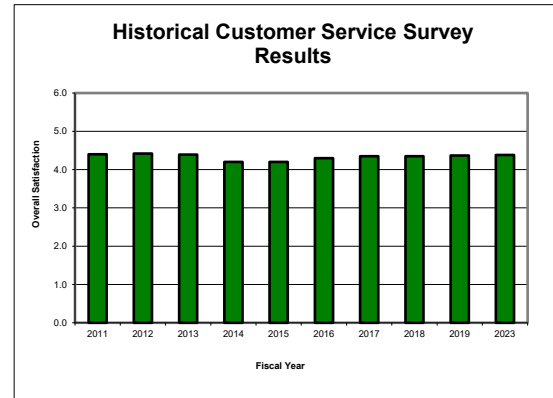
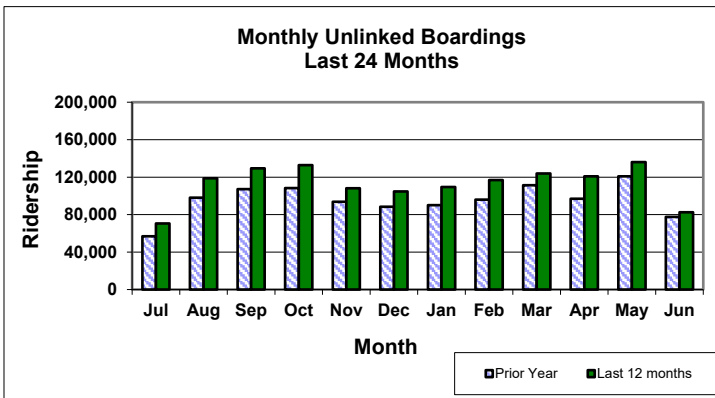
Attachments:

1. Board Statistics June 2024
2. Board Statistics July 2024
3. FY25 Upcoming Items

Monthly Summary Statistics for Wheels June 2024

FIXED ROUTE

	June 2024			% change from one year ago		
Total Ridership FY To Date	1,353,810			18.2%		
Total Ridership For Month	82,516			6.3%		
Fully Allocated Cost per Passenger	\$14.60			-10.9%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	3,290	1,923	1,422	9.1%	23.5%	12.9%
Passengers Per Hour	9.4	9.0	9.8	13.8%	-10.3%	20.9%
	June 2024			% change from last month		
On Time Performance	86.2%			5.5%		



Monthly Summary Statistics for Wheels

June 2024

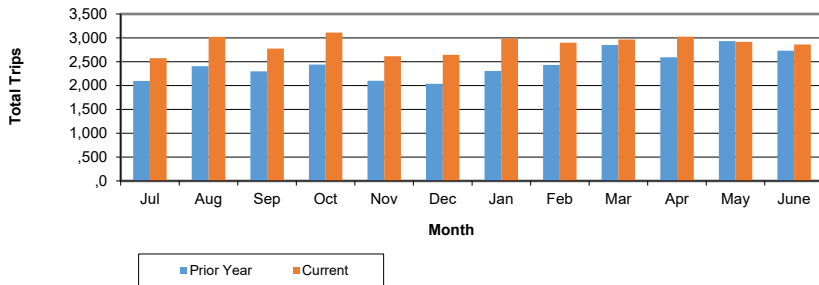
PARATRANSIT

General Statistics	June 2024	% Change from last year	Year to Date
Total Monthly Passengers	2,861	4.8%	34,385
Average Passengers Per Revenue Hour	1.81	13.1%	1.71
On Time Performance	98.6%	-26.2%	97%
Cost per Trip	\$55.23	-7.1%	\$56.59
Number of Paratransit Assessments	0	n/a	0
% of Calls Answered Within 1 Minute	71.9%	n/a	81%

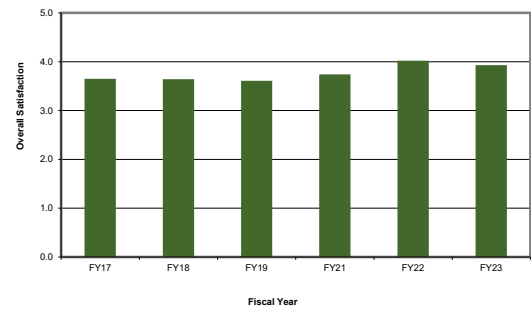
*There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application and doctor's verification until the in-person assessments can be resumed.

Missed Services Summary	June 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

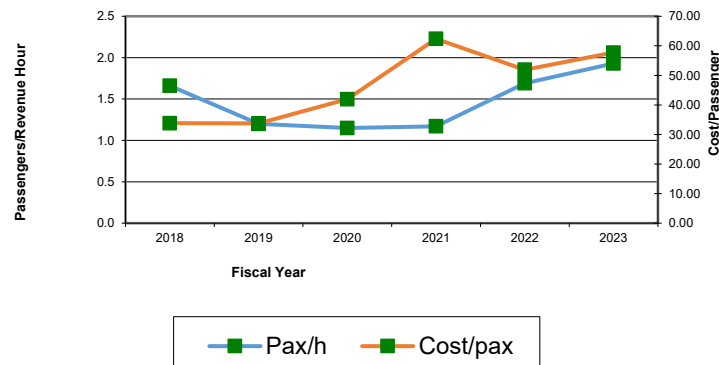
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



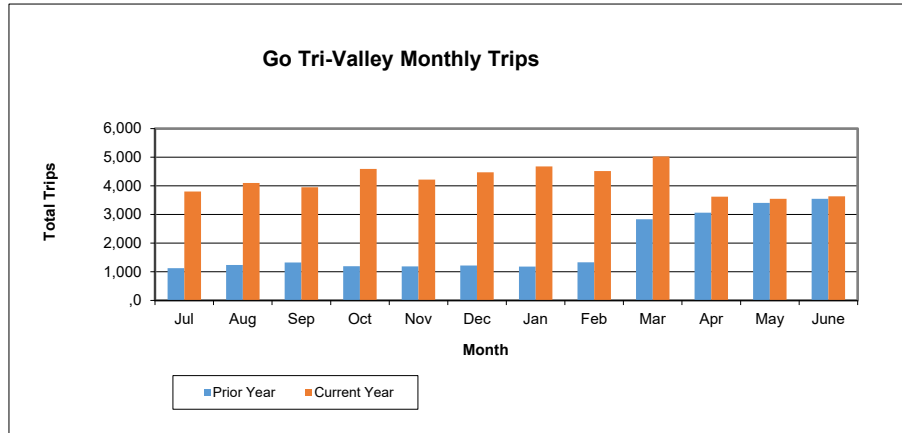
Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2017-2023



Monthly Summary Statistics for Wheels June 2024

GO TRI-VALLEY

General Statistics	June 2024	% Change from last year	Year to Date
Total Monthly Passengers	3,635	2.4%	50,165
Subsidy Cost/Trip	\$ 4.71	n/a	4.67



Monthly Summary Statistics for Wheels
June 2024

SAFETY							
ACCIDENT DATA	June 2024				Fiscal Year to Date		
	Fixed Route		Paratransit		Fixed Route		Paratransit
Total					0		0
Preventable	2		0		38		0
Non-Preventable	0		0		21		2
Physical Damage							
Major	0		0		3		0
Minor	2		0		49		2
Bodily Injury							
Yes	0		0		2		0
No	2		0		57		1

MONTHLY CLAIMS ACTIVITY	Totals
Amount Paid	
This Month	\$1,754.18
To Date This Fiscal Year	\$40,016.00
Budget	\$100,000.00
% Expended	40%

CUSTOMER SERVICE - ADMINISTRATION		
CATEGORY	Number of Requests	
	June 2024	Year To Date
Praise	0	1
Bus Stop	5	37
Incident	1	40
Trip Planning	0	7
Fares/Tickets/Passes	0	11
Route/Schedule Planning	9	105
Marketing/Website	0	8
ADA	0	10
COVID Inquiries	0	0
Lost/Found	2	17
TOTAL	17	236

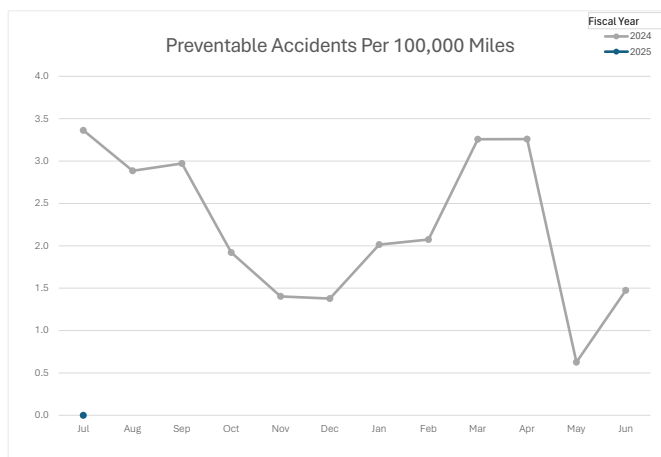
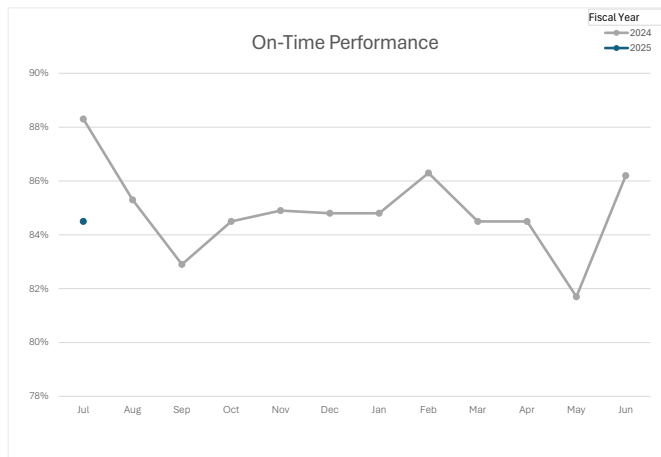
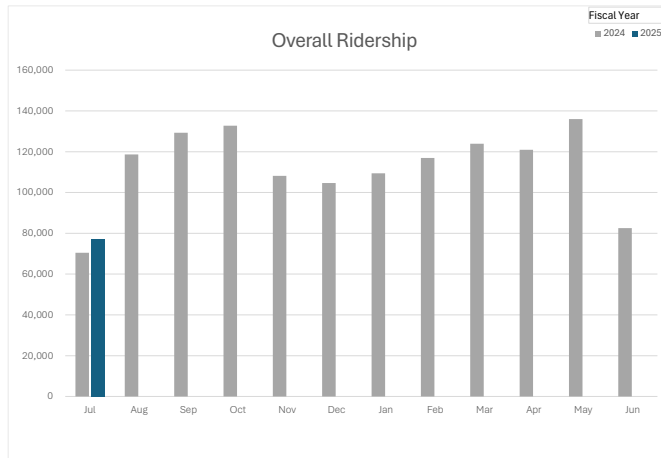
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	0	0	0	19	0	0	0	3
Safety	4	1	0	49	0	0	0	2
Driver/Dispatch Discourtesy	1	3	1	12	1	0	0	1
Early	3	0	0	9	0	0	0	2
Late	1	0	0	14	2	0	0	6
No Show	1	0	0	5	0	0	0	4
Incident	0	0	0	1	0	0	1	0
Driver/Dispatch Training	4	0	0	36	1	0	0	6
Maintenance	0	0	0	5	0	0	0	0
Bypass	2	7	1	52	0	0	0	0
TOTAL COMPLAINTS	16	11	2	183	4	0	1	21
Valid Complaints								
Per 10,000 riders	1.94				1.40			
Per 1,000 riders								



Fixed-Route System Performance

FY 2025 - July

Performance Indicator	Jul-23	Jul-24	Year Over Year % Change	
Total Ridership	56,952	77,416	36%	📈
Fully Allocated Cost Per Passenger	\$17.26	\$16.19	-6%	📈
Average Weekday Ridership	2,694	2,881	7%	📈
Average Saturday Ridership	1,522	1,747	15%	📈
Average Sunday Ridership	1,261	1,408	12%	📈
Passengers Per Revenue Hour	7.9	8.4	7%	📈
On-Time Performance	88%	87%	-1%	📉
Preventable Accidents Per 100k Miles	3.4	0.0	-100%	📈
Customer Complaints Per 100,000 Boardings	1.6	2.6	66%	📉

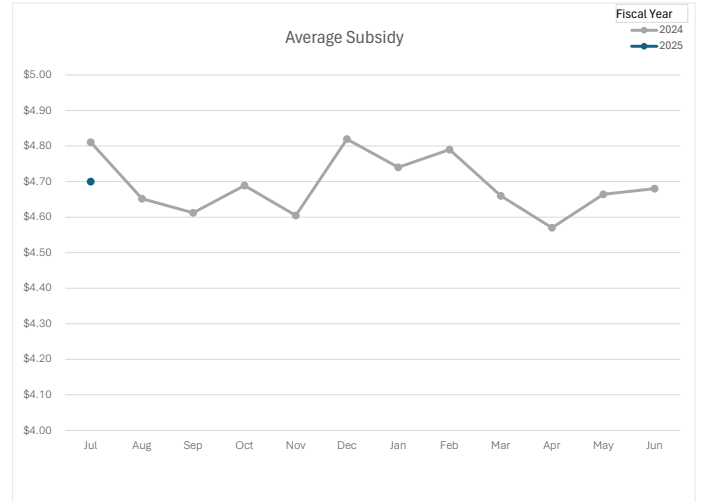
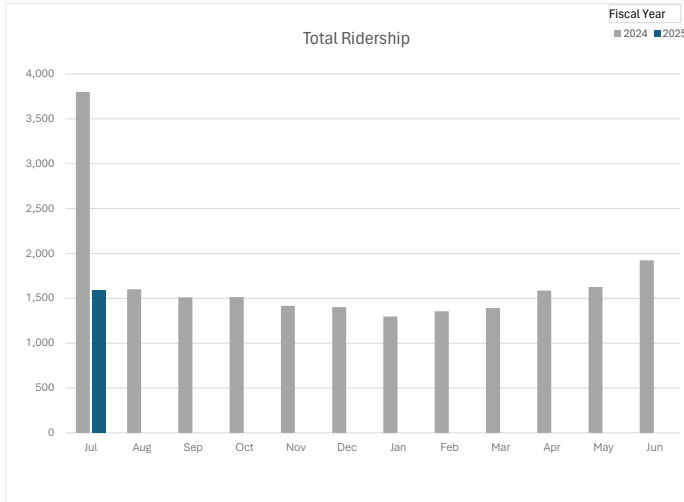




Go Tri-Valley Performance

FY 2025 - July

Performance Indicator	Jul-23	Jul-24	Year Over Year % Change
Total Ridership	3,801	1,585	-58%
Average Subsidy	\$4.81	\$4.70	-2%

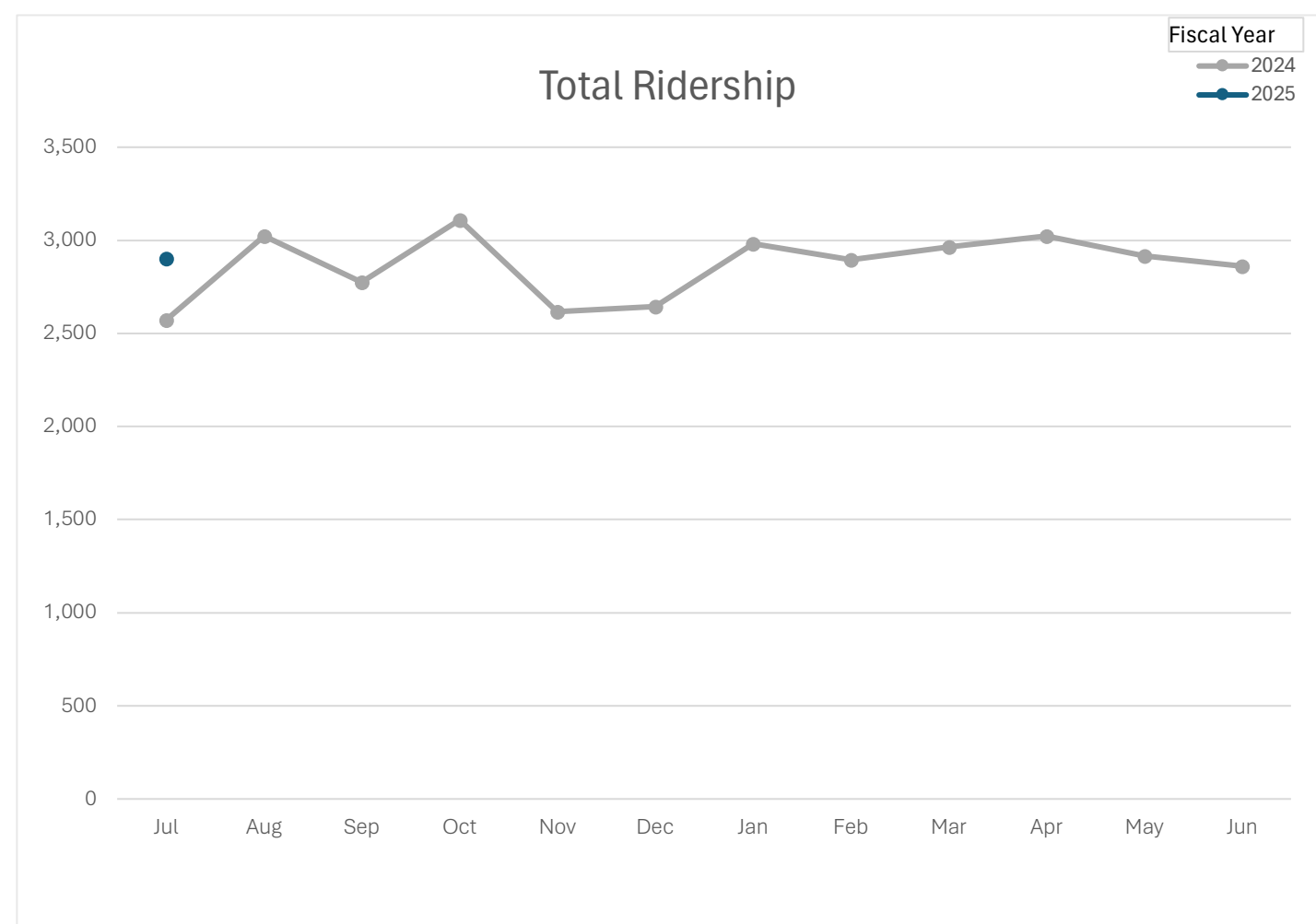
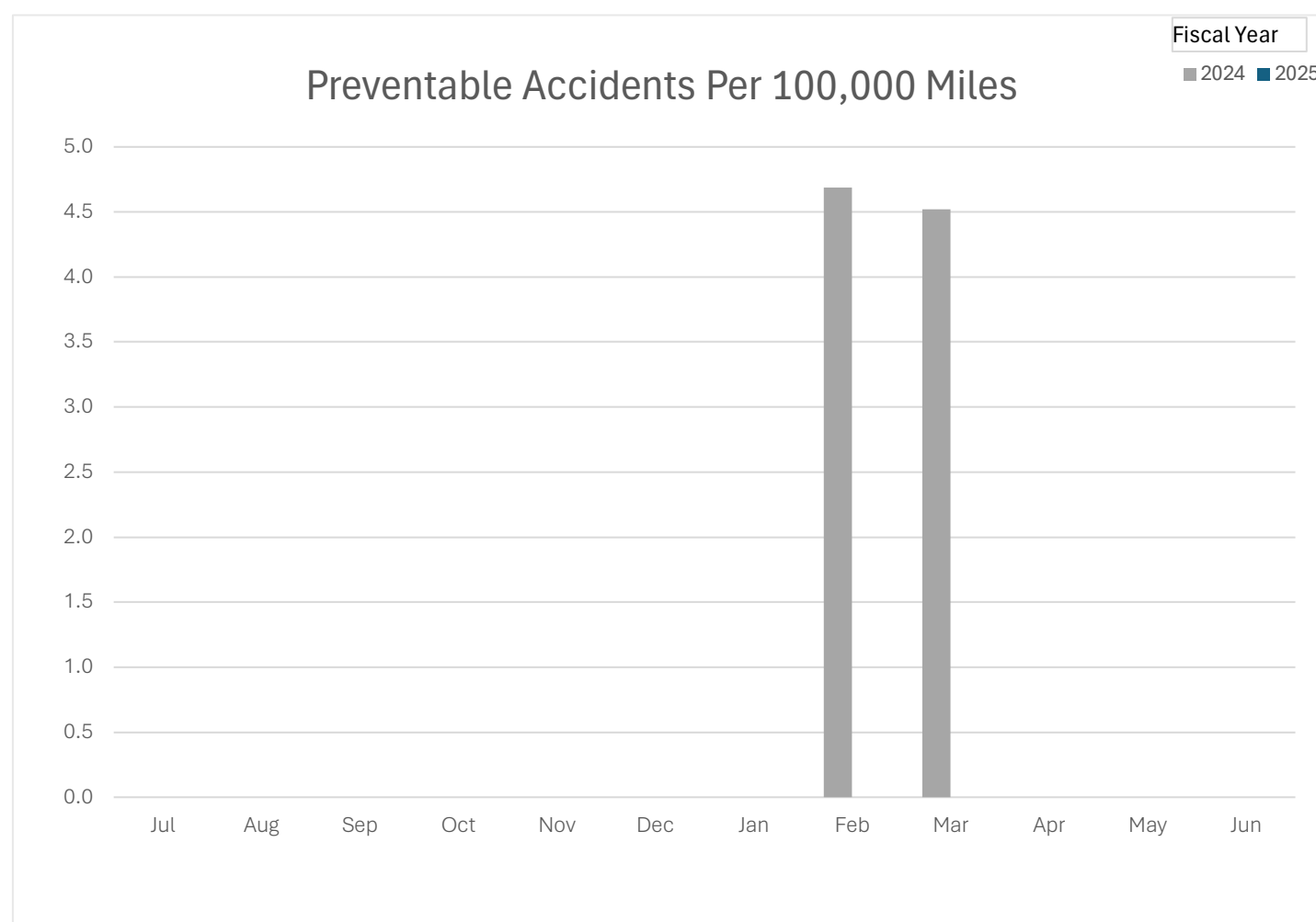
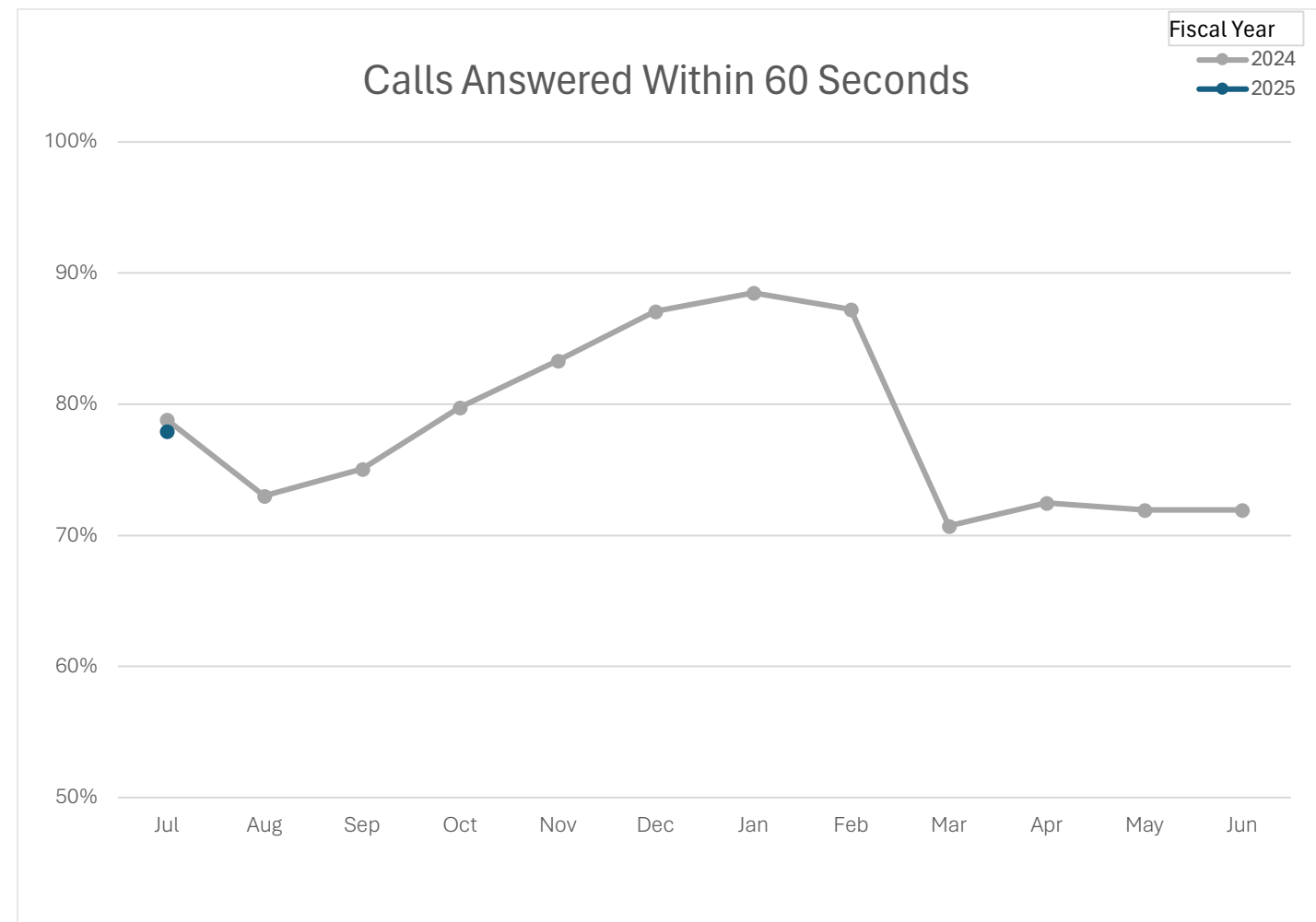
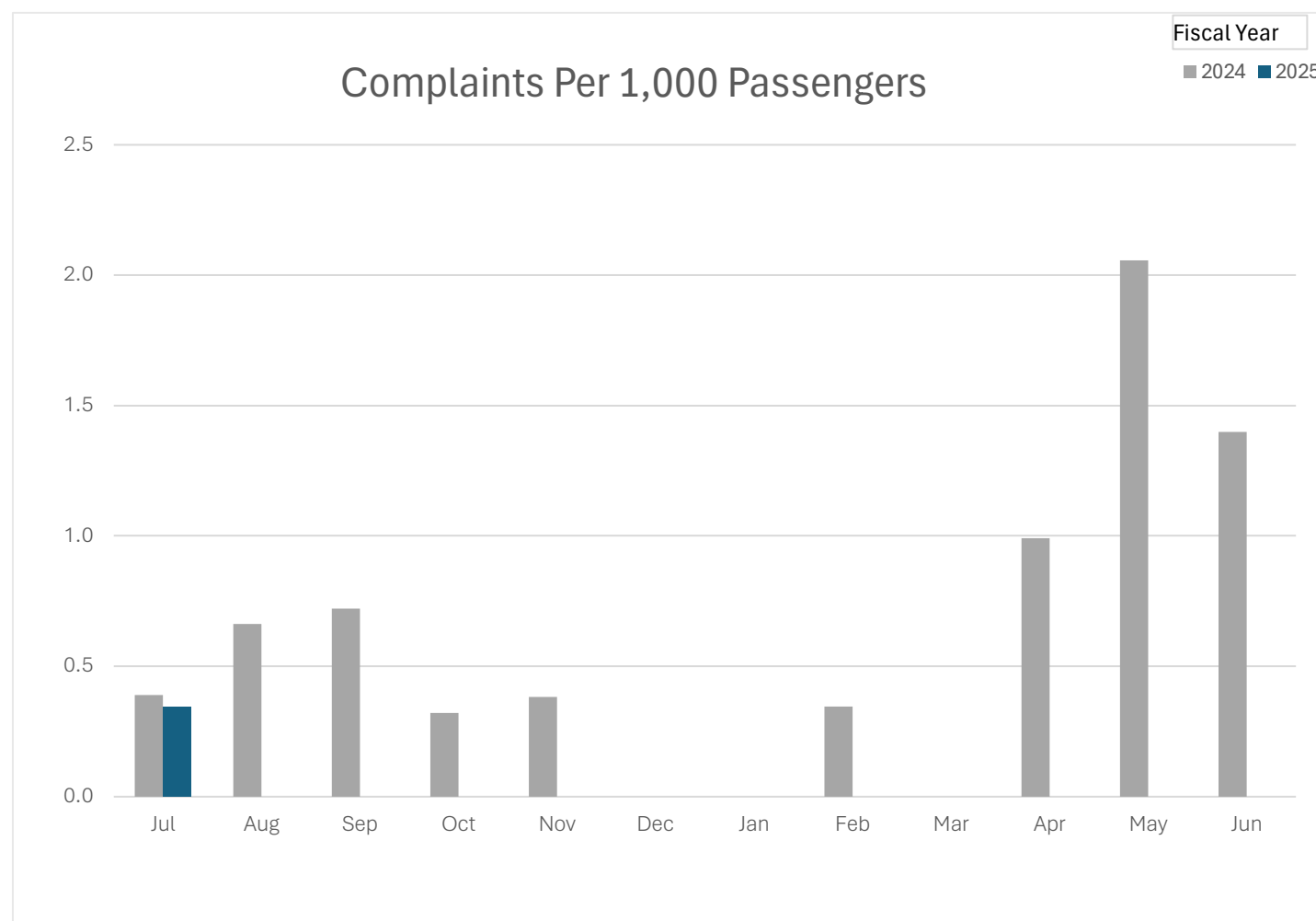
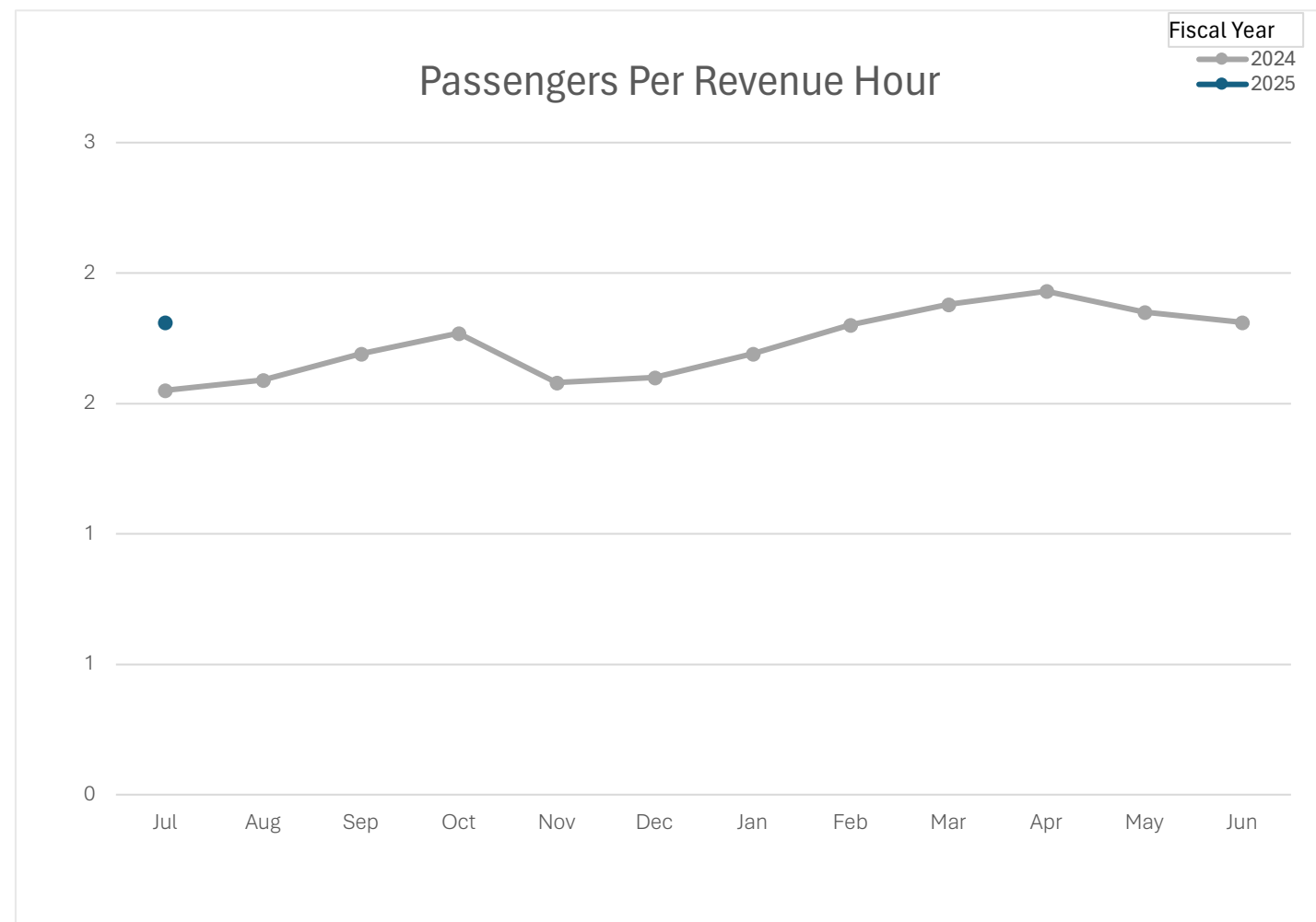
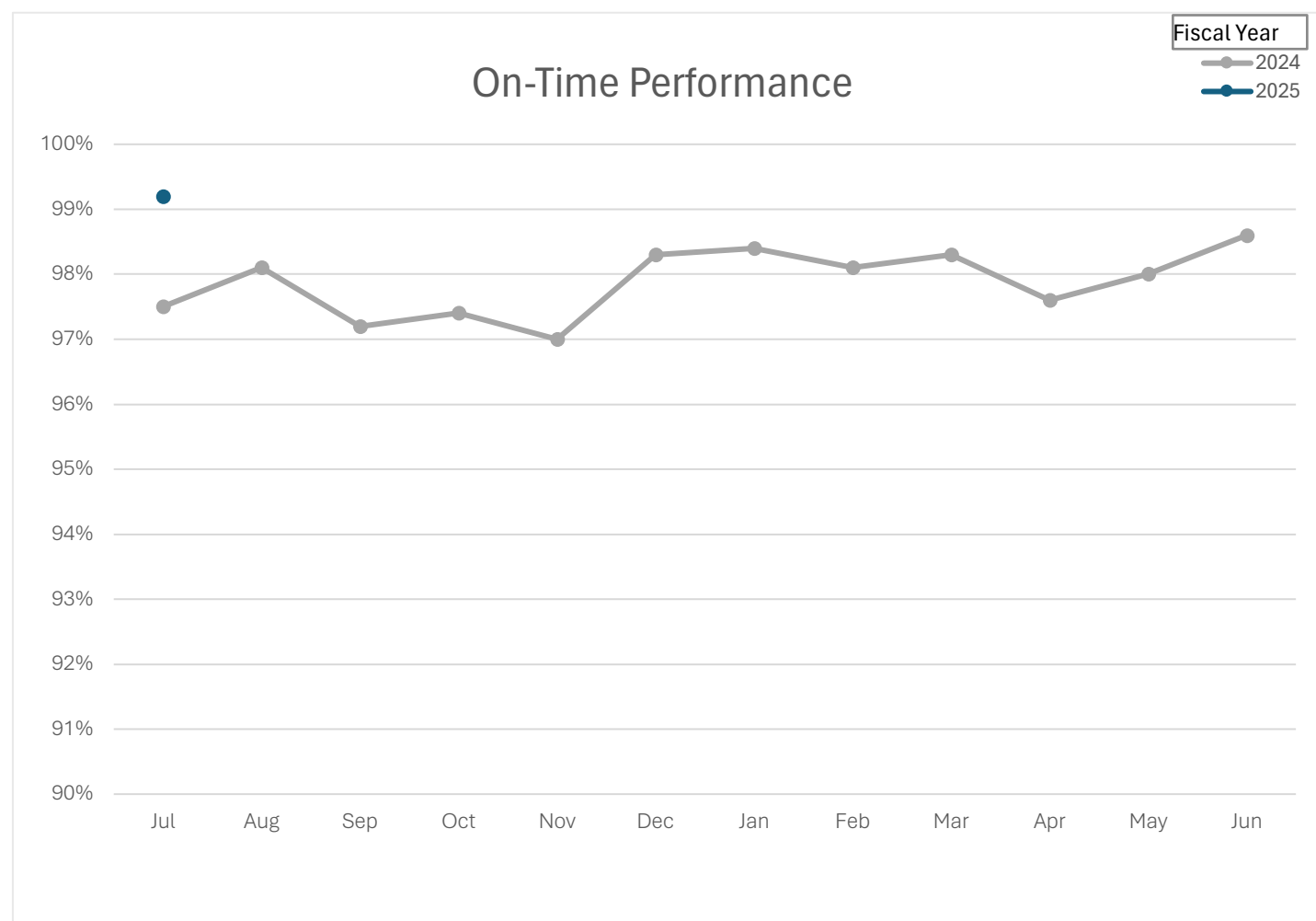




Paratransit System Performance

FY 2025 - July

Performance Indicator	Jul-23	Jul-24	Year Over Year % Change	
On-Time Performance	98%	99%	2%	📈
Passengers Per Revenue Hour	1.6	1.8	17%	📈
Valid Complaints Per 1,000 Passengers	0.4	0.3	-11%	📉
Phone Holds (% of calls answered within 60 seconds)	79%	78%	-1%	📉
Preventable Accidents Per 100,000 Miles	0.0	0.0	0%	📈
Cost Per Trip	\$62.88	\$54.11	-14%	📉
Total Ridership	2,572	2,901	13%	



LAVTA COMMITTEE ITEMS - September 2024 - January 2025

Finance & Administration Committee

September

	Action	Info
Minutes	X	
Treasurers Report	X	
DBE Policy	X	
Codify Existing Fares	X	

October

	Action	Info
Minutes	X	
Treasurers Report	X	
Annual Comprehensive Financial Report (ACFR)	X	

November

	Action	Info
Minutes	X	
Treasurers Report	X	
*Typically November committee meetings are cancelled		

December

	Action
Minutes	X
Treasurers Report	X
*Typically December committee meetings are cancelled	

January

	Action	Info
Minutes	X	
Treasurers Report	X	
2025 Legislative Program	X	

LAVTA COMMITTEE ITEMS - September 2024 - January 2025

Projects & Services Committee

September

	Action	Info
Minutes	X	
Strategic Plan Update		X

October

	Action	Info
Minutes	X	
Service to DHS and EHS - Final Recommendation		X
Marketing Plan Presentation		X

November

	Action	Info
Minutes	X	
Fixed Route Ridership Report		X
FY25 Bus Purchase		X

December

	Action	Info
Minutes	X	
*Typically December committee meetings are cancelled		

January

	Action	Info
Minutes	X	