

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

**BOARD OF DIRECTORS MEETING**

**DATE:** March 3, 2025  
**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**  
**CRAIG EICHER**  
**DAVID HAUBERT**  
**MICHAEL McCORRISTON**

**JULIE TESTA – VICE CHAIR**  
**JEAN JOSEY**  
**KRISTIE WANG**

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

*Documents received after publication of the Agenda and considered by the Board of Directors in its deliberation will be available for inspection only via electronic document transfer, due to the COVID-19 outbreak. See the COVID-19 provisions outlined below. Please call or email the 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](http://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, March 3, 2025, at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 3/3/2025” 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](mailto:frontdesk@lavta.org). If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, March 3, 2025 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 3/3/2025” 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. Consent Agenda**

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

**A. Minutes – February 3, 2025 Board Meeting**

**B. Treasurer’s Report for January 2025**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the January 2025 Treasurer’s Report.

**C. LAVTA 2025 Title VI Plan**

**Recommendation:** The Projects and Services Committee recommends the Board of Directors approve Resolution 09-2025 and LAVTA’s 2025 Title VI Program for submittal to the FTA.

**5. LAVTA Operations and Maintenance Contract Award**

**Reccomendation:** The Projects & Services Committee and the Finance & Administration Committee recommend that the Board of Directors approve Resolution 08-2025 awarding a contract for the Operations and Maintenance (O&M) of LAVTA’s fixed-route bus service to MV Transportation, Inc., for a period of three base years commencing on July 1, 2025, with four additional one-year options exercisable by LAVTA.

**6. Executive Director’s Report**

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

**8. Next Meeting Date is Scheduled for: April 7, 2025**

## 9. 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/ Michelle Kumar*

*2/27/2025*

*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](mailto:frontdesk@lavta.org)*

**MINUTES OF FEBRUARY 3, 2025  
LAVTA BOARD OF DIRECTORS MEETING**

**1. Call to Order and Pledge of Allegiance – 4:04pm**

**2. Roll Call of Members**

**Members Present**

Evan Branning – City of Livermore

Jean Josey – City of Dublin

Craig Eicher – City of Pleasanton

Julie Testa – City of Pleasanton

Kristie Wang – City of Livermore

David Haubert – County of Alameda

Michael McCorrison – City of Dublin

**3. Meeting Open to Public**

Public comment was received from Herb Hastings. Mr. Hastings spoke in opposition to potential changes to route 10R in Downtown Pleasanton. Executive Director Christy Wegener responded that an update on potential changes to route 10R will be provided to the Projects and Services Committee at their February 24 meeting.

**4. Minutes from January 8, 2025 Tri-Valley Accessible Advisory Committee**

TAAC Vice chair Esther Waltz was present to answer any questions. There were no questions from the Board.

**5. Consent Agenda**

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

**A Minutes of the January 6, 2025, Board of Directors Meeting.**

**B Treasurer’s Report for December 2024**

The Board approved the December 2024 Treasurer’s Report.

**C 2025 County Fair Shuttle**

The Board approved the operation of a dedicated shuttle during the 2025 Alameda County Fair

**D Acceptance of Property**

The Board approved adoption of Resolution 07-2025 which authorizes the Executive Director to accept the deed on behalf of the Authority.

## **E Consolidation of Existing Fares**

The Board adopted Resolution 05-2025, consolidating LAVTA's existing fares and fare policies into one updated resolution

Board Member McCorriston asked questions on item C. regarding how staff determine fares for the Alameda County Fair shuttle. Staff responded that the normal fixed route fare has always applied.

### **Approval of all Consent Agenda Items**

Motion/Second: Josey/Testa

Aye: Branning, Testa, Josey, McCorriston, Eicher, Haubert, Wang

No: None

Abstain: None

Absent: None

## **6. Resolution of Appreciation for Karla Brown**

The Board of Directors approved Resolution 06-2025 in recognition of and appreciation for the nearly twelve years of service of outgoing Pleasanton Mayor and LAVTA Board Member Karla Brown.

Motion/Second: Testa/Branning

Aye: Branning, Testa, Josey, McCorriston, Eicher, Haubert, Wang

No: None

Abstain: None

Absent: None

## **7. Adoption of the 2025 Legislative Program**

The Board of Directors approved Resolution 04-2025, affirming LAVTA's 2025 Legislative Program.

Motion/Second: Josey/McCorriston

Aye: Branning, Testa, Josey, McCorriston, Eicher, Haubert, Wang

No: None

Abstain: None

Absent: None

## **8. Executive Director's Report**

Executive Director Christy Wegener gave a brief overview of the Executive Director's Report including information on Ridership, Clipper 2.0, Emergency Preparedness, Governor Newsom's Budget and the impacts from the Trump administration's recent actions. Wegener also announced that all LAVTA buses will reserve a front seat in honor of Rosa Parks birthday and the historic action she took.

**9. Adjourn to CLOSED SESSION**

The meeting adjourned to closed session at 5:14pm.

**8. Closed Session pursuant to Government Code Section 54957:  
THREAT TO PUBLIC SERVICES OR FACILITIES  
Title: Executive Director**

Board Member Haubert left the meeting at 5:14pm.

**9. Reconvene to OPEN SESSION**

Meeting reconvened at 5:29pm  
No reportable Actions

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

None

**11. Next Meeting Date is Scheduled for:**

March 3, 2025

**12. Adjournment**

Meeting adjourned at 5:31pm.

**STAFF REPORT**

SUBJECT: Treasurer’s Report for January 2025

FROM: Tamara Edwards, Director of Finance

DATE: March 3, 2025

**Action Requested**

Review and approve the LAVTA Treasurer’s Report for January 2025.

**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 January 1, 2025	\$2,666,428.40
Payments made	\$1,876,276.61
Deposits made	\$1,987,980.35
Transfer from Farebox Account	\$250,000.00
Ending balance January 31, 2025	\$3,028,132.14

**Farebox account activity (106):**

Beginning balance January 1, 2025	\$284,986.52
Transfer to General Checking	\$250,000.00
Deposits made	\$28,414.59
Ending balance January 31, 2025	\$63,401.11

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

Beginning balance January 1, 2025	\$26,904,882.00
Q2FY25 Interest	\$204,944.01
Ending balance January 31, 2025	\$26,904,882.00

**Operating Expenditures and Revenues Summary:**

As this is the seventh 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 58%. The agency is at 50% overall.



***Operating Revenues Summary:***

While expenses are at 50%, revenues are at 74.5%. Additionally, the agency has a healthy cash flow and reserve balance.

**Contracts Executed in January by the Executive Director between \$50,000 and \$100,000:**

A) Gannett Fleming Task Order: Rutan Bathroom Design- Not to Exceed \$50,000

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the January 2025 Treasurer's Report.

Attachments:

1. January 2025 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
January 30, 2025**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	3,028,132	
106 CASH - FIXED ROUTE ACCOUNT	63,401	
107 Clipper Cash	899,393	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	886,369	
135 INVESTMENTS - LAIF	27,109,826	
13599 INVESTMENTS - LAIF Mark to Market	(43,343)	
14001 Due From Rail	2,930,530	
150 PREPAID EXPENSES	130,684	
160 OPEB ASSET	69,638	
165 DEFFERED OUTFLOW-Pension Related	777,421	
166 DEFFERED OUTFLOW-OPEB	593,386	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	310,502	
111 NET PROPERTY COSTS	57,761,136	
<b>TOTAL ASSETS</b>		<b>94,517,560</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	119,648	
211 PRE-PAID REVENUE	2,853,878	
21101 Clipper to be distributed	845,101	
22000 FEDERAL INCOME TAXES PAYABLE	40	
22010 STATE INCOME TAX	58	
22020 FICA MEDICARE	90	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	5,212	
22030 SDI TAXES PAYABLE	11	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	6,915	
22090 WORKERS' COMPENSATION PAYABLE	115,135	
22100 PERS-457	0	
22110 Direct Deposit Clearing	350	
22120 Compensated absences	126,117	
23101 Net Pension Liability	1,605,376	
23105 Deferred Inflow- OPEB Related	374,181	
23104 Deferred Inflow- Pension Related	141,094	
23103 INSURANCE CLAIMS PAYABLE	8,558	
23102 UNEMPLOYMENT RESERVE	7,889	
<b>TOTAL LIABILITIES</b>		<b>6,209,654</b>

**FUND BALANCE:**

301 FUND RESERVE	57,544,179	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,164,157	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	(1,487,301)	
<b>TOTAL FUND BALANCE</b>		<b>88,307,906</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>94,517,560</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
January 30, 2025**

<b>ACCOUNT</b>	<b>DESCRIPTION</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
4010100	Fixed Route Passenger Fares	1,560,675	35,413	670,466	890,209	43.0%
4020000	Business Park Revenues	226,476	44,077	132,231	94,245	58.4%
4020500	Special Contract Fares	613,318	74,746	144,046	469,272	23.5%
4020500	Special Contract Fares - Paratransit	37,200	0	16,520	20,680	44.4%
4010200	Paratransit Passenger Fares	162,675	8,545	52,247	110,428	32.1%
4060100	Concessions	23,916	4,363	10,569	13,347	44.2%
4060300	Advertising Revenue	190,000	0	190,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	204,944	344,469	5,531	98.4%
4070300	Non transportation revenue	181,956	19,406	118,870	63,086	65.3%
4099100	TDA Article 4.0 - Fixed Route	12,847,398	0	13,682,140	(834,742)	106.5%
4099500	TDA Article 4.0-BART	101,010	7,753	44,144	56,866	43.7%
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	816	1,964	104,336	1.8%
4110100	STA Funds-Paratransit	148,001	0	0	148,001	0.0%
4110500	STA Funds- Fixed Route BART	496,359	0	309,993	186,366	62.5%
4110100	STA Funds-pop	1,983,778	1,360,022	1,641,391	342,387	82.7%
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	229,495	229,495	349,933	39.6%
4640500	Measure BB Paratransit Funds-GAP	1	0	0	1	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,948,320	134,477	738,448	1,209,872	37.9%
4640200	Measure BB Paratransit Funds-Paratransit	1,171,902	66,397	364,605	807,297	31.1%
			0			
	<b>RAIL</b>	0	0	0		
	<b>TOTAL REVENUE</b>	<b>25,097,350</b>	<b>2,190,455</b>	<b>18,691,598</b>	<b>6,405,752</b>	<b>74.5%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
January 30, 2025**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$2,244,059	\$153,370	\$1,142,070	\$1,101,989	50.89%
502 00 Personnel Benefits	\$1,656,498	\$21,156	\$548,570	\$1,107,928	33.12%
503 00 Professional Services	\$1,576,482	\$108,469	\$621,108	\$955,374	39.40%
503 05 Non-Vehicle Maintenance	\$1,170,734	\$72,456	\$698,450	\$472,285	59.66%
503 99 Communications	\$6,402	\$402	\$961	\$5,441	15.02%
504 01 Fuel and Lubricants	\$1,663,500	\$61,632	\$551,224	\$1,112,276	33.14%
504 03 Non contracted vehicle maintenance	\$90,001	\$0	\$1,520	\$88,481	1.69%
504 99 Office/Operating Supplies	\$60,022	\$6,246	\$15,025	\$44,997	25.03%
504 99 Printing	\$134,000	\$1,124	\$30,906	\$103,094	23.06%
505 00 Utilities	\$521,285	\$42,871	\$262,060	\$259,225	50.27%
506 00 Insurance	\$648,917	(\$69)	\$726,727	(\$77,810)	111.99%
507 99 Taxes and Fees	\$111,868	\$9,166	\$61,258	\$50,610	54.76%
508 01 Purchased Transportation Fixed Route	\$11,986,359	\$1,023,601	\$7,054,944	\$4,931,415	58.86%
2-508 02 Purchased Transportation Paratransit	\$2,564,940	\$22,196	\$356,134	\$2,208,806	13.88%
508 03 Purchased Transportation WOD	\$200,000	\$26,950	\$107,338	\$92,662	53.67%
509 00 Miscellaneous	\$155,281	\$37,589	\$165,991	(\$10,710)	106.90%
509 02 Professional Development	\$132,500	\$10,934	\$84,478	\$48,022	63.76%
509 08 Advertising	\$174,000	\$13,637	\$30,502	\$143,498	17.53%
<b>TOTAL</b>	<b>\$25,096,848</b>	<b>\$1,611,732</b>	<b>\$12,459,268</b>	<b>\$12,637,580</b>	<b>49.64%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**January 30, 2025**

<b>ACCOUNT</b>	<b>DESCRIPTON</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
<b>REVENUE DETAILS</b>						
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	11,504	11,504	238,496	4.60%
41310	FTA Transit Center	287,739	10,920	10,920	276,819	3.80%
46405	Measure BB Atlantis	3,000,000	0	0	3,000,000	0.00%
	<b>TOTAL REVENUE</b>	<b>58,211,445</b>	<b>22,424</b>	<b>22,424</b>	<b>55,189,021</b>	<b>0.04%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**January 30, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	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	880	880	12,810,679	0.01%
5550507	Office and Facility Equipment	434,200	294,728	428,214	5,986	98.62%
5551007	Transit Center Upgrades and Improvements	411,056	0	605	410,451	0.15%
5550507	Rutan Retrofit	1,475,135	0	0	1,475,135	0.00%
5550607	TSP	2,790,000	12,264	12,264	2,777,736	0.44%
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	14,398	608,102	2.31%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
	<b>TOTAL CAPITAL EXPENDITURES</b>	<b>58,211,445</b>	<b>307,872</b>	<b>456,361</b>	<b>57,755,084</b>	<b>0.78%</b>
	<b>FUND BALANCE (CAPITAL)</b>	<b>0.00</b>	<b>(285,448)</b>	<b>(433,937)</b>		
	<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>	<b>0.00</b>	<b>289,641</b>	<b>5,776,278</b>		

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
01-25	024422	01/13/25	MUN01 (MUNCIE TRANSIT SUPPLY)		(9,701.43)	.00	(9,701.43)	Ck# 024422 Reversed
	024476	01/31/25	ALA02 (ALANCO EQUIPMENT)		270.00	.00	270.00	Automatic Generated Check
	024477	01/31/25	AT702 (AT&T)		819.88	.00	819.88	Automatic Generated Check
	024478	01/31/25	CALL3 (CALIFORNIA TRANSIT)		415.65	.00	415.65	Automatic Generated Check
	024479	01/31/25	CGC01 (CAPITOL GOVERNMENT CONTRACT)		3,929.00	.00	3,929.00	Automatic Generated Check
	024480	01/31/25	DIA07 (DIABLO PUBLICATIONS)		1,730.00	.00	1,730.00	Automatic Generated Check
	024481	01/31/25	ENV01 (ENVIRONMENTAL SYSTEMS RESEAR)		7,410.00	.00	7,410.00	Automatic Generated Check
	024482	01/31/25	GOG01 (GO GO GRANDPARENT)		859.11	.00	859.11	Automatic Generated Check
	024483	01/31/25	IND01 (THE INDEPENDENT)		2,700.00	.00	2,700.00	Automatic Generated Check
	024484	01/31/25	IT001 (INSTITUTE FOR TRANSIT OPERAT)		950.00	.00	950.00	Automatic Generated Check
	024485	01/31/25	JTH01 (J. THAYER COMPANY)		350.69	.00	350.69	Automatic Generated Check
	024486	01/31/25	MET01 (METROPOLITAN TRANSPORT-)		18,862.08	.00	18,862.08	Automatic Generated Check
	024487	01/31/25	TX238 (MEGAN LEVITT)		88.20	.00	88.20	Automatic Generated Check
	024488	01/31/25	TX253 (GUIZHI LIU)		89.71	.00	89.71	Automatic Generated Check
	024489	01/31/25	TX254 (HOSSEIN SHAHRZAD)		403.00	.00	403.00	Automatic Generated Check
	024490	01/31/25	TX257 (SHIPRA AGRAWAL)		59.07	.00	59.07	Automatic Generated Check
	H15180	01/14/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01, 20241247, LANDSCAP
	H15181	01/14/25	MUN01 (MUNCIE TRANSIT SUPPLY)		9,701.43	.00	9,701.43	MUN01, 1274600, MP2214 RU
	H15183	01/30/25	AAL01 (ALPHA ANALYTICAL LABORATORIE		395.00	.00	395.00	AAL01, 4127365, 12/17/24
	H15184	01/30/25	AIM01 (AIM TO PLEASE JANITORIAL SER		4,574.62	.00	4,574.62	AIM01, 114, DEC-24 MONTHL
	H15185	01/30/25	AIM01 (AIM TO PLEASE JANITORIAL SER		7,400.00	.00	7,400.00	AIM01, 1131, DEC-24 BUS S
	H15187	01/30/25	CCL01 (CARPI & CLAY INC)		4,500.00	.00	4,500.00	CCL01, 24-12LAVTA, DEC-24
	H15188	01/30/25	CNO01 (CIRCA NOW LLC)		3,000.00	.00	3,000.00	CNO01, 2116, PO7879 DEC-2
	H15189	01/30/25	CNO01 (CIRCA NOW LLC)		20,208.50	.00	20,208.50	CNO01, 2117, PO7907 DEC-2
	H15190	01/30/25	CNO01 (CIRCA NOW LLC)		3,600.00	.00	3,600.00	CNO01, 2118, PO7907 DEC-2
	H15191	01/30/25	CNO01 (CIRCA NOW LLC)		1,197.00	.00	1,197.00	CNO01, 2119, PO7880 SCHED
	H15192	01/30/25	CNO01 (CIRCA NOW LLC)		4,404.50	.00	4,404.50	CNO01, 2120, PO7904 TO5-D
	H15193	01/30/25	CNO01 (CIRCA NOW LLC)		5,545.50	.00	5,545.50	CNO01, 2121, TO6-AD-HOC C
	H15194	01/30/25	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01, C412151, JAN-2025
	H15195	01/30/25	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02, 198847, 12/16/24 P
	H15196	01/30/25	ESE01 (EDWARDS & SONS EQUIPMENT SER		1,353.49	.00	1,353.49	ESE01, 58464, MP2254 RUTA
	H15197	01/30/25	GAN01 (GANNETT FLEMING COMPANIES)		19,460.00	.00	19,460.00	GAN01, 45397, PO7902 REDE
	H15198	01/30/25	GAN01 (GANNETT FLEMING COMPANIES)		4,310.00	.00	4,310.00	GAN01, 45398, PO7897 TO4-
	H15199	01/30/25	GAN01 (GANNETT FLEMING COMPANIES)		5,970.00	.00	5,970.00	GAN01, 45399, PO7869 TO3-
	H15200	01/30/25	GAN01 (GANNETT FLEMING COMPANIES)		4,275.00	.00	4,275.00	GAN01, 45400, PO7865 TO2-
	H15201	01/30/25	GET01 (GETTLER-RYAN INC.)		7,275.38	.00	7,275.38	GET01, 10789, MP2190 INST
	H15202	01/30/25	KKI01 (ALPHA MEDIA LLC)		5,000.00	.00	5,000.00	KKI01, 1006825-1, MP2239
	H15203	01/30/25	KKI01 (ALPHA MEDIA LLC)		750.00	.00	750.00	KKI01, 1006913-1, MP2276
	H15204	01/30/25	KKI01 (ALPHA MEDIA LLC)		1,250.00	.00	1,250.00	KKI01, 1006913-2, MP2239
	H15205	01/30/25	LYF01 (LYFT, INC)		7,188.59	.00	7,188.59	LYF01, 1171384, DEC-24 GO
	H15206	01/30/25	LYF01 (LYFT, INC)		177.43	.00	177.43	LYF01, 1171385, DEC-24 GO
	H15207	01/30/25	OAK01 (OAKS BUSINESS PK OWNERS)		4,459.00	.00	4,459.00	OAK01, 1ST QTR 2025 BUSIN
	H15208	01/30/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2879, NOV-24 RUTAN
	H15209	01/30/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2880, NOV-24 ATLAN
	H15210	01/30/25	POL01 (POLITICO GROUP INC)		2,500.00	.00	2,500.00	POL01, DEC-24 STATE ADVOC
	H15211	01/30/25	PRE03 (PREMIER SECURITY SOLNS CO)		22,320.00	.00	22,320.00	PRE03, PSI-4782, PO7910 F
	H15212	01/30/25	RMS01 (RELIABLE MONITORING SERVICES)		80,951.02	.00	80,951.02	RMS01, INV-1, RUTAN HYDRO
	H15213	01/30/25	RSE01 (R & S ERECTION)		225.00	.00	225.00	RSE01, 137582GR, 12/13/24
	H15214	01/30/25	RSE01 (R & S ERECTION)		230.55	.00	230.55	RSE01, 137583GR, 12/13/24
	H15215	01/30/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,708.48	.00	2,708.48	SAN01, 945206608, OCT-24
	H15216	01/30/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,708.48	.00	2,708.48	SAN01, 945206609, NOV-24
	H15217	01/30/25	SDI01 (SDI PRESENCE LLC)		11,068.00	.00	11,068.00	SDI01, 17677, IT MODERNIZ
	H15219	01/30/25	SDI01 (SDI PRESENCE LLC)		12,702.50	.00	12,702.50	SDI01, 18165, IT MODERN-S
	H15221	01/30/25	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOL01, 25-0105LAVTA, DEC-
	H15222	01/30/25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)		6,000.00	.00	6,000.00	TPA01, 22754, JAN-25 STAT
	H15223	01/30/25	TPG01 (VLLAGE INSTANT PRINTING)		153.40	.00	153.40	TPG01, 79849, MP2293 KARL
	H15224	01/30/25	UBE01 (UBER)		9,531.12	.00	9,531.12	UBE01, DEC-24 GO DUBLIN B
	H15225	01/30/25	ZIL01 (ZILLA CORPORATION)		1,665.00	.00	1,665.00	ZIL01, 31548, MP2041 NEX
	H15226	01/30/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		4,214.84	.00	4,214.84	CEN04, 25063, SEPT-24 MON
	H15227	01/30/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		5,083.74	.00	5,083.74	CEN04, 25066, OCT-24 MONT
	H15228	01/30/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		4,430.73	.00	4,430.73	CEN04, 25099, NOV-24 MONT
	H15232	01/30/25	INT05 (INTERSTATE OIL COMPANY)		24,601.79	.00	24,601.79	INT05, D195439IN, 1/7/25
	H15233	01/31/25	BAN03 (BANKCARD CENTER)		15,270.30	.00	15,270.30	BAN03, SEPT-24 BMO CC STA
	H15234	01/31/25	BAN03 (BANKCARD CENTER)		13,551.46	.00	13,551.46	BAN03, OCT-24 BMO CC STAT
	H15235	01/31/25	BAN03 (BANKCARD CENTER)		4,733.31	.00	4,733.31	BAN03, NOV-24 BMO CC STAT
	H15236	01/31/25	BAN03 (BANKCARD CENTER)		11,223.30	.00	11,223.30	BAN03, DEC-24 BMO CC STAT
	H15237	01/31/25	RMS01 (RELIABLE MONITORING SERVICES)		192,025.57	.00	192,025.57	RMS01, INV-2, RUTAN HYDRO
	H15238	01/30/25	TAX01 (HERB HASTINGS)		46.34	.00	46.34	TAX01, PARATAXI REIMBURSE
	H15239	01/30/25	TAX01 (HERB HASTINGS)		269.59	.00	269.59	TAX01, PARATAXI REIMBURSE
	H15240	01/30/25	TX242 (BONNIE WOLF)		270.00	.00	270.00	TX242, PARATAXI REIMBURSE
	H15241	01/30/25	SDI01 (SDI PRESENCE LLC)		11,068.00	.00	11,068.00	SDI01, 17967, IT MODERNIZ
	H15242	01/31/25	AIR02 (AIRESRING)		3,554.84	.00	3,554.84	AIR02, 192094628, 1/1/25-
	H15243	01/31/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10, CA STATE GARNISHME
	H15244	01/31/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10, CA STATE GARNISHME
	H15245	01/31/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		1,445.62	.00	1,445.62	DIR02, PR DIRECT DEPOSIT
	H15246	01/10/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		47,397.62	.00	47,397.62	DIR02, PR DIRECT DEPOSIT
	H15247	01/24/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		49,839.53	.00	49,839.53	DIR02, PR DIRECT DEPOSIT
	H15248	01/07/25	EFT01 (ELECTRONIC FUND TRANFERS)		384.26	.00	384.26	EFT01, FEDERAL TAX BOD 12
	H15249	01/10/25	EFT01 (ELECTRONIC FUND TRANFERS)		12,389.03	.00	12,389.03	EFT01, FEDERAL TAX 12/21/
	H15250	01/23/25	EFT01 (ELECTRONIC FUND TRANFERS)		13,399.97	.00	13,399.97	EFT01, FEDERAL TAX 1/4/25
	H15251	01/30/25	EFT01 (ELECTRONIC FUND TRANFERS)		15.87	.00	15.87	EFT01, FEDERAL TAX 2024 4
	H15252	01/31/25	EMP01 (EMPLOYMENT DEVEL DEPT)		411.00	.00	411.00	EMP01, 4TH QTR 2024 UNEMP
	H15253	01/07/25	EMP01 (EMPLOYMENT DEVEL DEPT)		44.75	.00	44.75	EMP01, STATE TAX BOD 12/1
	H15254	01/10/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,373.06	.00	4,373.06	EMP01, STATE TAX 12/21/24
	H15255	01/23/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,688.97	.00	4,688.97	EMP01, STATE TAX 1/4/25-1
	H15256	01/30/25	INT05 (INTERSTATE OIL COMPANY)		21,032.29	.00	21,032.29	INT05, D265746IN, 12/19/2
	H15257	01/30/25	INT05 (INTERSTATE OIL COMPANY)		19,982.11	.00	19,982.11	INT05, D266312IN, 12/27/2
	H15258	01/30/25	LIU02 (JOY LIU)		34.97	.00	34.97	LIU02, 12/11/24 EXPENSE R
	H15259	01/30/25	LIU02 (JOY LIU)		71.66	.00	71.66	LIU02, 12/18/24 EXPENSE R
	H15260	01/30/25	LIU02 (JOY LIU)		38.59	.00	38.59	LIU02, 12/19/24 EXPENSE R
	H15261	01/30/25	MAS01 (ANTHONY D. MASSA)		66.87	.00	66.87	MAS01, 12/14/24 MILEAGE R
	H15262	01/15/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 132497, JAN-25 1ST
	H15263	01/31/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 132498, JAN-25 2ND
	H15264	01/30/25	MVT01 (MV TRANSPORTATION, INC.)		78,085.89	.00	78,085.89	MVT01, NOV-24 FIXED ROUTE
	H15265	01/10/25	PER01 (PERS)		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15266	01/23/25	PER01 (PERS)		122.25	.00	122.25	PER01, PERS CLASSIC CONTR

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
01-25	H15267	01/10/25	PER01 (PERS )		7,392.78	.00	7,392.78	PER01, PERS NEW CONTRIBUT
	H15268	01/23/25	PER01 (PERS )		7,401.37	.00	7,401.37	PER01, PERS NEW CONTRIBUT
	H15269	01/10/25	PER04 (CALPERS RETIREMENT SYSTEM)		6,318.67	.00	6,318.67	PER04, PERS 457 CONTRIBUT
	H15270	01/23/25	PER04 (CALPERS RETIREMENT SYSTEM)		6,341.29	.00	6,341.29	PER04, PERS 457 CONTRIBUT
	H15271	01/16/25	PEX01 (PEX CARD)		6,000.00	.00	6,000.00	PEX01, 1/13/25 PEX CARDS
	H15272	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,423.68	.00	1,423.68	ROB06, 64468705, FRONT DE
	H15273	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,423.68	.00	1,423.68	ROB06, 64488554, FRONT DE
	H15274	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,423.68	.00	1,423.68	ROB06, 64511833, FRONT DE
	H15275	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		2,372.80	.00	2,372.80	ROB06, 64536356, FRONT DE
	H15276	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		2,372.80	.00	2,372.80	ROB06, 64570568, FRONT DE
	H15277	01/30/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,898.24	.00	1,898.24	ROB06, 64586265, FRONT DE
	H15278	01/30/25	STA01 (STATE COMPENSATION FUND)		1,292.33	.00	1,292.33	STA01, DEC-24 WORKER'S CO
	H15279	01/24/25	STA04 (STATE BOARD OF )		1,822.00	.00	1,822.00	STA04, 4TH QTR 2024 UNDER
	H15280	01/24/25	STA05 (STATE BOARD OF EQUAL)		1,203.00	.00	1,203.00	STA05, 4TH QTR 2024 EXEMP
	H15281	01/30/25	UBEO1 (UBER )		10,052.80	.00	10,052.80	UBEO1, NOV-24 GO DUBLIN B
	H15282	01/30/25	VER01 (VERIZON WIRELESS)		1,771.90	.00	1,771.90	VER01, 6101835330, 11/23/
	H15283	01/30/25	WEG01 (CHRISTY WEGENER)		402.60	.00	402.60	WEG01, 1/8/25-1/17/25 EXP
	H15284	01/30/25	YEA01 (JENNIFER YEAMANS)		163.18	.00	163.18	YEA01, 11/14/24-1/8/25 TR
	H15285	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		472.69	.00	472.69	CAL04, 0198655555, BUS WA
	H15286	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		69.71	.00	69.71	CAL04, 2575555555, TC FIR
	H15287	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		52.57	.00	52.57	CAL04, 3616555555, TC WAT
	H15288	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		207.74	.00	207.74	CAL04, 4616555555, TC IRR
	H15289	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		92.95	.00	92.95	CAL04, 4755555555, MOA FI
	H15290	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		92.95	.00	92.95	CAL04, 5755555555, CONTRA
	H15291	01/30/25	CAL04 (CALIFORNIA WATER SERVICE)		2,453.75	.00	2,453.75	CAL04, 9098655555, MOA WA
	H15292	01/30/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS
	H15293	01/30/25	CIT06 (CITY OF LIVERMORE SEWER)		1,093.70	.00	1,093.70	CIT06, 133294-00, MOA WAT
	H15294	01/30/25	CIT06 (CITY OF LIVERMORE SEWER)		58.82	.00	58.82	CIT06, 133389-00, TRANSIT
	H15295	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		48.68	.00	48.68	CIT07, 139361-00, ATLANTI
	H15296	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		133.80	.00	133.80	CIT07, 139388-00, BUS WAS
	H15297	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		32.42	.00	32.42	CIT07, 139399-00, ATLANTI
	H15298	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		231.42	.00	231.42	CIT07, 138430-01, ATLANTI
	H15299	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		45.87	.00	45.87	CIT07, 138431-00, ATLANTI
	H15300	01/30/25	CIT07 (CITY OF LIVERMORE - WATER)		12.25	.00	12.25	CIT07, 138432-00, ATLANTI
	H15301	01/30/25	LIV10 (LIVERMORE SANITATION INC)		2,828.42	.00	2,828.42	LIV10, 2546060, 12/1/24-1
	H15302	01/01/25	MER01 (MERCHANT SERVICES)		67.87	.00	67.87	MER01, DEC-24 MOA CC STAT
	H15303	01/01/25	MER01 (MERCHANT SERVICES)		139.21	.00	139.21	MER01, DEC-24 TRANSIT CEN
	H15304	01/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		14,582.46	.00	14,582.46	PAC02, 5809326332-3, MOA
	H15305	01/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,824.08	.00	1,824.08	PAC02, 6062256368-6, ATLA
	H15306	01/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		2,560.26	.00	2,560.26	PAC02, 7264840356-5, BUS
	H15307	01/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		144.43	.00	144.43	PAC02, 7649646868-7, DOOL
	H15308	01/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		6,496.78	.00	6,496.78	PAC02, 9007202117-4, MOA
	Total for Bank Account 105 ----->				1,866,165.01	.00	1,866,165.01	
	Grand Total of all Bank Accounts ----->				1,866,165.01	.00	1,866,165.01	



Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
01-25	AAL01 (ALPHA ANALYTICAL LABORATORI	4127365H	12/27/24	01/26/25	A	395.00	AAL01, 4127365, 12/17/24 RUTAN STORM WATER T
01-25	AIM01 (AIM TO PLEASE JANITORIAL SE	1131H 114DEC-24H	01/09/25 01/09/25	02/08/25 02/08/25	A A	7400.00 4574.62	AIM01, 1131, DEC-24 BUS STOP CLEANING SERVIC AIM01, 114, DEC-24 MONTHLY JANITORIAL SERVIC
			Vendor's Total ----->			11974.62	
01-25	AIR02 (AIRESPRING)	192094628H	01/01/25	01/31/25	A	3554.84	AIR02, 192094628, 1/1/25-1/31/25 SERVICE
01-25	ALA02 (ALANCO EQUIPMENT)	15626	12/31/24	01/30/25	A	270.00	ALA02, 15626, MP2308 RUTAN SHOP TIRE MACHINE
01-25	ATT02 (AT&T )	22739968 22887829	12/13/24 01/13/25	01/12/25 02/12/25	A A	413.57 406.31	ATT02, 22739968, PAYER #9391035694 11/13-12/ ATT02, 22887829, PAYER #9391035694 12/13-1/1
			Vendor's Total ----->			819.88	
01-25	BAN03 (BANKCARD CENTER)	DEC-2024H NOV-2024H OCT-2024H SEPT-2024H	12/28/24 11/28/24 10/28/24 09/28/24	01/27/25 12/28/24 11/27/24 10/28/24	A A A A	11223.30 4733.31 13551.46 15270.30	BAN03, DEC-24 BMO CC STATEMENT BAN03, NOV-24 BMO CC STATEMENT BAN03, OCT-24 BMO CC STATEMENT BAN03, SEPT-24 BMO CC STATEMENT
			Vendor's Total ----->			44778.37	
01-25	CAL04 (CALIFORNIA WATER SERVICE)	198121924H 257010225H 361010325H 461010325H 475010225H 575010225H 909122324H	12/19/24 01/02/25 01/03/25 01/03/25 01/02/25 01/02/25 12/23/24	01/18/25 02/01/25 02/02/25 02/02/25 02/01/25 02/01/25 01/22/25	A A A A A A A	472.69 69.71 52.57 207.74 92.95 92.95 2453.75	CAL04, 0198655555, BUS WASH 11/19/24-12/18/2 CAL04, 2575555555, TC FIRE 1/1/25-1/31/25 CAL04, 3616555555, TC WATER 12/3/24-1/2/25 CAL04, 4616555555, TC IRRG 12/3/24-1/2/25 CAL04, 4755555555, MOA FIRE 1/1/25-1/31/25 CAL04, 5755555555, CONTRACTOR FIRE 1/1/25-1/ CAL04, 9098655555, MOA WATER 11/19/24-12/18/
			Vendor's Total ----->			3442.36	
01-25	CAL10 (CALIFORNIA STATE DISBURSEME	20250103H 20250117H	01/09/25 01/22/25	02/08/25 02/21/25	A A	455.53 455.53	CAL10, CA STATE GARNISHMENT 12/21/24-1/3/25 CAL10, CA STATE GARNISHMENT 1/4/25-1/17/25
			Vendor's Total ----->			911.06	
01-25	CAL13 (CALIFORNIA TRANSIT)	312024DEC	01/09/25	02/08/25	A	415.65	CAL13, 31-2024-DEC, DEC-24 INSURANCE CLAIMS
01-25	CCL01 (CARPI & CLAY INC)	24-12LAVTH	01/01/25	01/31/25	A	4500.00	CCL01, 24-12LAVTA, DEC-24 FEDERAL ADVOCACY P
01-25	CEN04 (CENTRAL CONTRA COSTA TRAN)	25063H 25066H 25099H	12/13/24 12/13/24 01/10/25	01/12/25 01/12/25 02/09/25	A A A	4214.84 5083.74 4430.73	CEN04, 25063, SEPT-24 MONTHLY ONE SEAT SERVI CEN04, 25066, OCT-24 MONTHLY ONE SEAT SERVIC CEN04, 25099, NOV-24 MONTHLY ONE SEAT SERVIC
			Vendor's Total ----->			13729.31	
01-25	CGC01 (CAPITOL GOVERNMENT CONTRACT	INV-3 T01	08/25	02/07/25	A	3929.00	CGC01, INV-3, MP2252 O&M EVALUATION W/E 12/3
01-25	CIT06 (CITY OF LIVERMORE SEWER)	BW121724H TC011425H MOA121724H	12/17/24 01/14/25 12/17/24	01/16/25 02/13/25 01/16/25	A A A	113.17 58.82 1093.70	CIT06, 138143-00, BUS WASH 11/19/24-12/17/24 CIT06, 133389-00, TRANSIT CENTER 12/10/24-1/ CIT06, 133294-00, MOA WATER 11/19/24-12/17/2
			Vendor's Total ----->			1265.69	
01-25	CIT07 (CITY OF LIVERMORE - WATER)	361121724H 388010725H 399121724H 430121724H 431010725H 432121724H	12/17/24 01/07/25 12/17/24 12/17/24 01/07/25 12/17/24	01/16/25 02/06/25 01/16/25 01/16/25 02/06/25 01/16/25	A A A A A A	48.68 133.80 32.42 231.42 45.87 12.25	CIT07, 139361-00, ATLANTIS CT SEWER 11/19-12 CIT07, 139388-00, BUS WASH 12/3/24-1/7/25 CIT07, 139399-00, ATLANTIS ST SEWER 11/19-12 CIT07, 138430-01, ATLANTIS INDOOR 11/19-12/1 CIT07, 138431-00, ATLANTIS IRRG 12/3/24-1/7/ CIT07, 138432-00, ATLANTIS FIRE 11/19/24-12/
			Vendor's Total ----->			504.44	
01-25	CNO01 (CIRCA NOW LLC)	2116H 2117H 2118H 2119H 2120H 2121H	01/06/25 01/06/25 01/06/25 01/07/25 01/07/25 01/07/25	02/05/25 02/05/25 02/05/25 02/06/25 02/06/25 02/06/25	A A A A A A	3000.00 20208.50 3600.00 1197.00 4404.50 5545.50	CNO01, 2116, PO7879 DEC-24 WEBSITE MANAGE & CNO01, 2117, PO7907 DEC-24 LAVTA HOLIDAY-TO5 CNO01, 2118, PO7907 DEC-24 PROJECT MANAGEMEN CNO01, 2119, PO7880 SCHEDULES & COLLATERAL-T CNO01, 2120, PO7904 TO5-DEC-24 LAVTA HOLIDAY CNO01, 2121, TO6-AD-HOC CREATIVE & DESIGN
			Vendor's Total ----->			37955.50	
01-25	COR01 (CORBIN WILLITS SYSTEMS)	C412151H	12/15/24	01/14/25	A	320.05	COR01, C412151, JAN-2025 SERVICE
01-25	DAY02 (DAY & NITE PEST CONTROL)	198847H	12/26/24	01/25/25	A	218.00	DAY02, 198847, 12/16/24 PEST SERVICE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
01-25	DIA07 (DIABLO PUBLICATIONS)	56834	01/10/25	02/09/25	A	1730.00	DIA07, 56834, TRI-VALLEY VISITOR GUIDE 2025
01-25	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20250103H	01/08/25	02/07/25	A	47397.62	DIR02, PR DIRECT DEPOSIT 12/21/24-1/3/25
		20250117H	01/22/25	02/21/25	A	49839.53	DIR02, PR DIRECT DEPOSIT 1/4/25-1/17/25
		20241231BH	01/06/25	02/05/25	A	1445.62	DIR02, PR DIRECT DEPOSIT BOD 12/1/24-12/31/2
		Vendor's Total ----->				98682.77	
01-25	EFT01 (ELECTRONIC FUND TRASFERS)	20241231H	01/29/25	02/28/25	A	15.87	EFT01, FEDERAL TAX 2024 4TH QTR BALANCE
		20250103H	01/09/25	02/08/25	A	12389.03	EFT01, FEDERAL TAX 12/21/24-1/3/25
		20250117H	01/22/25	02/21/25	A	13399.97	EFT01, FEDERAL TAX 1/4/25-1/17/25
		20241231BH	01/06/25	02/05/25	A	384.26	EFT01, FEDERAL TAX BOD 12/1/24-12/31/24
		Vendor's Total ----->				26189.13	
01-25	EMP01 (EMPLOYMENT DEVEL DEPT)	20250103H	01/09/25	02/08/25	A	4373.06	EMP01, STATE TAX 12/21/24-1/3/25
		20250117H	01/22/25	02/21/25	A	4688.97	EMP01, STATE TAX 1/4/25-1/17/25
		20241231BH	01/06/25	02/05/25	A	44.75	EMP01, STATE TAX BOD 12/1/24-12/31/24
		QTR4-2024H	01/24/25	02/23/25	A	411.00	EMP01, 4TH QTR 2024 UNEMPLOYMENT INSURANCE-V
		Vendor's Total ----->				9517.78	
01-25	ENV01 (ENVIRONMENTAL SYSTEMS RESEA	94864556	12/13/24	01/12/25	A	7410.00	ENV01, 94864556. MP2275 ARCGIS SOFTWARE FY25
01-25	ESE01 (EDWARDS & SONS EQUIPMENT SE	58464H	01/06/25	02/05/25	A	1353.49	ESE01, 58464, MP2254 RUTAN SHOP BAY #1 REPAI
01-25	GAN01 (GANNETT FLEMING COMPANIES)	45397H	12/20/24	01/19/25	A	19460.00	GAN01, 45397, PO7902 REDESIGN RECEPTION AREA
		45398H	12/20/24	01/19/25	A	4310.00	GAN01, 45398, PO7897 TO4-ARC FLASH STUDY 11/
		45399H	12/20/24	01/19/25	A	5970.00	GAN01, 45399, PO7869 TO3-HYDROGEN RETROFIT 1
		45400H	12/20/24	01/19/25	A	4275.00	GAN01, 45400, PO7865 TO2-HYDROGEN RETROFIT 1
		Vendor's Total ----->				34015.00	
01-25	GET01 (GETTLER-RYAN INC.)	10789H	12/11/24	01/10/25	A	7275.38	GET01, 10789, MP2190 INSTALL NEW REMOTE ALAR
01-25	GOG01 (GO GO GRANDPARENT)	3563	11/30/24	12/30/24	A	466.13	GOG01, 3563, NOV-24 GO TRI VALLEY RIDES
		3564	11/30/24	12/30/24	A	392.98	GOG01, 3564, NOV-24 PARATAXI RIDES
		Vendor's Total ----->				859.11	
01-25	IND01 (THE INDEPENDENT)	50812	12/31/24	01/30/25	A	2700.00	IND01, 50812, MP2279 2024 HOLIDAY CAMPAIGN
01-25	INT05 (INTERSTATE OIL COMPANY)	D195439INH	01/07/25	02/06/25	A	24601.79	INT05, D195439IN, 1/7/25 FUEL DELIVERY
		D265746INH	12/19/24	01/18/25	A	21032.29	INT05, D265746IN, 12/19/24 FUEL DELIVERY
		D266312INH	12/27/24	01/26/25	A	19982.11	INT05, D266312IN, 12/27/24 FUEL DELIVERY
		Vendor's Total ----->				65616.19	
01-25	ITO01 (INSTITUTE FOR TRANSIT OPERA	01-23-25	N01/23/25	02/22/25	A	950.00	ITO01, ITOP COURSE-MICHAEL TOBIN
01-25	JTH01 (J. THAYER COMPANY)	1714479-0	01/10/25	02/09/25	A	350.69	JTH01, 1714479-0, 1/10/25 PRINTING PAPER
01-25	KKI01 (ALPHA MEDIA LLC)	1006825-1H	12/29/24	01/28/25	A	5000.00	KKI01, 1006825-1, MP2239 STUFF A BUS HOLIDAY
		1006913-1H	11/30/24	12/30/24	A	750.00	KKI01, 1006913-1, MP2276 WHEELS HOLIDAY CAMP
		1006913-2H	12/29/24	01/28/25	A	1250.00	KKI01, 1006913-2, MP2239 STUFF A BUS HOLIDAY
		Vendor's Total ----->				7000.00	
01-25	LIU02 (JOY LIU)	12-11-24H	12/17/24	01/16/25	A	34.97	LIU02, 12/11/24 EXPENSE REIMBURSEMENT
		12-18-24H	12/18/24	01/17/25	A	71.66	LIU02, 12/18/24 EXPENSE REIMBURSEMENT
		12-19-24H	12/26/24	01/25/25	A	38.59	LIU02, 12/19/24 EXPENSE REIMBURSEMENT
		Vendor's Total ----->				145.22	
01-25	LIV10 (LIVERMORE SANITATION INC)	2546060H	01/01/25	01/31/25	A	2828.42	LIV10, 2546060, 12/1/24-12/31/24 GARBAGE SER
01-25	LYF01 (LYFT, INC)	1171384H	12/31/24	01/30/25	A	7188.59	LYF01, 1171384, DEC-24 GO TRI VALLEY
		1171385H	12/31/24	01/30/25	A	177.43	LYF01, 1171385, DEC-24 GO SAN RAMON
		Vendor's Total ----->				7366.02	
01-25	MAS01 (ANTHONY D. MASSA)	12-14-24H	12/16/24	01/15/25	A	66.87	MAS01, 12/14/24 MILEAGE REIMBURSEMENT
01-25	MER01 (MERCHANT SERVICES)	TC123124H	12/31/24	01/30/25	A	139.21	MER01, DEC-24 TRANSIT CENTER CC STATEMENT
		MOA123124H	12/31/24	01/30/25	A	67.87	MER01, DEC-24 MOA CC STATEMENT
		Vendor's Total ----->				207.08	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
01-25	MET01 (METROPOLITAN TRANSPORT-)	AR037670	01/10/25	02/09/25	A	18862.08	MET01, AR037670, NOV-24 CLIPPER FEES 1.0
01-25	MUN01 (MUNCIE TRANSIT SUPPLY)	1274600H 1274600u	10/08/24 01/13/25	11/07/24 / /	A	9701.43 9701.43	MUN01, 1274600, MP2214 RUTAN BUS FUELING NOZ 9701.43-Ck# 024422 Reversed
			Vendor's Total ----->			.00	
01-25	MVT01 (MV TRANSPORTATION, INC.)	132497H 132498H NOV-2024H	01/03/25 01/03/25 12/04/24	02/02/25 02/02/25 01/03/25	A A A	450000.00 450000.00 78085.89	MVT01, 132497, JAN-25 1ST INSTALL PAYMENT MVT01, 132498, JAN-25 2ND INSTALL PAYMENT MVT01, NOV-24 FIXED ROUTE MONTHLY SERVICE
			Vendor's Total ----->			978085.89	
01-25	OAK01 (OAKS BUSINESS PK OWNERS)	1STQTR-25H	01/01/25	01/31/25	A	4459.00	OAK01, 1ST QTR 2025 BUSINESS PARK DUES
01-25	PAC02 (PACIFIC GAS AND ELECTRIC)	580010625H 606010225H 726123024H 764121624H 900011225H	01/06/25 01/02/25 12/30/24 12/16/24 01/12/25	02/05/25 02/01/25 01/29/25 01/15/25 02/11/25	A A A A A	14582.46 1824.08 2560.26 144.43 6496.78	PAC02, 5809326332-3, MOA ELECTRIC 11/27-12/2 PAC02, 6062256368-6, ATLANTIS 11/25/24-12/25 PAC02, 7264840356-5, BUS STOP 10/18/24-11/17 PAC02, 7649646868-7, DOOLAN TWR 11/8/24-12/9 PAC02, 9007202117-4, MOA GAS 12/11/24-1/10/2
			Vendor's Total ----->			25608.01	
01-25	PAC11 (PACIFIC ENVIRONMENTAL SERVI	2879H 2880H	12/03/24 12/03/24	01/02/25 01/02/25	A A	130.00 130.00	PAC11, 2879, NOV-24 RUTAN MONTHLY SERVICE PAC11, 2880, NOV-24 ATLANTIS MONTHLY SERVICE
			Vendor's Total ----->			260.00	
01-25	PER01 (PERS )	20250103CH 20250103NH 20250117CH 20250117NH	01/09/25 01/09/25 01/22/25 01/22/25	02/08/25 02/08/25 02/21/25 02/21/25	A A A A	5432.70 7392.78 122.25 7401.37	PER01, PERS CLASSIC CONTRIBUTION 12/21/24-1/ PER01, PERS NEW CONTRIBUTION 12/21/24-1/3/25 PER01, PERS CLASSIC CONTRIBUTION 1/4/25-1/17 PER01, PERS NEW CONTRIBUTION 1/4/25-1/17/25
			Vendor's Total ----->			20349.10	
01-25	PER04 (CALPERS RETIREMENT SYSTEM)	20250103H 20250117H	01/09/25 01/22/25	02/08/25 02/21/25	A A	6318.67 6341.29	PER04, PERS 457 CONTRIBUTION 12/21/24-1/3/25 PER04, PERS 457 CONTRIBUTION 1/4/25-1/17/25
			Vendor's Total ----->			12659.96	
01-25	PEX01 (PEX CARD)	1-13DEPOSH	01/16/25	02/15/25	A	6000.00	PEX01, 1/13/25 PEX CARDS ACCOUNT DEPOSIT
01-25	POL01 (POLITICO GROUP INC)	DEC-2024H	01/03/25	02/02/25	A	2500.00	POL01, DEC-24 STATE ADVOCACY & CONSULTING
01-25	PRE03 (PREMIER SECURITY SOLNS CO)	PSI-4782H	12/26/24	01/25/25	A	22320.00	PRE03, PSI-4782, PO7910 FIRE ALARM SOFTWARE
01-25	RMS01 (RELIABLE MONITORING SERVICE)	INV-1H INV-2H	11/30/24 12/31/24	12/30/24 01/30/25	A A	80951.02 192025.57	RMS01, INV-1, RUTAN HYDROGEN RETROFIT 11/30/ RMS01, INV-2, RUTAN HYDROGEN RETROFIT 12/31
			Vendor's Total ----->			272976.59	
01-25	RMT01 (RMT LANDSCAPE CONTRACTORS I	20241247H	12/24/24	01/23/25	A	9845.00	RMT01, 20241247, LANDSCAPING 12/10/24-1/9/25
01-25	ROB06 (ROBERT HALF MANAGEMENT RESO	64468705H 64488554H 64511833H 64536356H 64570568H 64586265H	12/24/24 12/31/24 01/07/25 01/14/25 01/23/25 01/28/25	01/23/25 01/30/25 02/06/25 02/13/25 02/22/25 02/27/25	A A A A A A	1423.68 1423.68 1423.68 2372.80 2372.80 1898.24	ROB06, 64468705, FRONT DESK TEMP HELP W/E 12 ROB06, 64488554, FRONT DESK TEMP HELP W/E 12 ROB06, 64511833, FRONT DESK TEMP HELP W/E 1/ ROB06, 64536356, FRONT DESK TEMP HELP W/E 1/ ROB06, 64570568, FRONT DESK TEMP HELP W/E 1/ ROB06, 64586265, FRONT DESK TEMP HELP W/E 1/
			Vendor's Total ----->			10914.88	
01-25	RSE01 (R & S ERECTION)	137582GRH 137583GRH	12/13/24 12/13/24	01/12/25 01/12/25	A A	225.00 230.55	RSE01, 137582GR, 12/13/24 RUTAN GATE SERVICE RSE01, 137583GR, 12/13/24 ATLANTIS GATE SERV
			Vendor's Total ----->			455.55	
01-25	SAN01 (SAN JOAQUIN COUNTY REGIONAL	945206608H 945206609H	11/30/24 11/30/24	12/30/24 12/30/24	A A	2708.48 2708.48	SAN01, 945206608, OCT-24 TRANSIT CENTER SECU SAN01, 945206609, NOV-24 TRANSIT CENTER SECU
			Vendor's Total ----->			5416.96	
01-25	SDI01 (SDI PRESENCE LLC)	17677H 17967H 18165H	11/30/24 12/31/24 12/31/24	12/30/24 01/30/25 01/30/25	A A A	11068.00 11068.00 12702.50	SDI01, 17677, IT MODERNIZATION/CONSULT 11/30 SDI01, 17967, IT MODERNIZATION/CONSULT 12/31 SDI01, 18165, IT MODERN-SYSTEM ENGINEER 12/3
			Vendor's Total ----->			34838.50	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
01-25	SOL01 (SOLUTIONS FOR TRANSIT)	25-0105LAH	01/05/25	02/04/25	A	2083.33	SOL01, 25-0105LAVTA, DEC-24 CLIPPER ANALYSIS
01-25	STA01 (STATE COMPENSATION FUND)	DEC-2024H	12/21/24	01/20/25	A	1292.33	STA01, DEC-24 WORKER'S COMP PREMIUM
01-25	STA04 (STATE BOARD OF )	QTR4-2024H	01/23/25	02/22/25	A	1822.00	STA04, 4TH QTR 2024 UNDERGROUND STORAGE TANK
01-25	STA05 (STATE BOARD OF EQUAL)	QTR4-2024H	01/23/25	02/22/25	A	1203.00	STA05, 4TH QTR 2024 EXEMPT BUS OPERATOR DIES
01-25	TAX01 (HERB HASTINGS)	0928-1011H 1018-0110H	01/30/25 01/30/25	03/01/25 03/01/25	A A	46.34 269.59	TAX01, PARATAXI REIMBURSEMENT 9/28/24-10/11/ TAX01, PARATAXI REIMBURSEMENT 10/18/24-1/10/
			Vendor's Total ----->			315.93	
01-25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC	22754H	01/01/25	01/31/25	A	6000.00	TPA01, 22754, JAN-25 STATE ADVOCACY/CONSULT
01-25	TPG01 (VILLAGE INSTANT PRINTING)	79849H	12/23/24	01/22/25	A	153.40	TPG01, 79849, MP2293 KARLA BROWN BUS STOP SI
01-25	TX238 (MEGAN LEVITT)	12-31-24 0107-0109	01/30/25 01/30/25	03/01/25 03/01/25	A A	55.92 32.28	TX238, PARATAXI REIMBURSEMENT 12/31/24 TX238, PARATAXI REIMBURSEMENT 1/7/25-1/9/25
			Vendor's Total ----->			88.20	
01-25	TX242 (BONNIE WOLF)	1202-1223H	01/30/25	03/01/25	A	270.00	TX242, PARATAXI REIMBURSEMENT 12/2/24-12/23/
01-25	TX253 (GUIZHI LIU)	1031-1126	01/30/25	03/01/25	A	89.71	TX253, PARATAXI REIMBURSEMENT 10/31/24-11/26
01-25	TX254 (HOSSEIN SHAHRZAD)	1101-1223	01/30/25	03/01/25	A	403.00	TX254, PARATAXI REIMBURSEMENT 11/1/24-12/23/
01-25	TX257 (SHIPRA AGRAWAL)	12-27-24	01/30/25	03/01/25	A	59.07	TX257, PARATAXI REIMBURSEMENT 12/27/24
01-25	UBE01 (UBER )	DEC-2024H NOV-2024H	01/02/25 12/02/24	02/01/25 01/01/25	A A	9531.12 10052.80	UBE01, DEC-24 GO DUBLIN BILLING UBE01, NOV-24 GO DUBLIN BILLING
			Vendor's Total ----->			19583.92	
01-25	VER01 (VERIZON WIRELESS)	101835330H	01/14/25	02/13/25	A	1771.90	VER01, 6101835330, 11/23/24-12/22/24 CELL &
01-25	WEG01 (CHRISTY WEGENER)	0108-0117H	01/21/25	02/20/25	A	402.60	WEG01, 1/8/25-1/17/25 EXPENSE REIMBURSEMENT
01-25	YEA01 (JENNIFER YEAMANS)	1114-0108H	01/30/25	03/01/25	A	163.18	YEA01, 11/14/24-1/8/25 TRAVEL REIMBURSEMENT
01-25	ZIL01 (ZILLA CORPORATION)	31548H	08/29/24	09/28/24	A	1665.00	ZIL01, 31548, MP2041 NEX PLATES QTY 20
			Total of Purchases ->			1866165.01	=====

STAFF REPORT

**SUBJECT:** LAVTA 2025 Title VI Program  
**FROM:** David Mark, Director of Customer Experience  
**DATE:** March 03, 2025

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**Action Requested**

The Projects & Services Committee requests the Board adopt Resolution 09-2025, approving the LAVTA 2025 Title VI program.

**Background**

Title VI of the Civil Rights Act of 1964 (Title VI) provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.<sup>1</sup> As a recipient of federal funding from the U.S. Department of Transportation (DOT), and more specifically the Federal Transit Administration (FTA), LAVTA is required to ensure its transportation services are provided without regard to race, color, or national origin, and to submit documentation of compliance with Title VI requirements to the FTA. The attached 2025 LAVTA Title VI Program includes all elements required by the FTA’s Title VI regulations and guidance set forth in FTA Circular 4702.1B.

The draft Title VI Plan was presented to the Projects and Services Committee at their February 24, 2025 meeting. The Committee had no changes and approved staff’s recommendation.

**Discussion**

Every three years, LAVTA is required to submit an updated Title VI Program to the FTA to demonstrate its compliance with FTA's Title VI implementation requirements. LAVTA’s last submittal was in 2022 and the next submittal is due April 1, 2025. The Title VI Program update includes the following documentation:

- LAVTA 2025 Title VI Program
- Appendix A – Public Notices
- Appendix B – Complaint Procedure
- Appendix C – Complaint Forms

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<sup>1</sup> Other federal and state civil rights laws, including Title VII of the Civil Rights Act (which also includes sex, gender and pregnancy discrimination), the Americans with Disabilities Act, the Age Discrimination in Employment Act, the Fair Employment and Housing Act and the Unruh Act address other types of discrimination and require compliance by LAVTA.

- Appendix D – Public Participation Plan
- Appendix E – Limited English Proficiency Plan

The differences between from LAVTA’s 2022 and 2025 Title VI Programs are focused on incorporation of new language data from the most recent American Community Survey into the Limited English Proficiency (LEP) Plan.

The LEP Plan ensures meaningful access to LAVTA’s decision making processes for persons with limited English proficiency. For purposes of Title VI, LEP persons refers to persons for whom English is not their primary language and who have reported to the U.S. Census that they speak English less than very well, not well, or not well at all. The DOT has adopted a Safe Harbor Provision regarding translation of written materials for LEP populations. According to the Safe Harbor Provision, if LAVTA provides written translation of vital documents for each eligible LEP language group that constitutes the lesser of five percent (5%) of the service area population, or 1,000 persons, then such action will be considered strong evidence of compliance with LAVTA’s written translation obligations under Title VI. “Vital documents” include, but are not limited to, Title VI complaint forms, written notices of Title VI rights, notices of decreases in benefits or services, and notices advising LEP individuals of free language assistance services.

Within LAVTA's service area, Spanish, Chinese, and Korean-speaking LEP populations meet the Safe Harbor Provision threshold. One notable change since 2022 is a significant increase in the total number of Chinese speakers in the Tri-Valley who “speak English less than very well,” with this population now exceeding the number of LEP Spanish speakers. LEP Tagalog speakers in the Tri-Valley did not meet the Safe Harbor Provision threshold in 2019 or 2022, but the population was substantial enough that LAVTA opted to provide Tagalog translations without a specific translation request. Based on the most recent data, Tagalog speakers who speak English less than very well still do not meet the Safe Harbor Provision threshold and are in decline. Accordingly, in the LEP Plan in the 2025 Title VI Program, staff recommend that LAVTA discontinue translating vital documents into Tagalog unless they are requested. (Note that LAVTA does and will continue to translate materials into any necessary language, and to provide interpretation, upon request.)

#### *Systemwide Service Standards and Policies*

No changes are being proposed at this time to LAVTA’s Systemwide Standards and Policies, which were adopted by the Board as a part of the 2016 Short Range Transit Plan (SRTP). These standards and policies address Vehicle Load, Vehicle Headway, On-time Performance, and Service Availability.

The Agency’s next SRTP is due to the Metropolitan Transportation Commission in December 2025; staff will be reassessing the agency’s service standards and policies as a part of that plan update. If changes are made, they will be reflected in LAVTA’s 2028 Title VI Program.

## **Recommendation**

The Projects and Services Committee recommends the Board of Directors adopt Resolution 09-2025, approving the LAVTA 2025 Title VI program.

Attachments:

1. LAVTA 2025 Title VI Program
2. Resolution 09-2025

# Livermore Amador Valley **TRANSIT AUTHORITY**



## **2025 Title VI Program**

**April 1, 2025 Submission Date**

**Last Report Cycle**

**Submission Date: April 8, 2022**

**Acceptance Date: January 27, 2023**



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## **TITLE VI ANNUAL CERTIFICATIONS AND ASSURANCES**

In accordance with 49 CFR Section 21.7(a), with every application for financial assistance from the Federal Transit Administration (FTA), the Livermore Amador Valley Transit Authority (LAVTA) submits an assurance that it will carry out the program in compliance with DOT's Title VI regulations. LAVTA also submits its Title VI assurance as part of its annual Certifications and Assurances to the FTA, assuring compliance with laws and regulations so that no person in the United States will be denied the benefits of, or otherwise be subjected to discrimination in any U.S. DOT or FTA funded program or activity, particularly in the level and quality of transportation services and transportation-related benefits, on the basis of race, color, or national origin.

## TITLE VI PROGRAM

### NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

LAVTA posts a Title VI notice to inform the public that the agency complies with Title VI regulations and to provide information about how Title VI protects the public from discrimination based on race, ethnicity and national origin. This notice is posted on the LAVTA website, at the LAVTA administration & operations facility at Rutan Court, on all LAVTA revenue vehicles, on LAVTA paratransit contractor's vehicles, and at the LAVTA customer service office at the Livermore Transit Center. It is also printed in all route timetables and the Fares and Policies brochure, which contains information on fares, accessibility, locations where discount tickets and passes are sold, and general riding information, provided for free to the public. In accordance with LAVTA's Limited English Proficiency (LEP) Plan, the notice is posted in English, Spanish, Chinese, and Korean at LAVTA's Administrative Office, at the Livermore Transit Center and on the LAVTA website. A copy of this Title VI notice in English, Spanish, Chinese and Korean is provided as Appendix A.

### TITLE VI DISCRIMINATION COMPLAINT PROCEDURES

#### Complaint Procedures and Complaint Form

LAVTA provides Title VI complaint procedures on its website, [www.wheelsbus.com](http://www.wheelsbus.com). Complaint procedures are available in English, Spanish, Chinese, and Korean on the website. The public is instructed to call or visit the Administrative Office for more information. A copy of the complaint procedures is provided as Appendix B.

A complaint form is also provided in English, Spanish, Chinese and Korean on the website and can be downloaded from the website or provided by the Title VI Coordinator. Verbal complaints are also accepted and transcribed by the Title VI Coordinator. A copy of the LAVTA Title VI complaint form is provided as Appendix C.

#### Internal Title VI Complaint Filing Protocol

LAVTA has a file established for all Title VI complaints. This file is stored at the LAVTA office located at 1362 Rutan Court, Suite 100, Livermore, CA. A record of the investigation accompanies a copy of the original complaint in the case file. Additionally, any notification of legal action, as well as the results of any legal action, will be filed with the original complaint and investigation documents.

#### **Internal Filing Protocol**

1. Upon receipt of a complaint regarding a violation of civil rights, a case folder is created with the name of the person filing the complaint and the date of the filing.
2. A copy of the complaint is placed in the case folder.
3. The case folder is filed within the Title VI file.
4. The original complaint is submitted to LAVTA's third-party claims adjuster for an investigation. If the third-party claims adjuster determines it necessary, they will forward the claim to legal counsel.

5. Any additional correspondence from the person filing the complaint will be handled in the same manner with a copy being placed in their case folder.
6. Any correspondence from the third-party claims adjuster or legal counsel pertaining to the claim will also be filed in the case folder.

## TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS RECORDS

There have been no Title VI complaints, investigations, or lawsuits since the last Title VI submittal in April 2022.

## PUBLIC PARTICIPATION PLAN

The LAVTA Public Participation Plan is included as Appendix D. Included are the LAVTA Board of Directors-adopted Public Hearing Policies and Procedures, as well as an Outreach Toolbox. The Public Participation Plan ensures that there is a process established to solicit and consider public comment prior to raising fares or implementing a major reduction of transit services, and that outreach to minority and/or limited English proficient (LEP) populations occurs during every public comment period. The Outreach Toolbox identifies a multi-channel approach to reaching diverse populations within the LAVTA service area, including LEP and minority populations.

### Solicitations for Public Input Since Last Title VI submission

LAVTA has conducted two solicitations for public input since the last Title VI submission in April 2022, which are described in detail below.

### **Wheels in Motion**

In September 2023, LAVTA launched the Wheels in Motion outreach effort to gather feedback on potential service changes that were developed to respond to a schedule change happening in the BART system. Three potential bus service scenarios were developed: one focused on coverage, one focused on frequency, and one maintaining the existing network. After a survey was conducted, LAVTA staff developed a recommendation for a new coverage-based network.

Due to the magnitude of the changes being proposed, LAVTA's Public Participation Plan called for a public input process. The public input period commenced upon Board authorization on November 6, 2023 and continued through December 4, 2023, with a public hearing held on December 4, 2023. Public notification of the input process included:

### Published Media

- A notice announcing the public hearing was published in Pleasanton Weekly, the Tri Valley Herald distribution of the East Bay Times, and the Valley Times distribution of the East Bay times for the week of November 12. The press release was also picked up by the Livermore Independent the week of November 27.

### Radio Advertising

- Local Tri-Valley radio station 101.7 KKIQ aired radio advertisements about the public hearing from November 20 – December 4.

### Digital Media

- Details of the public hearing and service changes were posted to the Wheelsbus.com website. Individual landing pages were created in English, Spanish, Chinese, and Tagalog and Korean. Public comments were directly solicited on each languages landing page through a web form.
- Social media including Facebook, Instagram, and Twitter were utilized with “pinned” posts at the top of news feeds for the duration of the comment period.

### Community Outreach

- An announcement about the public hearing was made at the November Tri-Valley Accessible Advisory Committee (TAAC) meeting.
- Flyers in English and Spanish were delivered to City Halls, Senior Centers, and Libraries in Dublin, Pleasanton, and Livermore, and to Las Positas College with quantities for redistribution.
- A general press release was issued.

### Public Notices and Displays on Wheels Buses

- Public notices were displayed on the interior of all Wheels buses with public meetings & hearing dates and locations in English and Spanish, with Chinese, Korean, Tagalog and Vietnamese available upon request.
- The LAVTA corporate office displayed posters in its reception area, and the Livermore Transit Center displayed posters in both its customer lobby and at the kiosks on the transit platform.

The public were able to provide feedback using the following channels of communication:

- By webform
- By email
- By telephone
- By fax
- By US mail
- In-person at the public hearing

Public comments received were generally positive and indicated a strong preference for a coverage-based network. This was implemented in March 2024 and included restoration of some pre-pandemic services and the additions of route 4 and route 18. Route 18 serves an LEP indicated Spanish speaking area and multiple comments were received supporting this service.

### Weekday Service Enhancements:

- Rapid Routes 10R and 30R frequencies were updated to every 20-minutes to connect seamlessly to BART.
- Routes 1, 3, 8 and 14 were adjusted to operate every 40 minutes during peak times.
- Route 2 resumed hourly peak service in East Dublin.

- Route 11 resumed limited peak service to East Livermore.
- Route 15 increases frequency to every 20 minutes during peak hours and hourly during midday.
- New Route 18 was implemented in Southwest Livermore.
- Route 4 provides new service to Central Dublin3.
- Route 580X resumes limited service between Downtown Livermore and BART with stops along Airway at the Park-and-Ride and Business Center.
- Route 70X now extends through the Hacienda Business Park in Pleasanton.

#### Weekend Service Enhancements:

- Rapid Route 10R runs every 20 minutes on Saturdays and every 40 minutes on Sundays.
- Route 30R runs every 40 minutes on Saturdays.
- Route 4 in Central Dublin runs every 40 minutes daytime on Saturdays

#### **Route 201 – Emerald High School**

In Fall 2024, in order to formalize a pilot school tripper route connecting East Dublin with the new Emerald High School, LAVTA’s Public Participation Plan called for a public input process.

The public input period commenced upon Board authorization on November 4, 2024 and continued through December 2, 2024 and a public hearing was held on December 2, 2024.

Public notification of the input process and public hearing included:

#### Published Media

A notice announcing the public hearing was published in the Valley Times distribution of the East Bay Times November 20, 2024.

#### Digital Media

1. Details of the public hearing and service changes were posted to the Wheelsbus.com website in English, Spanish, and Chinese (Mandarin).
2. Public comment was directly solicited with a form on the website landing page.
3. Social media including Facebook, Instagram, and Twitter were utilized with “pinned” posts at the top of news feeds for the duration of the comment period.

#### Community Outreach

1. An announcement about the public hearing was made at the November Tri-Valley Accessible Advisory Committee (TAAC) meeting.
2. A general press release was issued.
3. “E-blast” email distribution via the Dublin Unified School Districts email contact database.

### Public Notices and Displays on Wheels Buses

1. Public notices were displayed on the interior of all Wheels buses with public meetings & hearing dates and locations in English and Spanish, with Chinese, Tagalog and Vietnamese available upon request.
2. The LAVTA corporate office displayed posters in its reception area, and the Livermore Transit Center displayed posters in both its customer lobby and at the kiosks on the transit platform.

We provided many channels in addition to this public hearing through which the public could participate and provide feedback on the proposed service changes including:

- Webform
- Email
- Telephone
- Fax
- US mail

No comments were received. The Board acted to formally adopt Route 201 in January 2025.

### LANGUAGE ASSISTANCE TO PERSONS WITH LIMITED ENGLISH PROFICIENCY

A copy of the LAVTA Limited English Proficiency (LEP) Plan is provided as Appendix E. The plan was updated in 2025 in preparation for this 2025 Title VI submission.

### RACIAL BREAKDOWN OF LAVTA'S APPOINTED COMMITTEES

LAVTA currently has one appointed advisory committee, the Tri-Valley Accessibility Advisory Committee (TAAC), which consists of eleven members. The three cities in the LAVTA service area, Dublin, Pleasanton, and Livermore, have two members each. The County of Alameda has one member. There are three members who are representatives of Tri-Valley social service agencies, and one member who represents Alameda County's Paratransit Advisory and Planning Committee (PAPCO). The Committee also includes one alternate member for each city, and one alternate member representing the County of Alameda.

The current racial breakdown of the TAAC, as provided by the membership, is provided below. For purposes of this analysis, LAVTA considers a minority person to be any person who identifies as non-white. The names of members have been replaced with letters for anonymity. Including alternates, the current non-white representation on the committee is 20.44%.

LAVTA encourages diverse minority participation on the TAAC by issuing general press releases for recruitment through local media outlets, extending community outreach at senior centers, and connecting to references from current TAAC members and the disabled community.

Committee Members	White	African American/ Black	American Indian	Hispanic, Puerto Rican	Other - Caribbean Indian	Asian Indian	Total Non-White
A	1						0
B	1						0
C	.75		.25				.25
D		.25	.25	.25	.25		1
E	1						0
F	1						0
G	1						0
H	1						0
I	1						0
J (vacant)							n/a
K (vacant)							n/a
<b>Committee Only Percentages</b>	<b>86.10%</b>	<b>2.78%</b>	<b>5.56%</b>	<b>2.78%</b>	<b>2.78%</b>	<b>0%</b>	<b>13.9%%</b>
L (alternate)	1						0
M (alternate)						1	1
N (alt-vacant)							n/a
O (alt-vacant)							n/a
<b>Combined Committee and Alternate Percentages</b>	<b>79.56%</b>	<b>2.27%</b>	<b>4.54%</b>	<b>2.27%</b>	<b>2.27%</b>	<b>9.09%</b>	<b>20.44%</b>

Table 1. Racial Breakdown of the Tri-Valley Accessibility Advisory Committee  
(As of December 2024)

#### REPORTING SUBRECIPIENT COMPLIANCE

Not applicable as LAVTA has no subrecipients.

#### EQUITY ANALYSIS FOR THE LOCATION OF NEW CONSTRUCTION

No new facilities have been located and/or constructed since the last Title VI Program Submission. LAVTA will conduct the required equity analysis for facilities whenever future new facilities are considered.

#### FIXED ROUTE TRANSIT PROVIDER REQUIREMENTS

LAVTA is a fixed route transit provider operating within the Livermore-Pleasanton-Dublin UZA. The Livermore-Pleasanton-Dublin UZA is a large UZA with a population over 200,000. On a typical weekday, LAVTA operates a peak pull of 48 vehicles in the Livermore-Pleasanton-Dublin UZA. Under these parameters, LAVTA is considered a small operator and is required to set and report system-wide service standards and system-wide policies as part of its Title VI Program.



## SERVICE STANDARDS AND POLICIES

The service standards and policies contained herein are used to develop and maintain efficient and effective fixed-route transit service.

### *Quantitative Service Standards*

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for the following indicators. Individual public transportation providers set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

For the purpose of defining service standards and policies for LAVTA fixed-route service, the agency has split its system into four route classifications:

- **Rapid Routes:** Rapid routes operate between the municipalities in the service area. Rapid routes generally operate all day with regular frequencies, usually every 20 minutes, and have a relatively long service span. Rapid routes are typically direct and operate along main arterials, constituting a primary form of fixed-route bus service.
- **Express Routes:** Express routes operate at 30 to 60-minute headways during peak periods, focusing on linking people in cities or neighborhoods to a specific employment area or a major transit hub.
- **Local Routes:** Local routes serve smaller geographic areas with about half of the routes operating during peak hours only and the other half operating all day. Local routes are designed to “feed” rapid routes, intercity express bus services, and BART and ACE trains. They often cover shorter distances and have longer headways (30 to 60 minutes).
- **School Tripper:** School trippers look like neighborhood feeders but are designed to serve a specific market – students – and are often provided to address what would be overcrowding on primary and neighborhood feeder routes. These routes are open to the public but run very limited schedules on school days only.

The classifications were not developed to, and in fact do not, differentiate routes by minority or income status of the areas or passengers served. The following chart illustrates which routes belong to each classification:

### **Table 2: Route Classification**

In the “Wheels in Motion” system realignment and service enhancement instituted March 2024, routes 11 and 580X resumed services that were suspended during the Covid-19 pandemic and routes 4 and 18 were added as new services. Route 201 is a new route that was a pilot program made permanent by the LAVTA board of directors in January 2025.

<b>Route Classification</b>	<b>LAVTA Routes</b>
Rapid	10R, 30R
Express	20x, 70x, 580x
Local	1, 2, 3, 4, 8, 11, 14, 15, 18, 53, 54
School Tripper	201, 501, 502, 503, 504, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611

LAVTA also defines service standards differently for peak and off-peak service. “Off-peak” refers to weekday, midday, and evening service, as well as Saturday, Sunday, and Holiday service. “Peak” refers to weekday commute periods, generally 6 am to 9 am and 3:30 pm to 6:30 pm.

The chart below shows LAVTA’s current service standards, which were approved by the Board in 2016 as a part of the Short Range Transit Plan.

### System-wide Service Standards by Mode – 2016 Short Range Transit Plan

In 2024, LAVTA updated the headway for all Rapid and Neighborhood Feeder routes as a part of the Wheels in Motion campaign. These headways adjustments will be reflected in the next Short Range Transit Plan.

Service Standard	Modes			
	Primary (Rapid)	(Regional) Express	Neighborhood Feeder (Local)	School Tripper
Vehicle Load	60 riders (1.5x seated capacity)	40 riders (1x seated capacity)	60 riders (1.5x seated capacity)	60 riders (1.5x seated capacity)
Headway	15 min during peak and midday hours on weekdays; 30-60 min off-peak	30 min during peak periods, weekdays only	30 min peak, 60 min off-peak; 40-60 min off-peak for route 3	single daily roundtrip for school tripper lines
On-time Performance	>85% as defined by departing a timepoint zero minutes early, and zero to five minutes late	>85% as defined by departing a timepoint zero minutes early, and zero to five minutes late	>85% as defined by departing a timepoint zero minutes early, and zero to five minutes late	>85% as defined by departing a timepoint zero minutes early, and zero to five minutes late
Service availability Service hours distribution	Distribute service hours proportionately with the population of the cities of Dublin, Livermore, and Pleasanton, respectively, within +/- 15%	Distribute service hours in the peak direction during peak hours	Distribute service hours proportionately with the population of the cities of Dublin, Livermore, and Pleasanton, respectively, within +/- 15%.  Provide service within a quarter-mile (400m) radius of medium- to high-density residential areas, and to 80% of 100+ employee locations	Distribute service hours during school days only, providing one or two trips in the morning and afternoon
Bus Stop spacing	Maintain bus stop spacing of 1 mile (1600m)	No standard. Express routes are defined as providing direct service to and from major hubs	Maintain bus stop spacings of 1/3 mile (500m), except where undeveloped or on freeway segments	No standard

### *Qualitative Service Standards*

The FTA also requires all fixed-route transit providers of public transportation to develop qualitative standards for bus stop amenities and vehicle assignment. As with the quantitative standards, individual public transportation providers set their own qualitative standards.

#### Bus Stop Amenities

The following 10-point system is used as a decision making tool at the planning level to determine which bus stops will be prioritized for improvements when the financial resources are available. If a bus stop meets the amenities criteria it may be considered for a shelter or bench and trash receptacle placement. Meeting these criteria does not guarantee shelter installation. Existing site conditions and pedestrian infrastructure, public right-of-way availability, accessibility and safety issues, and other concerns must be reviewed and addressed before future shelter or bench placements are confirmed.

Bus stops that accumulate 10 points or more may be considered for shelter placement; 6 points or more may warrant a bench and trash receptacle.	
• 7 points	High boarding count or transfer location - Number of patrons getting on the bus at this stop exceeds 20 people per day.
• 4 points	Special needs – Includes small facilities or people with special requirements for shelter that might not qualify for attention based on boarding counts (senior citizen centers, medical offices, libraries, persons with certain disabilities, etc.).
• 4 points	Activity Location - Locations with high density of people and thus high potential for ridership (apartments, high rise office building, shopping center, schools, hospitals).
• 3 points	Exposure to elements – Locations with no landscape or buildings to offer shade/rain protection, no seat walls, no area to stand outside of sidewalk, and 2-3 lanes of traffic of 40 mph or more, giving patron no feeling of security at stop.
• 2 points	Long waiting time for bus – stops at which patrons wait 30 minutes or more between buses.
• 1 point	Request for improvement – Citizen requests improvements at stop.

Note: The criteria direct LAVTA's limited resources when not every location can be improved.

#### Vehicle Assignment

##### *Rapid Service Subfleet*

The Rapid Routes 10R and 30R have branded hybrid electric vehicles dedicated to its service. There is a fleet of three 29', ten 35', and ten 40' buses assigned to the Rapid service. The vehicles are rotated evenly throughout the route to ensure that the electric batteries are maintained. The 30' buses are assigned to runs with the least vehicle loads to avoid crowding.

### *Wheels Service Subfleet*

All LAVTA vehicles that are not part of the Rapid subfleet are branded as Wheels buses. They are ADA accessible, have full climate control systems for heating and air conditioning, and feature bus stop and directional announcements. The Wheels subfleet consists of 29', 35', and 40' buses of varying age rotate among routes, except when required otherwise due to operational constraints.

### Review of Service Standards and Monitoring

LAVTA recently concluded its 2024 Long Range Transit Plan (LRTP) and plans to conduct a review of current service standards as well as monitoring of existing standards as part of its next Short Range Transit Plan (SRTP) to ensure that the service standards detailed in this policy are implemented in a nondiscriminatory manner.

## Public Notice

The Livermore Amador Valley Transit Authority (LAVTA) operates its services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LAVTA.

For more information on LAVTA's civil rights program, and the procedures to file a complaint, contact 925-455-7555 or visit our administrative office at 1362 Rutan Court, Suite 100, Livermore CA 94551. For more information, visit [www.wheelsbus.com](http://www.wheelsbus.com).

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

If information is needed in another language, contact 925-455-7555.

Si necesita información en otro idioma, comuníquese con 925-455-7555.

可以接受口頭投訴，并由第六章(TITLE VI)協調員轉抄為文字。若想口頭投訴，或得到更多有關LAVTA的第六章(TITLE VI)項目的資訊，請致電（925）455-7500，找第六章(TITLE VI)協調員。

구두로 제소할 경우, Title VI에서 녹취하여 접수를 받고 있습니다. 구두 제소를 신청하거나 LAVTA의 Title VI 프로그램에 대한 정보를 받으려면, 925 455-7500로 전화해서 Title VI 코디네이터에게 문의하십시오

## Noticia pública

La autoridad de tránsito de Valle de Livermore Amador (LAVTA) opera sus servicios sin distinción de raza, color y origen nacional con arreglo al título VI de la ley de derechos civiles. Cualquier persona que cree que él o ella ha sido agraviado por cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con LAVTA.

Para más información sobre el programa derechos civiles de LAVTA y los procedimientos para presentar una queja, llame al 925-455-7555 o visite nuestra oficina administrativa en 1362 Rutan Court, Suite 100, Livermore CA 94551. Para obtener más información, visite [www.wheelsbus.com](http://www.wheelsbus.com).

Un demandante puede presentar una queja directamente con el tránsito Federal Administración por archivar una queja con la oficina de derechos civiles, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Si necesita información en otro idioma, comuníquese con 925-455-7555.

# 公告

## 1964 年民權法案

### 第六章(TITLE VI)

**“在美國，任何人不會因種族、膚色或祖籍的原因，而在接受聯邦政府財政援助的任何項目或活動中，被排除參與，被拒絕獲益，或受到歧視。”**

根據 1964 年民權法案第六章(TITLE VI)的規定，即修訂為（“第六章”），Livermore Amador Valley 交通管理局承諾，要確保任何人不會因為種族、膚色或祖籍的原因，在接受其服務的過程中被排除參與，或被拒絕獲益。如果你認為根據第六章(Title VI)的規定你受到了歧視，你可以給 LAVTA 提交書面投訴。該投訴必須在歧視指控事件發生后不超過 180 個曆日提交。

提交投訴的首選方法是使用第六章(TITLE VI)投訴表格，并以書面形式把它發送到：

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

可以接受口頭投訴，并由第六章(TITLE VI)協調員轉抄為文字。若想口頭投訴，或得到更多有關 LAVTA 的第六章(TITLE VI)項目的資訊，請致電（925）455-7500，找第六章(TITLE VI)協調員。



# 공고

## 1964 민권법의 TITLE VI

“미국 시민은 누구라도 민족, 인종 또는 국적에 상관없이 사회적 참여에서 배제되지 않고 연방 정부의 재정 지원에 관련된 프로그램 또는 활동에 따른 혜택을 받지 못하거나 차별당하지 않는다”

LAVTA (Livermore Amador Valley Transit Authority)는 누구라도 민족, 인종 또는 국적에 상관없이 사회적 참여에서 배제되지 않고 교통 서비스의 이점을 받을 수 있도록 노력하고 있습니다. 이것은 1964 민권법의 Title VI ("Title VI") 로 개정됨)에 따라 보호받을 수 있는 권리입니다. Title VI 에 의거하여 차별을 받았다고 생각될 경우, LAVTA 에 서면으로 제소할 수 있습니다. 제소는 해당 사건이 발생한 날로부터 180 일 이내에 이뤄져야 합니다.

Title VI 제소 신청서를 사용하여, 서면으로 제출하는 것이 가장 좋습니다. 아래의 주소를 참조하십시오.

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

구두로 제소할 경우, Title VI 에서 녹취하여 접수를 받고 있습니다. 구두 제소를 신청하거나 LAVTA 의 Title VI 프로그램에 대한 정보를 받으려면, 925 455-7500 로 전화해서 Title VI 코디네이터에게 문의하십시오.

## **Livermore Amador Valley Transit Authority (LAVTA) Title VI Complaint Procedure**

### **What is Title VI?**

Title VI is a section of the Civil Rights Act of 1964 requiring that “No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Note that Title VI does not address gender discrimination. It only covers race, color and national origin. Other Civil Rights laws prohibit gender discrimination.

### **How do I file a complaint?**

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Livermore Amador Valley Transit Authority (hereinafter referred to as “the Authority”) may file a Title VI complaint by completing and submitting the Authority’s Title VI Complaint Form. The Authority investigates complaints received no more than 180 days after the alleged incident. The Authority will process complaints that are complete.

### **Methods of filing a complaint**

The preferred method is to file your complaint in writing using the Title VI Complaint Form, and sending it to:

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Verbal complaints will be accepted and transcribed by the Title VI Coordinator. To make a verbal complaint, call (925) 455-7500 and ask for the Title VI Coordinator.

Once the complaint is received, the Authority will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.

### **Investigations**

The investigation will address complaints against any of the Authority’s department(s). The investigation will be conducted in conjunction with and under the advice of the Authority’s third-party claims adjuster.

The investigation may include discussion(s) of the complaint with all affected parties to determine the problem. The complainant may be represented by an attorney or other representative of his/her own choosing and may bring witnesses and present testimony and evidence in the course of the investigation.

The investigation will be conducted and completed within 60 days of receipt of the formal complaint. If more information is needed to resolve the case, the Authority may contact the complainant. The complainant has 5 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 5 business days, the Authority can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

Based upon all the information received, an investigation report will be written by the Third-Party Claims Adjuster for submittal to the Executive Director. The complainant will receive a letter stating the final decision of the Executive Director by the end of the 60-day time limit. One of two letters to the complainant will be issued: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has 10 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

## **Livermore Amador Valley Transit Authority (LAVTA) Procedimiento de Queja Conforme al Título VI**

### **¿Qué es el Título VI?**

El Título VI es una sección de la Ley de Derechos Civiles de 1964 que requiere que "ninguna persona en los Estados Unidos será, con base en su raza, color u origen nacional, excluida de la participación o los beneficios, ni estará sujeta a discriminación en ningún programa o actividad que reciba la asistencia financiera federal". Observe que el Título VI no aborda la discriminación de género. Sólo cubre raza, color y origen nacional. Otras leyes de derechos civiles prohíben la discriminación de género.

### **¿Cómo presento una queja?**

Cualquier persona que cree que ha recibido un trato de discriminación por parte de Livermore Amador Valley Transit Authority (en lo sucesivo denominada "la Autoridad") con base en su raza, color u origen nacional, puede presentar una queja conforme al Título VI llenando y enviando el Formulario de Queja Conforme al Título VI de la Autoridad. La Autoridad investiga las quejas recibidas no más de 180 días después del presunto incidente. La Autoridad tramitará las quejas que se encuentren completas.

### **Los métodos para presentar de una queja**

El método preferido es presentar su queja por escrito, utilizando el Formulario de Queja Conforme al Título VI, y enviarla a:

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

Las quejas verbales serán aceptadas y transcritas por el Coordinador del Título VI. Para presentar una queja verbal, llame al (925) 455-7500 y pregunte por el Coordinador del Título VI.

Una vez que se reciba la queja, la Autoridad la estudiará para determinar si nuestra oficina tiene jurisdicción. Quien presenta la queja recibirá un acuse de recibo informándole si la queja será investigada por nuestra oficina.

## Investigaciones

La investigación se ocupará de las quejas en contra de cualquier departamento de la Autoridad. La investigación se llevará a cabo en conjunto con y bajo el asesoramiento del ajustador de reclamos externo de la Autoridad.

La investigación pudiera incluir hablar sobre la queja con las partes afectadas para determinar el problema. Quien presenta la queja puede ser representado por un abogado u otro representante de su elección, y puede traer testigos y presentar testimonios y evidencias en el transcurso de la investigación.

La investigación será realizada y finalizada en un plazo no mayor a 60 días desde la recepción de la queja formal. Si se necesita más información para resolver el caso, la Autoridad pudiera comunicarse con quien presenta la queja. El autor de la queja cuenta con 5 días laborables desde la fecha de la carta para enviar la información solicitada al investigador asignado al caso. Si no se comunica con el investigador o éste no recibe la información adicional dentro de los 5 días laborables, la Autoridad podrá cerrar el caso administrativamente. También se puede cerrar el caso administrativamente si el autor ya no desea continuar con su caso.

Con base en toda la información recibida, se escribirá un reporte de la investigación por parte del ajustador de quejas externo para ser enviado al Director Ejecutivo. Quien presentó la queja recibirá una carta en la que se le informe la decisión final del Director Ejecutivo, antes de que se venza el plazo de 60 días. Se emitirá una de dos cartas al autor de la queja: una carta de cierre o una carta de fallo. Una carta de cierre resume las alegaciones y afirma que no hubo violación del Título VI y el caso será cerrado. Una carta de fallo resume las alegaciones y las entrevistas sobre el presunto incidente, y explica si ocurrirá alguna acción disciplinaria, entrenamiento adicional del personal o alguna otra acción. Si el autor de la queja desea apelar la decisión, cuenta con 10 días a partir de la fecha de la carta de cierre o de fallo para hacerlo.

Una persona también puede presentar una queja directamente con la Dirección Federal de Tránsito (*Federal Transit Administration: FTA*), dirigiéndola a: FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

## **Livermore Amador Valley 交通管理局(LAVTA) 第六章(Title VI) 投訴程序**

### **什麼是第六章(Title VI) ？**

第六章(Title VI) 是1964年民權法案的一個部份，它規定，“在美國，任何人不會因為種族、膚色或祖籍的原因，而在接受聯邦政府財政援助的任何項目或活動中，被排除參與，被拒絕獲益，或受到歧視。” 請注意，第六章(Title VI) 沒有提到性別歧視問題。它僅包括種族、膚色，和祖籍。其他的民權法禁止性別歧視。

### **我該如何提交投訴？**

任何人，只要認為她或他因為種族、顏色、或祖籍的原因，而受到Livermore Amador交通管理局的歧視(以下簡稱為“管理局”)，都可以通過填寫完成并遞交管理局第六章(Title VI)投訴表格，而提交一份第六章(Title VI)投訴。管理局會調查在指控事件發生後收到的不超過180天的投訴。管理局將處理完整的投訴。

### **提交投訴的方法**

首選的方法是使用第六章(Title VI) 投訴表格，以書面形式提交你的投訴，並把它發送到：

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

口頭投訴可以接受，並且由第六章(Title VI) 協調員轉抄為文字。若想要口頭投訴，請致電 (925) 455-7500，找第六章(Title VI)協調員。

當接到投訴後，管理局會審查此投訴，以確定我們的辦公室是否有管轄權。投訴人會收到一封確認信，通知她/他的投訴是否會交由我們辦公室調查。

### **調查**

調查將針對被投訴的管理局任何部門。調查將與管理局的第三方案件調節者一起并在其建議下進行。

調查可能包括所有牽涉方對此投訴的討論，以便確定問題。在調查過程中，投訴人可派律師或他/她自己選擇的其他代表人作為代表，並且可以帶證人及出示證詞和證據。

調查將在收到正式投訴的60天之內進行并完成。如果需要更多的資料來處理這個案子，管理局可能會聯系投訴人。投訴人要在信上之日起5個工作日內把要求的資料發送給指派處理此案的調查員。如果投訴人沒有聯繫調查員，而調查員在5個工

作日內沒有收到更多的資料，管理局可以行政上關閉此案件。如果投訴人不再想追究此案件，那麼此案件也可以行政上關閉。

根據收到的所有資料，第三方案件調節者將書寫一份調查報告提交給執行主任。投訴人將收到一封信，表明執行主任會在60天期限內作出最終決定。然後兩種信中的其中一種信將寄給投訴人，即關閉信或裁決信（LOF）。關閉信會總結這些指控，並指出該指控沒有違反第六章(Title VI)的規定，因此該案件將被關閉。裁決信(LOF)會總結這些指控及對於指控事件的採訪，並說明是否有任何紀律處分、對工作人員額外的培訓或採取其他行動。如果投訴人想對這個決定提出上訴，她/他可以在信上或裁決信(LOF)上的日期之后10天內辦理此事。

任何人也可以直接向聯邦交通管理局提出投訴，地址是：  
FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

## **Livermore Amador Valley Transit Authority (LAVTA)**

### **Title VI 제소 절차**

#### **Title VI은 무엇인가요?**

Title VI는 "미국 시민은 누구라도 민족, 인종 또는 국적에 상관없이 사회적 참여에서 배제되지 않고 연방 정부의 재정 지원에 관련된 프로그램 또는 활동에 따른 혜택을 받지 못하거나 차별당하지 않는다"는 1964 민권법의 조항입니다. Title VI는 성적 차별을 두지 않습니다. 다른 시민 평등권에 관련된 법률에서도 성별에 따른 차별을 금지하고 있습니다.

#### **어떻게 제소할 수 있나요?**

민족, 인종 또는 국적으로 인해 LAVTA (Livermore Amador Valley Transit Authority, 이하 '당국')로부터 차별을 당했다고 생각하는 사람은 Title VI 제소 신청서를 작성하여 당국에 제출하면 됩니다. 당국은 해당 사건에 대해 접수된 날로부터 180일 이내에 조사하게 됩니다.

#### **제소 방법**

Title VI 제소 신청서를 사용하여, 서면으로 제출하는 것이 가장 좋습니다. 아래의 주소를 참조하십시오.

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Court, Suite 100  
Livermore, CA 94551

구두로 제소할 경우, Title VI에서 녹취하여 접수를 받고 있습니다. 구두 제소를 신청하려면, Title VI 코디네이터에게 문의하십시오 (Tel. 925 455-7500).

제소가 받아들여질 경우, 당국에서 검토한 후 사법적 권한이 있는지 여부를 판단합니다. 당국에서 제소 사안을 검토하게 될지에 관한 확인 편지가 고소인에게 발송됩니다.

#### **조사**



접수된 제소에 대해 당국의 실무 부서를 조사하게 됩니다. 당국과 무관한 독립적인 제소 조정자가 제안하는 중재안을 토대로 조사가 이뤄집니다.

제소와 관련하여 당사자들의 의견을 청취하여 문제점을 해결하게 됩니다. 고소인은 변호사 또는 자신이 선정한 대리인과 함께 출석하거나, 조사 중에 증인을 출석시키고 증언 및 증거를 제출할 수 있습니다.

조사는 제소가 공식적으로 접수된 후 60일 이내에 완료됩니다. 사건을 해결하는 데 추가 조사가 필요할 경우, 당국은 고소인을 접촉할 수 있습니다. 고소인은 연락을 받은 날로부터 업무일 기준으로 5일 이내에 해당 사건에 배정된 조사관에게 요청 정보를 보내야 합니다. 고소인이 조사관에게 연락하지 않거나 5일 이내에 추가 정보를 받지 못할 경우, 당국은 행정 권한으로 해당 사건을 종결할 수 있습니다. 고소인이 해당 사건에 관한 추가 조사를 원하지 않을 경우에도 행정 권한에 따라 사건이 종결됩니다.

접수된 모든 정보를 바탕으로, 독립 제소 중재인이 조사 보고서를 작성하여 이사회에 제출합니다. 고소인은 60일 이내에 이사회 의 최종 결정에 관한 진술이 담긴 편지를 받게 됩니다. 고소인에게는 사건 종결에 관한 편지 또는 심의 결과에 관한 편지 (LOF) 중 하나가 발송됩니다. 종결에 관한 편지는 조사 항목들을 요약하고 해당 사건이 Title VI에 위배되지 않기 때문에 사건을 종결한다는 내용을 통보합니다. LOF는 신고된 사안에 관한 모든 조사 항목 및 인터뷰를 요약하고, 징계 처분, 직원 교육 또는 기타 조치가 있을지 여부에 관해 설명합니다. 고소인이 이 결정에 불복할 경우, 이 편지를 받은 날로부터 10일 이내에 항소하면 됩니다.

연방교통국 (FTA) 에 직접 제소하고 싶으면 아래 주소를 참조하십시오.

FTA Office of Civil Rights,  
1200 New Jersey Avenue SE  
Washington DC 20590

## TITLE VI COMPLAINT FORM

Title VI of the 1964 Civil Rights Act requires that “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Note: The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know.

<b>Section I:</b>				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
<b>Section II:</b>				
Are you filing this complaint on your own behalf?		Yes*	No	
*If you answered “yes” to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes	No	
<b>Section III:</b>				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
<hr/>				

<b>Section IV:</b>		
Have you previously filed a Title VI complaint with this agency?	Yes	No
<b>Section V:</b>		
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
If yes, check all that apply:		
<input type="checkbox"/> Federal Agency: _____		
<input type="checkbox"/> Federal Court: _____		<input type="checkbox"/> State Agency: _____
<input type="checkbox"/> State Court: _____		<input type="checkbox"/> Local Agency: _____
Please provide information about a contact person at the agency/court where the complaint was filed.		
Name:		
Title:		
Agency:		
Address:		
Telephone:		
<b>Section VI:</b>		
Name of agency complaint is against:		
Contact person:		
Title:		
Telephone number:		

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

---

Signature

Date

Please submit this form in person at the address below, or mail this form to:

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Ct, Suite 100  
Livermore, CA 94551

## FORMULARIO DE QUEJA CONFORME AL TÍTULO VI

El Título VI de la Ley de Derechos Civiles de 1964 requiere que "ninguna persona en los Estados Unidos será, con base en su raza, color u origen nacional, excluida de la participación o los beneficios, ni estará sujeta a discriminación en ningún programa o actividad que reciba la asistencia financiera federal".

Nota: La siguiente información es necesaria para ayudarnos con el procesamiento de su queja. Si necesita ayuda para llenar este formulario, por favor háganoslo saber.

<b>Sección I:</b>				
Nombre:				
Dirección:				
Teléfono (Casa):			Teléfono (Trabajo):	
Dirección de correo electrónico:				
¿Requiere formatos accesibles?	Letra grande		Audiocasete	
	TDD		Otro	
<b>Sección II:</b>				
¿Está presentando esta queja en su propio nombre?			Sí*	No
*Si contestó "Sí" a esta pregunta, vaya a la Sección III.				
Si no es así, escriba el nombre y la relación de la persona en cuyo nombre presenta la queja:				
Por favor explique por qué ha presentado una queja en nombre de un tercero:				
Por favor confirme que ha obtenido el permiso de la parte agraviada si usted está presentando en nombre de un tercero.			Sí	No
<b>Sección III:</b>				
Creo que la discriminación que yo sentí fue basada en (marque todos los que apliquen):				
<input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen nacional				
Fecha de la presunta discriminación (mes, día, año): _____				
Explique lo más claramente que pueda lo que pasó y por qué cree usted que le discriminaron. Describa todas las personas que estaban involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que le discriminaron (si se los sabe) así como los nombres y la información de contacto de los testigos que hubiera. Si necesita más espacio, por favor utilice el dorso de este formulario.				
_____				
_____				

<hr/> <hr/>		
<b>Sección IV:</b>		
¿Ha presentado una queja conforme al Título VI anteriormente con esta agencia?	Sí	No
<b>Sección V:</b>		
¿Ha presentado esta queja con otra agencia federal, estatal o local, o ante algún corte federal o estatal?		
<input type="checkbox"/> Sí <input type="checkbox"/> No		
Si es así, marque todas las que apliquen:		
<input type="checkbox"/> Agencia federal: _____		
<input type="checkbox"/> Corte federal: _____	<input type="checkbox"/> Agencia estatal: _____	
<input type="checkbox"/> Corte estatal: _____	<input type="checkbox"/> Agencia local: _____	
Por favor proporcione la información de contacto de una persona en la agencia o corte donde se presentó la queja.		
Nombre:		
Título:		
Agencia:		
Dirección:		
Teléfono:		
<b>Sección VI:</b>		
Nombre de la agencia objeto de la queja:		
Persona de contacto:		
Título:		

Número telefónico:

Puede adjuntar cualquier material escrito u otra información que crea pertinente para su queja.

Se requiere su firma y la fecha a continuación

\_\_\_\_\_  
Firma

\_\_\_\_\_  
Fecha

Por favor presente este formulario en persona a la siguiente dirección, o envíelo por correo a:

Title VI Coordinator

Livermore Amador Valley Transit Authority

1362 Rutan Ct, Suite 100

Livermore, CA 94551

## 第六章(TITLE VI)投訴表格

1964年民權法案第六章(TITLE VI)規定，“在美國，任何人不會因為種族、膚色或祖籍的原因，而在接受聯邦政府財政援助的任何項目或活動中，被排除參與，被拒絕獲益，或受到歧視。”

請注意：下面的資料在協助我們處理你的投訴中是必要的。如果你在填寫此表格時需要任何幫助，請告訴我們。

<b>第I部份:</b>				
姓名:				
地址:				
電話 (家):			電話 (工作):	
電子郵件地址:				
無障礙格式要求?	較大字體		聲頻磁帶	
	聽障服務專線		其他	
<b>第II部份:</b>				
你是否代表你自己提交這方面的投訴?			是*	否
* 如對此問題回答“是”，則跳至第III部份				
如回答否，請提供你為其投訴的該投訴人的姓名及與你的關係:				
請解釋你為什麼為第三方提交投訴:				
如果你代表第三方提交投訴，請確認你已獲得該受害方的許可。			是	否
<b>第III部份:</b>				
我相信我所遭遇的歧視是因為（選所有適用項）：				
<input type="checkbox"/> 種族 <input type="checkbox"/> 膚色 <input type="checkbox"/> 祖籍				
歧視指控的日期（月，日，年）:_____				
盡可能解釋清楚發生的事情，以及為什麼你認為你被歧視。描述所有牽涉到的人。包括歧視你的人(們)的姓名和聯繫資訊（如果知道），及任何證人的姓名和聯繫資訊。如果需要更多的空白，請使用此表格的背面。				
_____				
_____				



<b>第IV部份:</b>		
你以前是否向該機構提交過第六章(TITLE VI)投訴?	是	否
<b>第V部份:</b>		
你是否向任何其他的聯邦、州或地方機構，或向任何聯邦或州法院提交過這方面的投訴?		
[ ] 是      [ ] 否		
如回答是，則選所有適用項:		
[ ] 聯邦機構: _____		
[ ] 聯邦法院: _____	[ ] 州政府機構: _____	
[ ] 州法院: _____	[ ] 地方機構: _____	
請提供提交投訴的機構/法院聯繫人的資訊。		
姓名:		
職位:		
機構:		
地址:		
電話:		
<b>第VI部份:</b>		
被投訴機構的名稱:		
聯繫人:		
職位:		
電話號碼:		

你可以附上你認為與該投訴相關的任何書面材料或其他資訊。

必須在下面簽名并註明日期

\_\_\_\_\_  
簽名

\_\_\_\_\_  
日期

請親自前往以下地址遞交此表格，或將此表格郵寄到:

Title VI Coordinator  
Livermore Amador Valley Transit Authority  
1362 Rutan Ct, Suite 100  
Livermore, CA 94551

## TITLE VI 제소 신청서

Title VI는 "미국 시민은 누구라도 민족, 인종 또는 국적에 상관없이 사회적 참여에서 배제되지 않고 연방 정부의 재정 지원에 관련된 프로그램 또는 활동에 따른 혜택을 받지 못하거나 차별당하지 않는다"는 1964 민권법의 조항입니다.

참고: 제소를 처리하려면 다음의 정보가 필요합니다. 이 신청서를 작성하는 데 도움이 필요하다면 말씀하시기 바랍니다.

<b>섹션 I:</b>				
이름:				
주소:				
전화번호(집):			전화번호(직장):	
전자 메일 주소:				
손쉬운 사용(Accessibility)이 필요하십니까?	큰 텍스트		오디오 테이프	
	TDD		기타	
<b>섹션 II:</b>				
고소인 자신을 위해 제소하십니까?			예*	아니오
*“예”라고 대답한 경우, 섹션 III으로 이동하십시오.				
그렇지 않으면, 제소하는 사람의 이름과 관계를 기술하십시오.				
제3자를 위해 제소하는 이유를 기술하십시오.				
제3자를 위해 제소하는 경우, 피해 당사자의 허락을 받았는지 말씀해 주십시오.			예	아니오
<b>섹션 III:</b>				
제가 경험한 차별은 다음 중 하나에 따른 것입니다(중복 허용):				
[ ] 민족      [ ] 인종      [ ] 국적				
차별 발생일(월, 일, 년): _____				
무슨 일이 있었는지 그리고 어떻게 차별당했다고 생각하는지 분명하게 설명해 주십시오. 해당 사건에 연루된 사람들을 모두 언급하십시오. 증인의 이름과 연락처, 그리고 차별을 가한 사람의 이름과 연락처를 적어주십시오. 지면이 모자라면, 이 신청서의 후면을 사용하십시오.				
_____				
_____				
<b>섹션 IV:</b>				

LAVTA에 Title VI 제소를 신청한 적이 있습니까?	예	아니오
<b>섹션 V:</b>		
다른 연방, 주 또는 지방 기관에 대해 또는 연방 법원이나 주 법원에 이 제소를 신청한 적이 있습니까? <input type="checkbox"/> 예 <input type="checkbox"/> 아니오 있다면, 해당 사항을 모두 선택하십시오. <input type="checkbox"/> 연방 기관: _____ <input type="checkbox"/> 연방 법원: _____ <input type="checkbox"/> 주 기관: _____ <input type="checkbox"/> 주 법원: _____ <input type="checkbox"/> 지방 기관: _____		
제소한 기관/법원의 정보 및 연락처를 적어주십시오.		
이름:		
직위:		
기관:		
주소:		
전화번호:		
<b>섹션 VI:</b>		
제소한 기관명:		
담당자:		
직위:		
전화 번호:		

본 제소에 관련된 서면 자료 또는 기타 정보를 첨부할 수 있습니다.

아래에 날짜와 서명을 기입하십시오.

서명 \_\_\_\_\_

날짜 \_\_\_\_\_

이 신청서를 아래 주소로 직접 제출하거나 우편으로 보내십시오.

Title VI Coordinator  
 Livermore Amador Valley Transit Authority  
 1362 Rutan Ct, Suite 100  
 Livermore, CA 94551

## **Public Participation Plan**

The Livermore Amador Valley Transit Authority (LAVTA) has identified multiple ways to solicit input from riders, including minority and limited English proficient (LEP) populations as well as other underserved communities, when considering a major transportation decision such as a significant change in service or fares. In December 2008, the LAVTA Board of Directors adopted Public Hearing Policies and Procedures and a Public Outreach Toolbox (Attached) which outlines when a public hearing will be conducted and what methods may be utilized to inform the public of the public hearing and comment period.

Staff will utilize the strategies identified in the Public Outreach Toolbox to notice the public comment period, hold public meetings in locations that are accessible to transit riders and people with disabilities, schedule meetings at times that are convenient for bus riders and members of the public, advertise hearings in English, Spanish, Chinese (Mandarin) and Korean, and provide notice of the availability of language assistance in Spanish, Chinese (Mandarin) and Korean. Depending on the magnitude of the decision, e.g., route changes and the areas affected by the route changes, staff will also translate public meeting and hearing materials into Spanish, Chinese (Mandarin), and Korean. All comments received during the public comment period and at the public hearing will be considered in developing the final recommendations, such as for service changes or fare increases.

### **Engaging Minority Populations**

LAVTA engages with minority and LEP populations when soliciting feedback on service changes and fare increases, using its LEP Plan and Outreach Toolbox to do so. At a minimum, LAVTA translates all public hearing information and notices into Spanish and Chinese (Mandarin), and Korean. LAVTA provides copies of public hearing information and notices at libraries and senior centers in the Tri-Valley. Notices are posted in English, Spanish, Chinese (Mandarin) and occasionally in Korean onboard all LAVTA buses. These notices are also available online.

## **PUBLIC HEARING POLICIES AND PROCEDURES**

**Adopted December 1, 2008**

### **I. BACKGROUND**

The Livermore Amador Valley Transit Authority (LAVTA) is required by Federal law to establish a policy which describes a process to solicit and consider public comment prior to raising fares or implementing a major reduction of transit services.

### **II. LAVTA POLICY**

1. It shall be LAVTA's policy that public comments be solicited prior to:
  - (i) Any permanent change which increases fares on LAVTA's fixed route service.
  - (ii) Any permanent change which increases fares on LAVTA's Dial-A-Ride paratransit service.
  - (iii) A twenty-five percent (25%) or more reduction of the number of daily transit revenue vehicles of a route; i.e., the total number of miles operated by all vehicles in revenue service for a particular day of the week on an individual route.
  - (iv) A twenty-five percent (25%) or more reduction of the number of transit route miles of a route; i.e., the total mileage covered during the one round trip by a vehicle in revenue service on a particular route.
  - (v) Proposed introduction of a new route.
  
2. It shall be LAVTA's policy that the following are ordinarily exempt from the requirement of public comment and public hearing:
  - (i) A minor change in fare or service. Examples would be temporarily reduced or promotional fares, minor reroutes or minor temporary reroutes due to street construction or minor schedule changes.
  - (ii) Experimental or emergency service or fare changes expected to exist fewer than 180 days and standard seasonal variation in service. If these changes ultimately continue to remain in effect for more than 180 days, they will be the subject of public comment and public hearing.

### **III. PROCEDURES**

#### **1. PRIOR COMMITTEE CONSIDERATION**

All public hearings are to be called by a LAVTA Committee or the Board of Directors. However, when authorized by the Chair, the Executive Director may call

a public hearing that is required by law or by LAVTA policy when doing so would move the process forward in a timely manner.

As a general rule, no hearing will be called until the subject of the hearing has been reviewed by the Projects and Services Committee\*. In particular with regard to the proposed implementation of a new or revised route, LAVTA staff will recommend to the Projects and Services Committee, as well as to Board Members from affected cities that do not serve on the Projects and Services Committee, the specific element(s) in the Public Outreach Toolbox (see attachment) to use for the public hearing.

The Projects and Services Committee report to the Board should identify the subject of the hearing, explain what objectives are sought to be achieved by the proposal which will be considered at the hearing and indicate whether the hearing is legally required prior to Board action on the subject. The report shall also address whether there is a particular sector of the public that needs to be involved. However, if time does not permit prior committee consideration, the Executive Director may refer the matter directly to the Board.

## **2. PUBLIC NOTIFICATION**

When required, the public comment process will generally begin with the publishing of a notice 30 calendar days in advance of the public hearing date in the local newspaper of general distribution. Shorter notice may be given when permitted by law and when financial, operational, or scheduling considerations make it infeasible to provide 30 days advance notice. At a minimum, the notice must be published at least 10 days prior to the hearing. LAVTA will also post the notice publicizing the hearing on its website.

If specific groups or neighborhoods would be affected by a proposed change, LAVTA shall use best efforts to publish the notice in newspapers, if any, oriented to such groups or neighborhoods and to otherwise publicize the hearing to reach such groups or neighborhoods.

This notice will set a specific place, date and time for one or more public hearings. Written comments will also be accepted on the proposed changes until the opening of the public hearing.

## **3. SCHEDULING PUBLIC HEARING(S)**

The public hearing(s) will be scheduled at a time, date and place designated in the public notice. The facility utilized for public hearings will be accessible to persons with disabilities. Special arrangements will be made for sight or hearing-impaired persons if requested.

#### **4. PROCEDURE FOR CONDUCTING PUBLIC HEARING**

Forms will be available to attendees to register their presence and desire to speak. Public hearings will begin with a reading of the public notice, purpose and proposed action which necessitated the public hearing. After an explanation of the proposed action is completed, the public will be invited to offer their comment. Limitations may be established on the length of oral presentations in order to afford all members of the public a reasonable opportunity to speak. After all registered persons have commented, a final opportunity will be offered for any additional public comment. This offering will precede the close of the public hearing.

At the close of the public hearing, it will be announced where the item will next be heard, either before a committee or the Board. At the subsequent committee or Board meeting, the Executive Director will provide a report summarizing and responding to key comments made by the public.

#### **5. ADDRESSING PUBLIC COMMENTS RECEIVED**

All relevant comments received verbally or in writing at a public hearing, or as otherwise conveyed to LAVTA prior to the established deadline, will be entered into the public record of the comment process. Additionally, comments regarding route changes submitted by the public subsequent to the last service change shall be entered into the public record. Subsequent to the public comment period, staff will evaluate and analyze all relevant comments received and prepare a written summary report of significant issues raised during the public comment period for consideration by the LAVTA Board of Directors.

#### **6. SUBSEQUENT BOARD CONSIDERATION AND ACTION**

Consideration of and action on all fare increase or major changes in service held at a subsequent committee or Board meeting after the public hearing shall not require further published notice. Notice of the agenda of such committee or Board meeting shall be provided in accordance with regular LAVTA procedures.

## Public Outreach Toolbox

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### Electronic Media

#### E-Notifications

- Email
- Unified school district email distribution (ex. PeachJar)

#### Digital signage

- On-board
- On-street “real-time arrival” signage

#### Website

Provides information and links to other websites

- Project landing pages
- On-line survey polls @ [www.wheelsbus.com](http://www.wheelsbus.com)
- 511.org
- Link to project document(s) and Comment Card

#### Social Media

Provides information and announcements on current social media platforms

- Meta (Facebook and Instagram)
- Various

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### Print Media

#### Advertisements

- Legal notice in local newspapers with general circulation
- Paid advertisements in local newspapers

#### Direct Mail (Printed Information)

- Bill Stuffer (monthly utility bill)
- Brochures
- Door hangers
- Fact sheets
- Newsletters
- Post Card
- Surveys/Questionnaires

#### Flyers/On-Board Take-Ones

- On Bus
- ACE/BART stations

#### Postings

- BART Bus Bays
- Human services organizations
- Interior bus cards
- Libraries
- Major Apartment Complexes
- Schools
- Senior housing communities
- Shelters
- Transit Center



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## Information Repositories

Libraries, city halls, transit center and other public facilities for housing of project-related information

- Libraries
- City Hall
- Transit center
- Other

---

## In-Person Contact

### Advisory Committees

A group of representative stakeholders assembled to provide public input to the planning process

### Focus Group(s)

Meetings with existing smaller groups or in conjunction with another event

### Intercept Interview(s)

- One-on-one meetings with stakeholders
- On-board bus
  - Transit Center
  - BART
  - Other

### Public Hearing

Formal meetings with scheduled presentations offered

### Speaker Presentations (Briefings)

Regular meetings of social and civic clubs and organizations to provide an opportunity to inform and educate

- Civic clubs
- Schools
- Senior Centers
- Senior Housing Communities
- Chambers of Commerce
- Home Owners Association(s)

### Transit Fairs

- Community Gatherings
- Employer worksites
- Las Positas College

### Workshops

Informal public meetings that may include a presentation and exhibits but ends with interactive working groups

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## Media

- News Interviews
- Feature stories
- Newspaper display advertising
- Public Service Announcements
- Press Kit
- Press Release

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## Telecommunications

- Information-On-Hold
- Prerecorded Information

# Limited English Proficiency (LEP) Plan

Improving Access to Services for Persons with  
Limited English Proficiency

**April 2025**



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

Phone (925) 455-7555 Fax (925) 443-1375  
[www.wheelsbus.com](http://www.wheelsbus.com)

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## 1. Introduction

This Limited English Proficiency (LEP) Plan has been prepared to address the responsibilities of the Livermore Amador Valley Transit Authority (LAVTA) as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write or understand English is a type of national origin discrimination. It directs each federal agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. The Executive Order applies to all state and local agencies which receive federal funds, including LAVTA, which receives federal assistance through the U.S. Department of Transportation (U.S. DOT).

## 2. Plan Summary

LAVTA has developed this LEP Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access LAVTA's services. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English.

This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

## 3. LEP Four Factor Analysis

In order to prepare this plan, LAVTA undertook the U.S. DOT four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons in the service area who may be served or are likely to encounter a LAVTA program, activity or service.
2. The frequency with which LEP persons come in contact with LAVTA programs, activities or services.
3. The nature and importance of programs, activities or services provided by LAVTA to the LEP population.
4. The resources available to LAVTA and overall cost to provide LEP assistance.

A summary of the results from the four-factor analysis follows.

- 3.1 Factor One: The number or proportion of LEP persons in the service area who may be served or are likely to encounter a LAVTA program, activity or service

LEP persons are most likely to interact with LAVTA staff and resources through the fixed route system, which serves the general public, and the demand-response (Dial-A-Ride) system, which serves primarily persons with disabilities. Census data (American Community Survey 2019-2023 5-Year Estimates) from the three Tri-Valley cities (Dublin, Pleasanton, and Livermore) that constitute LAVTA's service area has been used to assess the population's overall level of English proficiency.

The Census Bureau has defined classifications of how well people speak English. The classifications are 1.) people that speak English "very well;" 2.) people that speak English "well;" 3.) people that speak English "not well;" and 4.) people that speak English "not at all." For the purposes of the LEP Plan, a limited English proficient person is someone who reports as speaking English less than "very well."

Within the LAVTA service area, 11.5% of the population speaks English less than very well. On a percentage basis, Pleasanton has the highest percentage of less than proficient English speakers in the service area. Dublin has a slightly lower percentage than Pleasanton, while Livermore has the lowest percentage of persons who speak English less than "very well". Table 1 shows the distribution of English proficiency within the population, aged 5 years and older.

**Table 1: English Proficiency at Home within the LAVTA Service Area – 5 Years and Older**

	Dublin, CA		Pleasanton, CA		Livermore, CA		LAVTA Service Area	
	Count	% of Pop.	Count	% of Pop.	Count	% of Pop.	Count	% of Pop.
Speaks English "very well"	57,885	87.6%	64,482	87.1%	72,878	90.5%	195,245	88.5%
Speaks English less than "very well"	8,208	12.4%	9,576	12.9%	7,639	9.5%	25,423	11.5%
Total Estimates	66,093	100.0%	74,058	100.0%	80,517	100.0%	220,668	100.0%

Note: Population is residents five years and older

Source: U.S. Census Bureau. American Community Survey, ACS 5-Year Estimates Detailed Tables

**Table 2: Languages Spoken at Home for the Population - 5 Years and Over**

	Dublin, CA	Pleasanton, CA	Livermore, CA	LAVTA Service Area	% of Total LAVTA Service Area
Spanish:	3,506	4,654	9,533	17,693	8.02%
Speak English "very well"	2,599	3,287	5,019	10,905	4.94%
Speak English less than "very well"	907	1,367	4,514	6,788	3.08%

	Dublin, CA	Pleasanton, CA	Livermore, CA	LAVTA Service Area	% of Total LAVTA Service Area
French, Haitian, or Cajun:	165	156	317	638	0.29%
Speak English "very well"	149	129	299	577	0.26%
Speak English less than "very well"	16	27	18	61	0.03%
German or other West Germanic languages:	163	224	152	539	0.24%
Speak English "very well"	126	199	101	426	0.19%
Speak English less than "very well"	37	25	51	113	0.05%
Russian, Polish, or other Slavic languages:	794	893	532	2,219	1.01%
Speak English "very well"	439	646	288	1,373	0.62%
Speak English less than "very well"	355	247	244	846	0.38%
Other Indo-European languages:	9,459	8,338	3,883	21,680	9.82%
Speak English "very well"	7,700	6,590	3,152	17,442	7.90%
Speak English less than "very well"	1,759	1,748	731	4,238	1.92%
Korean:	1,174	2,011	436	3,621	1.64%
Speak English "very well"	611	1,170	197	1,978	0.90%
Speak English less than "very well"	563	841	239	1,643	0.74%
Chinese (incl. Mandarin, Cantonese):	6,530	7,812	1,076	15,418	6.99%
Speak English "very well"	3,679	4,199	576	8,454	3.83%
Speak English less than "very well"	2,851	3,613	500	6,964	3.16%
Vietnamese:	816	525	913	2,254	1.02%
Speak English "very well"	403	327	578	1,308	0.59%
Speak English less than "very well"	413	198	335	946	0.43%
Tagalog (incl. Filipino):	1,418	895	1,261	3,574	1.62%
Speak English "very well"	1,074	737	925	2,736	1.24%
Speak English less than "very well"	344	158	336	838	0.38%
Other Asian and Pacific Island languages:	7,572	6,039	2,212	15,823	7.17%
Speak English "very well"	6,729	4,723	1,638	13,090	5.93%
Speak English less than "very well"	843	1,316	574	2,733	1.24%
Arabic:	600	234	442	1,276	0.58%
Speak English "very well"	502	210	392	1,104	0.50%
Speak English less than "very well"	98	24	50	172	0.08%
Other and unspecified languages:	281	163	356	800	0.36%
Speak English "very well"	259	151	309	719	0.33%
Speak English less than "very well"	22	12	47	81	0.04%
<b>Total that Speak only English</b>	<b>33,615</b>	<b>42,114</b>	<b>59,404</b>	<b>135,133</b>	<b>61.24%</b>
<b>Total that Speak English "very well"</b>	<b>24,270</b>	<b>22,368</b>	<b>13,474</b>	<b>60,112</b>	<b>27.24%</b>
<b>Total that Speak English less than "very well"</b>	<b>8,208</b>	<b>9,576</b>	<b>7,639</b>	<b>25,423</b>	<b>11.52%</b>
<b>Total Estimates:</b>	<b>66,093</b>	<b>74,058</b>	<b>80,517</b>	<b>220,668</b>	<b>100.00%</b>



Note: Population is residents five years and older

Source: U.S. Census Bureau. American Community Survey, ACS 5-Year Estimates Detailed Tables

Population data in Table 2 shows the languages spoken at home for all persons, aged five years old and older, within the LAVTA service area. Of the total population, 135,133 individuals (61.24%) speak only English while 85,535 people (38.76%) speak a language other than English at home. The three languages spoken at home other than English that meet Title VI requirements for consideration as Safe Harbor languages are Spanish with 17,693 people (8.02%), Chinese with 15,418 people (6.99%), Korean with 3,621 people (1.64%).

Within the language groups mentioned above, those that report speaking English less than very well and are considered Safe Harbor languages because they constitute 5% or 1,000 persons, whichever is less, of the total population eligible to be served by LAVTA, include Spanish with 6,788 people (3.08%), Chinese with 6,964 people (3.16%), and Korean with 1,643 people (0.74%). The remaining language groups do not consist of 1,000 people or at least 5% of the service area population who speak English less than very well.

The following three maps represent the concentrations of populations who speak Spanish, Chinese, and Korean, and speak English less than very well, in the service area overlaid with LAVTA's bus routes. Each map portrays demographic information by Census tract in five quantitative groupings:

- Less than 100 people,
- 101-400 people,
- 401-800 people,
- 801-1000 people,
- and more than 1000 people.

Figure 1: ACS 2025 5-Year Estimates of Spanish Speakers that Speak English Less Than "Very Well" by Census Tract

# Spanish-Speaking Population with Limited English Proficiency

By Census Tract in the Livermore Amador Valley Transit Authority (LAVTA) Service Area

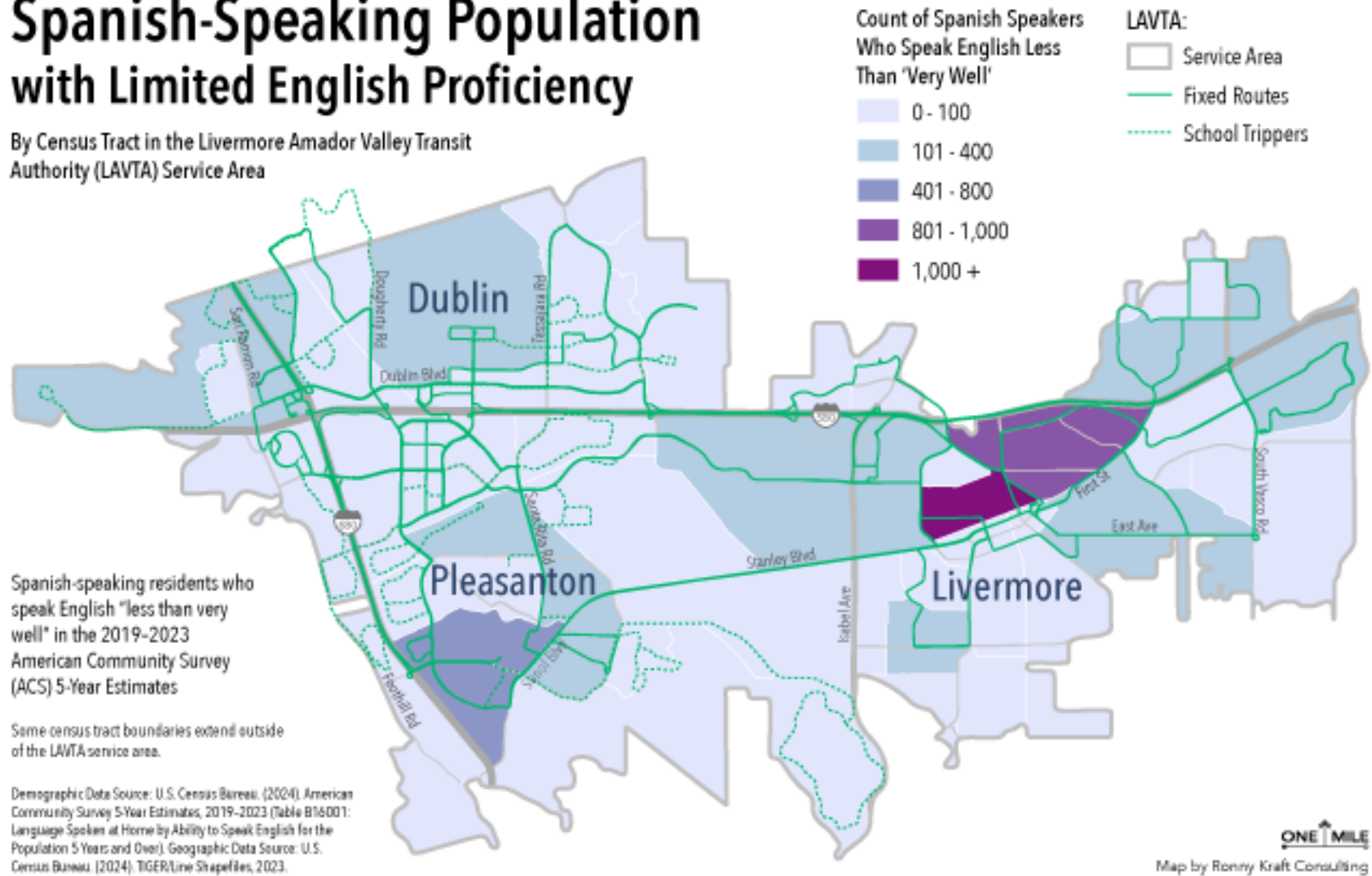
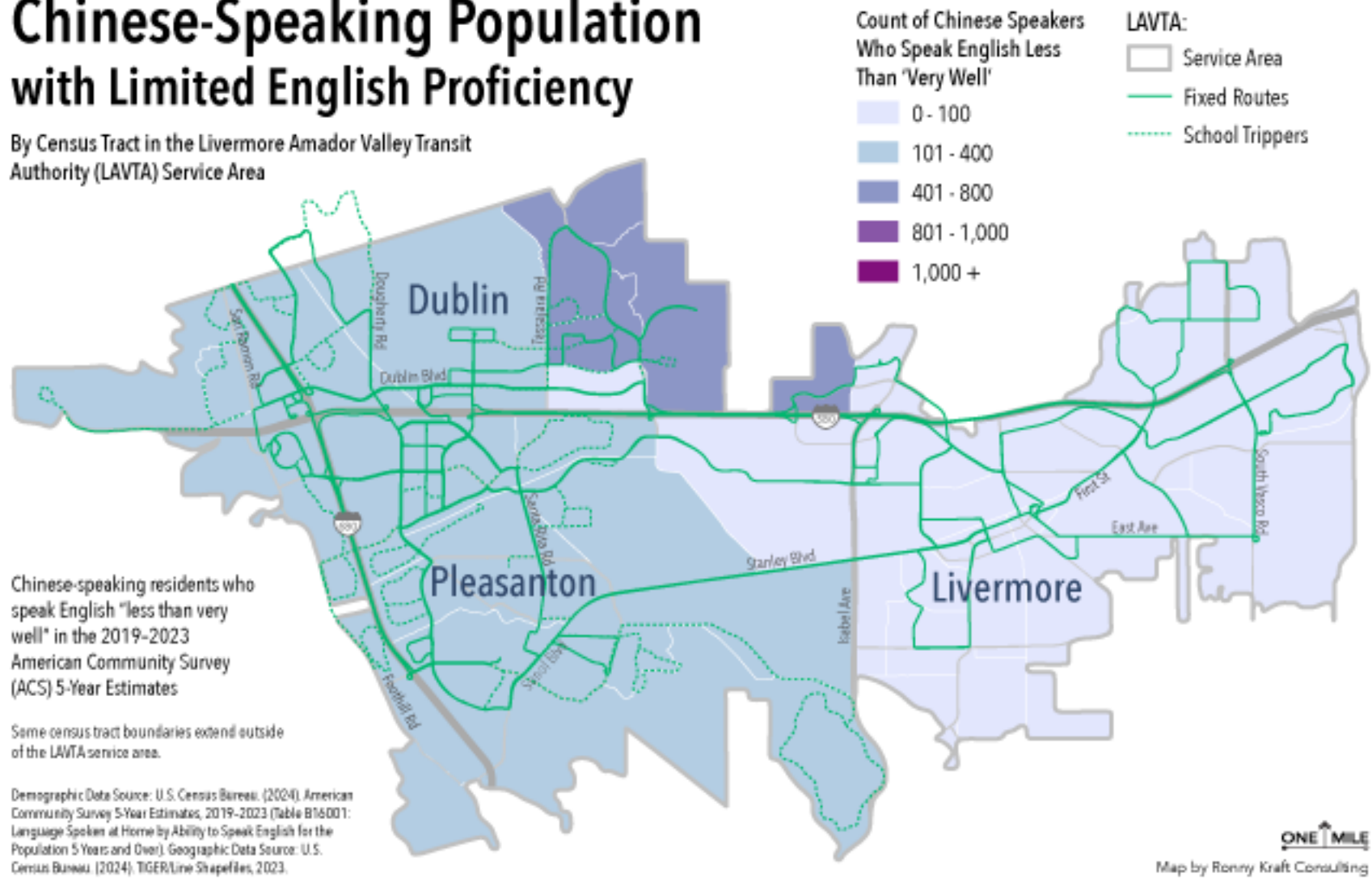


Figure 2: ACS 2025 5-Year Estimates of Chinese Speakers that Speak English Less Than "Very Well" by Census Tract

# Chinese-Speaking Population with Limited English Proficiency

By Census Tract in the Livermore Amador Valley Transit Authority (LAVTA) Service Area





### 3.2 Factor Two: The frequency with which LEP persons come in contact with LAVTA programs, activities or services

LAVTA assessed the frequency with which LEP persons have, or could have, contact with LAVTA's services, including its staff and drivers. LAVTA assesses the frequencies on an order of magnitude scale, by determining a specific point of contact and how often a person comes in contact, including frequently (daily), often (weekly), and occasionally (monthly). The following “touch points” and frequencies have been identified.

<b>TOUCH POINTS</b>	<b>FREQUENCY</b>
Bus Drivers	Frequently
Transit Center customer service	Frequently
Dispatchers (after-hours customer service)	Often
Dial-A-Ride reservationists	Occasionally
Interior car cards	Frequently
On-street signage	Frequently
Website and Social Media	Occasionally
Interior fare car cards	Frequently
Receptionist	Often
Ticket vendors	Occasionally
Road Supervisors	Occasionally
Print media	Occasionally
Broadcast media	Occasionally
Public relations media	Occasionally
Transit fairs	Occasionally

### 3.3 Factor Three: The nature and importance of programs, activities or services provided by LAVTA to the LEP population

The largest concentrations of LEP individuals in the LAVTA service area are people who speak Chinese, followed by Spanish and Korean. Services provided by LAVTA that are most likely to be encountered by LEP individuals are the fixed route system and the demand-response (Dial-A-Ride) system. It is also likely that LEP individuals will encounter LAVTA resources or staff at the Livermore Transit Center, where different fares passes are sold. Community outreach events act as additional opportunities where LEP individuals and LAVTA staff can communicate through language services.

### 3.4 Factor Four: The resources available to LAVTA and overall cost to provide LEP assistance

LAVTA assessed the available resources that could be used to provide LEP assistance, including determining the costs of professional interpreters and translation and taking an inventory of available organizations with whom resources could be shared. LAVTA used this information to determine which of its documents and materials would be the most valuable to be available in multiple languages. Translation of documents and other printed material is achieved through a

contractor on an as needed basis, costing the agency approximately \$10,000 per year. Depending on which languages become more prominent in the Tri-Valley area, more money may be spent on translation services in the next few years.

LAVTA currently employs several Spanish-speaking staff members, including the entire staff of three who work at the Livermore Transit Center. Transit Center staff now handle about five Spanish speaking calls a day, which represents about 7% of all calls. Overall, approximately 40% of the customers encountered in person at the Transit Center are not proficient in English. Customer Service staff indicates that of the individuals who are not proficient in English, the vast majority are Spanish speakers. LAVTA has access to a language line for on-the-spot translation for other languages. For in-person meetings, LAVTA staff can be accompanied by a translator to ensure there's clear communication with the LEP individual.

#### **4. LEP Plan**

This LEP Plan is the implementation plan to ensure meaningful access to LAVTA services, resources, benefits, and information through language assistance for LEP persons.

LAVTA has identified LEP populations based on 2019-2023 5-Year Estimates from American Community Survey (ACS) findings and staff interactions with LEP individuals. Within the LAVTA service area, 85,535 people, which is approximately 39% of the LAVTA service area, speak a language other than English at home. The languages most spoken at home other than English are Spanish, Chinese, Korean, Tagalog, and Vietnamese. Of these predominant languages, Spanish, Chinese, and Korean are considered Safe Harbor languages because they constitute 5% or 1,000 persons, whichever is less, of the total population eligible to be served by LAVTA. The Four Factor Analysis shows the geographic breakdown of Spanish, Chinese, and Korean speakers who speak English less than very well using Census Tract and 2019-2023 ACS 5-Year Estimates (Figures 1, 2, and 3). Spanish and Chinese speakers account for 54% of the population who identifies as speaking English less than very well in the LAVTA service area (6.24% of the overall LAVTA service area population). LEP Korean speakers consist of 1,643 people (0.74% of the overall LAVTA service area population). LAVTA has previously translated and will continue to translate all vital documents into Spanish, Chinese and Korean.

Based on the four-factor analysis, LAVTA developed its LEP Plan into five areas as follows:

1. Identifying LEP individuals who need language assistance
2. Language assistance measures
3. Training Staff
4. Providing Notice to LEP persons
5. Monitoring and updating the LEP Plan

#### 4.1 Identifying LEP individuals who need language assistance

##### ***How LAVTA may identify an LEP person who needs language assistance***

- Utilize Census data, provided in response to Factor One, to determine the number and proportion of LEP persons eligible for service;
- Examine customer service records for language assistance that have been received in the past, either at meetings, online or over the phone, to determine whether language assistance might be needed at which future events;
- Look at utilization of LAVTA's language line, as well as the number of calls by both Dial-A-Ride and Transit Center Customer Service Representatives;
- When LAVTA sponsors an event, have a staff person greet participants as they arrive. By informally engaging participants in conversation it is possible to informally gauge each attendee's ability to speak and understand English;
- Look at how many times and into what languages the LAVTA website pages have been translated;
- Work with community based organizations (CBOs) to identify LEP persons in LAVTA's service area as well as their frequency and points of contact with the LAVTA's services.

#### 4.2 Language Assistance Measures

There are numerous language assistance measures available to LEP persons, including both oral and written language services. There are also various ways in which LAVTA staff responds to LEP persons, whether in person, by telephone or in writing.

##### ***How LAVTA will assist an LEP person who needs language assistance***

- LAVTA will work with local senior centers to provide vital information to LEP groups on LAVTA programs and services;
- Network with local human service organizations that provide services to LEP individuals and seek opportunities to provide information on LAVTA programs and services;
- Provide a statement in meeting notices and publications a minimum of seven days prior to any hearing that interpreter services are available;
- Provide a statement with meeting notices that interpreter services are available at public hearings, with 72-hour advance notice;
- When an interpreter is needed for a language other than Spanish, in person or on the telephone, staff access on-demand language assistance services from a professional translation service via a language line;

- Work with our bus operations contractor to survey their front-line staff on which routes they see the most LEP individuals;
- Encourage the skill to speak multiple languages in the recruitment of customer service representatives and bus drivers;
- Provide documents (including public hearing information, how to ride information) in Spanish and translate all vital documents into all Safe Harbor languages;
- Utilize the Public Participation Plan to perform targeted outreach to LEP persons.

#### 4.3 Staff Training

##### ***How LAVTA will train staff on its role and responsibilities in providing meaningful access to services for LEP persons***

- Identify LAVTA staff that are likely to come in contact with LEP persons, including bus drivers, customer service, etc.;
- Update curriculum as necessary to educate LAVTA staff on providing meaningful access to services for LEP persons;
- Provide staff with a description of language assistance services offered by LAVTA;
- Provide staff with specific procedures to be followed when encountering an LEP person;
- Provide the bus operations contractor with information regarding Title VI responsibilities, including language access services, to be shared at safety meetings.

#### 4.4 Communications with LEP Persons

##### ***How LAVTA will provide Communications to LEP Persons***

###### *Oral communications:*

- Ensure that Transit Center and Dial-A-Ride Customer Service Representatives have the ability to speak English and Spanish;
- Provide a statement affirming that LAVTA will make reasonable accommodations to provide an interpreter at public hearings and meetings with advance notice;
- Utilize the Public Participation Plan to perform outreach to LEP persons;
- Utilize a language line when a customer calls in and is unable to speak English and no internal agency interpreter is available.

###### *Written communications:*



- Use the services of a professional translation provider to ensure that vital documents are accurate (vital documents are defined as those documents without which a person would be unable to access services);
- Information about LAVTA's non-discrimination policies and information on the local/federal complaint process will be provided in Spanish, Chinese (Mandarin), and Korean on the LAVTA website and will be provided in other languages upon request;
- The Fares and Policies brochure, which contains information on fares, accessibility, locations where discount tickets and passes are sold, and general riding information, is printed in English and Spanish and Chinese (Mandarin). Translations will be updated every other year or when changes to vital information are required;
- The www.wheelsbus.com website can be viewed in English, Spanish, Chinese, and Korean from an easily accessed dropdown menu;
- Onboard flyers containing information about route changes, rider alerts, fare increases and public hearings are provided in English, Spanish, Mandarin (Chinese) and Korean;
- Temporary signs at bus stops and transit centers informing customers of any detours or route changes are provided in English and Spanish;
- Interior bus cards displaying cash fare, cost of monthly discount passes and special promotions/campaigns are provided in English and Spanish;
- Interior bus cards with Title VI Information are provided in English and Spanish; and include a sentence that information can be provided in Chinese and Korean upon request, written in each respective LEP language;
- Onboard surveys are provided in English, Spanish, and Chinese (Mandarin);
- Utilize the Public Participation Plan to perform outreach to LEP persons.

#### 4.5 Monitoring and Updating the LEP plan

This plan is designed to be flexible, and should be viewed as a "living document." As such, it is important to consider whether new documents and services need to be made accessible for LEP persons, and also to monitor changes in demographics and types of services.

##### ***How LAVTA will examine and update its LEP Plan***

LAVTA will periodically update the LEP Plan. At a minimum, the plan will be reviewed and updated when it is clear that higher concentrations of LEP individuals are present in the LAVTA service area. The following details the methodology that will be used:

- Record and report on the number of LEP persons encountered annually through LAVTA's communications with local Senior Centers;
- Record how many times the language line has been utilized and for which languages;

- Determine how the needs of LEP persons have been addressed;
- Determine the current LEP population in the service area and whether the need for translation services has changed;
- Determine whether local language assistance programs have been effective and sufficient to meet the need;
- Determine whether the transit system's financial resources are sufficient to fund language assistance resources needed;
- Determine whether LAVTA and its operations providers (e.g. drivers, dispatchers) have fully complied with the goals of this LEP Plan;
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals;
- Obtain rider demographic information from on-board surveys as they are conducted (no less than every 5 years).

### ***Dissemination of the LAVTA LEP Plan***

The LAVTA LEP Plan will be disseminated to customers and the community as follows:

- A link to the LAVTA LEP Plan and the Title VI Program will be included on the LAVTA website, [www.wheelsbus.com](http://www.wheelsbus.com).
- LAVTA's LEP Plan will also be shared with human service organizations in LAVTA's service area.
- Any person or agency with internet access will be able to access and download the plan from the LAVTA website. Alternatively, any person or agency may request a copy of the plan via telephone, fax, mail, or in person, and will be provided a copy of the plan at no cost. LEP individuals may request copies of the plan in translation which LAVTA will provide, if feasible.

## **5. Contact Information**

Questions or comments regarding the LEP Plan may be submitted as follows:

Title VI Coordinator  
 Livermore Amador Valley Transit Authority  
 1362 Rutan Court, Suite 100  
 Livermore, CA 94551  
 Phone: (925) 455-7555  
 Fax: (925) 443-1375

**RESOLUTION NO. 09-2025**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
ADOPTING THE LAVTA 2025 TITLE VI PROGRAM**

**WHEREAS**, Title VI of the Civil Rights Act of 1964 (Title VI) requires recipients of federal financial assistance to operate their programs and services without regard to, or discrimination based on, race, color, or national origin; and

**WHEREAS**, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B (Circular), effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance for its grantees; and

**WHEREAS**, the Circular details required elements of a Title VI Program, which the FTA requires each recipient of FTA assistance to submit every three years to evidence compliance with Title VI; and

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA), as a recipient of federal financial assistance from the FTA, must submit an updated Title VI Program to the FTA in April 2025; and

**WHEREAS**, LAVTA's Title VI Program must include numerous elements, including but not limited to:

- 1) System-wide service standards and policies; and
- 2) A Public Participation Plan; and
- 3) A plan for engaging persons with limited English proficiency;
- 4) Information on agency policies, procedures and activities undertaken over the last three years; and
- 5) Information on public outreach undertaken over the past three years.

**WHEREAS**, staff has prepared the 2025 Title VI Program (Attachment 1) for Board consideration and approval, which includes the above-referenced items, evidencing LAVTA's compliance with Title VI; and

**WHEREAS**, the Executive Director recommends that the Board adopt the proposed 2025 Title VI Program; and

**WHEREAS**, the Projects and Services Committee has reviewed and also recommends that the Board approves the proposed 2025 Title VI Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA) hereby adopts the LAVTA 2025 Title VI Program, attached as Attachment 1; and

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the Executive Director to submit the LAVTA 2025 Title VI Program to the FTA; and

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the Executive Director to take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

**PASSED AND ADOPTED** by the governing body of LAVTA this 3rd day of March, 2025.

BY \_\_\_\_\_  
Evan Branning, Chair

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

Approved as to form:

\_\_\_\_\_  
Michael Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Fixed-Route Operations and Maintenance Contract Award

FROM: Mike Tobin, Director of Operations & Planning  
Jennifer Yeamans, Senior Grants & Management Specialist

DATE: March 3, 2025

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**Action Requested**

The Projects & Services Committee and the Finance & Administration Committee requests that the Board of Directors approve Resolution 08-2025 awarding a contract for the Operations and Maintenance (O&M) of LAVTA’s fixed-route bus service to MV Transportation, Inc., for a period of three base years commencing on July 1, 2025, with four additional one-year options exercisable by LAVTA.

**Background**

Since 1987, LAVTA has contracted out the operation and maintenance of all its fixed-route bus services to a single contractor, a common transit industry practice as an alternative to operating service directly. As of 2023, data from the Federal Transit Administration’s National Transit Database (NTD) reports that 31 percent of fixed-route bus operators nationwide contract out service, with independent research analyzing multiple years of NTD data finding the practice increasingly common over time, and being especially more common among smaller, suburban, and/or more specialized public transportation providers.

Independent studies from both the U.S. Government Accountability Office (2013) and the Transit Cooperative Research Program (2023) cite common benefits of contracting out transit service including improved cost-efficiency, greater flexibility, and lower overall costs. Commonly recognized trade-offs for agencies considering contracting out services include the ability to directly impact service quality and customer satisfaction.

LAVTA most recently put its fixed-route O&M service contract out to bid in 2017, awarding the resulting contract to MV Transportation (MV) in March 2018. MV has provided fixed-route O&M services for LAVTA continuously since 2003 over three successive seven-year contract terms. The current contract with MV began on July 1, 2018, for a three-year base term, and since then the Board of Directors has extended the contract by exercising each of the four available one-year options in sequence, with a final expiration of the last option year scheduled for June 30, 2025.

Since 2018, LAVTA’s contract with MV has undergone several modifications to enhance employee retention during operator shortages and address challenges resulting from the

COVID-19 pandemic. Among other changes with or in addition to the one-year extensions, these modifications:

- introduced a one-time appreciation bonus of up to \$1,500 per employee to acknowledge their efforts during the public health emergency;
- 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, additional standby-hour payments for operators with 35 hours or less, and incentives for drivers who work on their day off to drive trippers; and
- introduced split-shift differential pay for operators with splits of three hours or more, further supporting those with more demanding schedules.

As the O&M contract is the largest single contract held by LAVTA, staff carefully monitors performance of the contract through a variety of performance metrics and incentives and provides regular updates to the Board of Directors about the contractor's work and performance.

## **Discussion**

### *Procurement Preparation*

In anticipation of a new contract, staff began developing the components of a new solicitation for services for the Operation and Maintenance of Fixed Route Bus Service in July 2024, as previously reported to the Board in September 2024. Efforts included updates to the scope of work, refinements to the proposal evaluation criteria, contractor performance criteria, reporting requirements, technology requirements, and cost estimates considering current market conditions, including recent economic and inflationary trends. During this time, staff also contemplated the status of the paratransit O&M contract (currently held by Transdev Services Inc. in a MOU with Central Contra Costa Transit Authority) and determined that it was in LAVTA's best interest under present business conditions to keep the fixed-route and paratransit contracts separate and proceed with procuring only fixed-route services at this time.

Due to the nature of the services required and LAVTA's current needs and priorities, staff determined that LAVTA's interests would be best served with a "Best Value" procurement approach. In September 2024, staff brought the Board a comprehensive review of the Request for Proposals (RFP) terms and scope of work, as well as a prospective timeline to award the new contract in March 2025.

LAVTA's Procurement Policy incorporates applicable Federal contracting laws, regulations, and guidance requiring local agencies to be reasonable in establishing and extending base contract terms, so as not to unduly restrict full and open competition for federally funded contracts. LAVTA's longstanding practice of awarding a three-year base term with four one-year options remains consistent with the agency's needs and objectives while supporting federal requirements for sufficiently full and open competition for third-party contracting.

### *Solicitation Process*

On September 3, 2024, LAVTA issued RFP #2024-07 for the operation and maintenance of fixed-route bus service on its online Bonfire Procurement Portal. The opportunity was also

advertised locally in *The Valley Times/VT Legals* on September 7 and 12, 2024, and posted nationally to Transit Talent, an industrywide online procurement newsletter.

Seven firms attended a pre-proposal conference held on October 15, 2024, in which LAVTA staff described the scope of services and conducted a facilities tour. One addendum was issued November 7, including answers to questions and requests for clarifications received by October 29. The due date for proposals to be submitted online via Bonfire was November 20. Five firms ultimately submitted proposals in response to the RFP.

### *Technical Evaluation of Proposals*

Staff convened a Selection Committee to evaluate the proposals comprising the following individuals with subject-matter expertise both internal and external to LAVTA, and having direct experience with some of the proposing firms:

- Kristina Botsford, Deputy Director, Solano County Transit (Soltrans)
- Rob Thompson, General Manager, Western Contra Costa Transit Authority (WestCAT)
- Mike Tobin, Director of Operations & Planning, LAVTA
- Tamara Edwards, Director of Finance, LAVTA
- Martha Nguyen, Senior Operations Analyst, LAVTA

Following initial screening for responsiveness to RFP's requirements, the Selection Committee reviewed the written proposals in early December and subsequently conducted in-person interviews on December 18 with the top three ranked proposers then deemed in the competitive range, including their proposed management teams. Based on the interviews conducted, the Selection Committee re-scored and re-ranked the short-listed firms.

The evaluation criteria used to rank the proposals and each firm's final average score from the Selection Committee are shown in the following table (highest-ranked scores for each criterion are shown in **bold**):

Evaluation Criterion	Max Pts	<u>Firm/Ranking</u>					Avg Pts - All Firms
		1st MV	2nd Transdev	3rd Keolis	4th RATP Dev	5th PCAM	
1. Project Approach	25	<b>21.2</b>	19.2	20.4	17.4	9.4	17.5
2. Firm Capability/ Experience	20	<b>18</b>	<b>18</b>	17.6	13.4	6.6	14.7
3. Local Team	15	12.4	<b>12.8</b>	10.2	11.2	2	9.7
4. Price Proposal Reasonableness	25	21.4	<b>22.8</b>	18.8	17.6	10	18.1
5. Retains Existing Workforce (0 or 10 only)	10	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	10
6. Service Innovation	5	<b>3.8</b>	3.6	3.1	2.7	0.4	2.7
Total Points	100	<b>86.8</b>	86.4	80.1	72.3	38.4	72.8

Following the interviews, LAVTA staff entered into negotiations with the top two firms then deemed in the competitive range to solicit Best and Final Offers and clarify various specific aspects of each firm's Price Proposal.

#### *Final Selection*

Upon carefully analyzing the top two firms' Best and Final Offers and other negotiated terms, staff determined MV's proposal to be most advantageous to LAVTA based on the criteria set forth in the RFP. Staff also determined MV to be responsible and responsive to all requirements of the RFP.

While the final scores of the top two firms were close, MV set itself apart through its strong commitment to leveraging advanced technology to enhance service delivery and operational efficiency, a demonstrated approach to change management, extensive experience providing similar services nationwide, a proven commitment to safety, and the best overall approach to serving the Tri-Valley's communities given their deep local knowledge.

#### **Budget and Price Analysis**

This contract uses a two-tier pricing structure featuring both fixed monthly management fees as well as variable costs that correspond to budgeted service levels as may be determined by the Board of Directors on an annual basis during the contract period. Via an Addendum to the RFP, all proposers were made aware of the new Collective Bargaining Agreement (CBA) finalized between MV Transportation and the Teamsters Local Union No. 70 in October



2024, which will be in effect July 1, 2025, through June 30, 2030. The new CBA raises operator wages 17 percent and increases wages for maintenance staff by an average of 12 percent over the previous CBA established in 2021.

The following table compares the five cost proposals received alongside LAVTA’s own pre-solicitation estimate at present service levels in terms of both fixed and variable costs:

<b>Firm (Listed by Final Rank)</b>	<b>Fixed Monthly Management Fee</b>	<b>Variable Cost per Hour</b>
MV Transportation, Inc.	\$505,985	\$70.82
Transdev Services, Inc.	\$555,519	\$69.65
Keolis LLC	\$594,817	\$70.15
RATP Dev USA, Inc.	\$650,463	\$69.14
PCAM LLC	\$463,268	\$62.24
LAVTA Estimate (Aug. 2024)	\$547,855	\$68.69

The base-year costs proposed by the five firms and comparison to the agency’s FY 24-25 fixed-route O&M budget of \$11,986,359 at present service and full staffing levels are as follows, alongside LAVTA’s own pre-solicitation estimate of costs based on the most recent market conditions:

<b>Firm (Listed by Final Rank)</b>	<b>Proposed FY 25-26 Base Cost</b>	<b>Increase Over FY 24-25</b>	
		<b>\$</b>	<b>%</b>
MV Transportation, Inc.	\$14,866,713	\$2,880,354	24.0%
Transdev Services, Inc.	\$15,315,961	\$3,329,602	27.8%
Keolis LLC	\$15,850,220	\$3,863,861	32.2%
RATP Dev USA, Inc.	\$16,392,623	\$4,406,264	36.8%
PCAM LLC	\$13,289,534	\$1,303,175	10.9%
LAVTA Estimate (Aug. 2024)	\$15,057,861	\$3,071,502	25.6%

Incorporating the various cost-escalators provided by each firm illustrates the total costs of each firm’s proposed services over the three-year initial contract period as well as the total seven-year term with options, both of which were considered in evaluating the proposals.

<b>Firm (Listed by Final Rank)</b>	<b><u>INITIAL 3-YEAR TERM</u></b>			<b><u>7-YEAR TOTAL W/ OPTIONS</u></b>		
	<b><u>Escalation Factors</u></b>		<b>Total Obligation</b>	<b><u>Escalation Factors</u></b>		<b>Total Obligation</b>
	<b>Avg %</b>	<b>Cumu-lative %</b>		<b>Avg %</b>	<b>Cumu-lative %</b>	
MV	4.3	8.6	\$46,349,633	4.6	27.3	\$118,877,299
Transdev	3.3	6.7	\$47,459,583	3.4	20.5	\$118,277,853
Keolis	3.2	6.4	\$49,094,634	4.4	26.6	\$124,946,405
RATP Dev	2.7	5.3	\$50,474,654	4.6	27.3	\$125,797,704
PCAM	3.0	6.0	\$41,076,621	3.0	18.0	\$101,830,552

Finally, separate from the figures presented in the above tables, the four non-incumbent firms proposed one-time transition and startup costs associated with taking over the contract ranging from \$940,633 (RATP Dev) to \$0 (PCAM), with an average of \$529,988 for the non-incumbent firms. MV's proposal included no such costs.

### **Fiscal Impact**

The anticipated Year 1 cost of the contract at currently forecasted service levels is \$14,866,713, with a corresponding three-year base obligation of \$46,349,633. Actual expenses associated with the new contract will be incorporated into the FY25-26 budget development process in consideration of available revenues, which began in January and will conclude with Board approval prior to the July 1 start of the new Fiscal Year.

As demonstrated by the comparison of bid amounts to estimates from LAVTA staff, the year-over-year cost increases under a new contract were anticipated, based on recent inflationary trends, a new Collective Bargaining Agreement having been established with the represented workforce, and additional efforts needed to address ongoing staffing challenges. Staff prepared for these increases by increasing the amount of agency reserves during the current contract period.

### **Next Steps**

Upon approval of the award, LAVTA's Executive Director and Legal Counsel will enter into final negotiations to execute a contract for the initial three-year term beginning July 1, 2025.

Upon execution of the new contract, LAVTA staff will work to align oversight of the contract with LAVTA's key agency goals and priorities with more comprehensive feedback mechanisms between LAVTA and contractor staff to promote the highest standards of performance in support of LAVTA's strategic priorities.

Staff proposes to return to the Board after the end of the second full year of the new contract period for a comprehensive review of the contractor's performance in delivering the scope of work in a way that supports LAVTA's key agency priorities, in order to inform any potential future exercise of option years well in advance of such a decision.

### **Recommendation**

The Projects & Services Committee and the Finance & Administration Committee recommend that the Board of Directors approve Resolution 08-2025, awarding LAVTA's fixed-route operations and maintenance service contract #2024-07 to MV Transportation, Inc. MV's proposal was ranked highest, its cost was deemed both reasonable and the best value in relation to LAVTA's needs and priorities, and the local management team has direct experience successfully delivering LAVTA's services.

Additional contextual information will be provided at your March 3 meeting based on specific comments and questions raised by members of the Projects & Services Committee at their February 24 meeting and the Finance & Administration Committee at their February 25 meeting.

Attachments:

1. Resolution 08-2025

**RESOLUTION NO. 08-2025**

**A RESOLUTION OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AWARDING A FIXED ROUTE OPERATIONS AND MAINTENANCE CONTRACT  
#2024-07 TO MV TRANSPORTATION, INC.**

**WHEREAS** the Livermore Amador Valley Transit Authority (LAVTA) has an existing contract for Operations and Maintenance (O&M) for its fixed-route services that is scheduled to expire on June 30, 2025; and

**WHEREAS** in light of the scheduled expiration of the contract, LAVTA staff initiated a procurement process for a fixed-route O&M contract in July 2024 in accordance with LAVTA's Procurement Policy; and

**WHEREAS** on September 3, 2024, LAVTA publicly released a Request for Proposals (RFP) #2024-07 for fixed-route O&M services, conducted a pre-proposal meeting and facilities tour with potential proposers on October 15, 2024, and established a due date for proposals of November 20, 2024; and

**WHEREAS** on November 20, 2024, LAVTA received proposals from five firms interested in servicing LAVTA's fixed-route O&M contract; and

**WHEREAS** in accordance with the Selection Process set forth in the RFP, LAVTA staff reviewed proposals received for responsiveness to all RFP requirements and formed a Selection Committee comprised of professional LAVTA and non-LAVTA transit management staff to evaluate and rank the proposals, and the Selection Committee initially deemed three of the proposals to be within the initial competitive range; and

**WHEREAS** in accordance with the Selection Process set forth in the RFP, the Selection Committee conducted interviews with three firms initially determined to be within the competitive range, after which the proposals were again re-scored and re-ranked, at which point LAVTA staff entered into final negotiations with two firms then deemed to be in the competitive range; and

**WHEREAS** at the conclusion of the Evaluation of Proposals and Selection Process, Interviews, and Negotiations outlined in the RFP, MV Transportation, Inc., emerged as the top-ranked proposer, and was determined to be both responsible and responsive to all solicitation requirements;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Livermore Amador Valley Transit Authority approves the award of a fixed-route operations and maintenance contract #2024-07 to MV Transportation, Inc., for an initial three-year base term with four one-year options exercisable at LAVTA's sole discretion; and directs the Executive Director and Legal Counsel to negotiate a contract featuring terms and conditions which are consistent with the Request for Proposals and the proposer's original and subsequent submittals; and

**BE IT FURTHER RESOLVED** that the Executive Director shall annually estimate the amount of service to be provided in the upcoming fiscal year, negotiate the terms and conditions for that amount of service with MV Transportation, and present the resulting O&M costs for fixed-route services in the annual budget for the Board’s review and approval;

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 3rd day of March 2025.

BY \_\_\_\_\_  
Evan Branning, Chair

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

## EXECUTIVE DIRECTOR'S REPORT

### Projects and Services

#### Ridership

After a two-month trend pause, the post-pandemic ridership recovery observed over the preceding several months looks to have resumed during the month of January (2025), with total boardings increasing by approximately 3% compared with the same month of last year. Systemwide productivity was up by a similar proportion - there were 12.6 weekday boardings per vehicle hour this January, compared with 12.1 in January of 2024.

At the individual route level, the two trunk lines 10R and 14 trended up year-on-year (YoY), at approximately +9% and +21%, respectively. On the other hand, Routes 3 (Stoneridge) and 15 (Springtown) trended negatively compared with the same month of last year, at -13% and -8%, respectively.

Weekend (Saturday and Sunday) ridership continued to trend upward: Average boardings per weekend service day were up +9% YoY, driven primarily by more Saturday demand.

#### Dublin St. Patrick's Parade and Festival

LAVTA Staff and the John Madden Cruiser will be featured in the Dublin St. Patrick's Parade and Festival March 15-16. This year as in year's past, LAVTA will be offering free rides on Route 30R to/from the Festival.

#### APTA Marketing and Communications Conference

LAVTA Staff attended the 2025 APTA Marketing and Communications Conference held in Long Beach February 23-26 to network and learn from other transit agencies. An exceptional keynote focused on Los Angeles preparation for a "car free" Olympics with long term transit oriented development and pedestrian friendly throughfare integrations. Other sessions attended covered social media and brand driven storytelling, and rider surveying and data processing tactics. The conference also provided the opportunity to network and share strategies with peer agencies, and catch up with our Bay area transit colleagues.



## EXECUTIVE DIRECTOR'S REPORT

### Mirrorless Bus Pilot

This spring, we will be piloting a mirrorless camera system from Safe Fleet. In this system, cameras and LCD screens replace traditional rearview mirrors. Its benefits include better visibility in a wide range of conditions (rain, nighttime, bright sunlight); increased visibility and reduced blind spots; no more mirror-strike collisions; a more aerodynamic bus profile; and the ability to record evidence during incidents. As part of this pilot, we will install the system on one bus, have different drivers try it out on different routes, and get their feedback. We look forward to exploring this technology. For more information, consider watching this explanatory video: <https://www.youtube.com/watch?v=ht6pZ4KSoNU>.

### Livermore Transit Center Repainting

On Friday, January 24, the Livermore Transit Center canopy painting project began. This project is funded with FTA 5339 grant funds, with a bid amounting to \$32,079 for this phase of the work. The project entails painting the canopy/shade structure on the Transit Center Island and the Signature bus stop just outside the Transit Center on Railroad Court. The project started with the shade structure, dividing it into thirds to reduce the impact on the riding public. To date, the entire shade structure has been pressure-washed, and the eastern third has been sanded, treated for rust where necessary, and painted.



*Work in Progress*

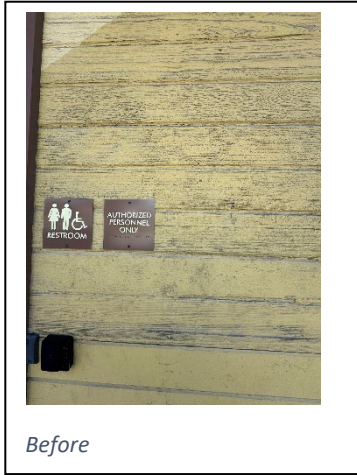


*Closeup of Before/After*

**EXECUTIVE DIRECTOR'S REPORT**

Livermore Historic Depot Cleaning

Customer Experience and Operations partnered with the City of Livermore to facilitate a deep clean of the Transit Center Depot building and the surrounding common areas. A thorough powerwash brought this landmark back to its original luster. The contractor was very thorough and also washed the surrounding common areas and walking paths. As LAVTA's customer service office, this project helps welcome riders to the Transit Center and ensure that LAVTA meets Livermore's high community standards.



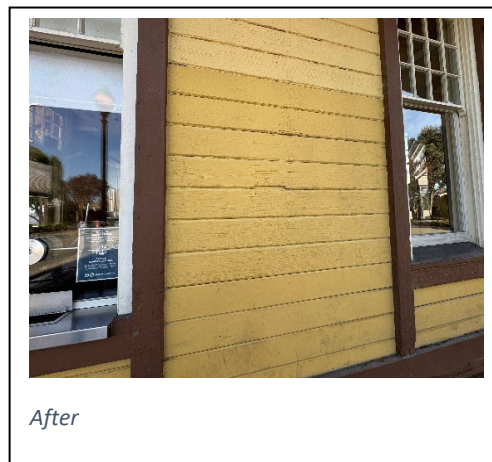
*Before*



*After*



*Before*



*After*



## EXECUTIVE DIRECTOR'S REPORT

### Finance and Administration

#### State of California's Transit Transformation Task Force

The ninth meeting of the State's Transit Transformation Task Force (TTTF) was held in Riverside, CA on February 5<sup>th</sup>. Topics discussed included the discussion and endorsement of several policy recommendations aimed to improve operational efficiency, safety, and the customer experience of public transit in order to grow ridership and reduce costs. Of note, the TTTF advanced a recommendation to examine the benefits and costs of implementation of the California Air Resource Board (CARB) Innovative Clean Transit (ICT) Regulation, which is an unfunded mandate requiring transit agencies to fully transition to zero emissions vehicles by 2040. Analysis shows that full implementation of the ICT would cost billions of dollars; as there remains so much uncertainty about the role of Federal funding in public transit's future, in addition to the exceedingly high cost of clean energy sources and vehicles, many members have been urging the TTTF to make a strong recommendation about the ICT to the State Legislature.

#### Visit to Sacramento

On February 12, the East Bay Coalition General Managers from LAVTA, County Connection, Tri Delta Transit, and WestCat went to Sacramento to meet with five staff from the collective East Bay elected delegation, as well as staff from the Assembly and Senate Transportation Committees. The primary discussion topic centered around the need for additional funding for transit. The group highlighted the ongoing efforts throughout the east bay to provide connectivity and improve the passenger experience, especially the One Seat Ride Paratransit Program.



#### Advocating for \$2B for Transit

On February 14, 2025, LAVTA signed onto a letter to California Senate and Assembly Leadership requesting \$2 billion in new funding to save and improve public transit. The letter is included at Attachment 1.

#### Comments Submitted to FTA on the Taxicab Exception

On February 10, staff submitted a comment letter to the FTA on behalf of LAVTA regarding new rulemaking that would eliminate applicability of the Taxicab Exception for Drug and Alcohol testing to transit agencies' ability to work with Transportation Network Companies (TNCs). The letter is included as Attachment 2.

## EXECUTIVE DIRECTOR'S REPORT

### Regional Transportation Revenue Measure Update

The results of polling for the two revenue measure scenarios were presented to MTC's Legislation Committee on February 14, 2025. As a reminder, there were three scenarios included in the polling:

- Scenario 1A: A 10-year 1/2 cent sales tax in Alameda, Contra Costa, San Mateo and San Francisco Counties (n=850, MoE +/- 3.4)
- Hybrid Scenario: A 30-year 1/2 cent sales tax and \$0.09/square foot parcel tax in at least five counties, with an option for all nine counties to opt-in (N=1350, MoE +/- 2.7)
- Variable Rate: 11-year 1/2 to 7/8 cent sales tax in four counties. (n=850, MoE +/- 3.4)

Highlights from the polling results taken from the MTC 2/14 presentation include:

- Overall mood in the Bay Area is improving but affordability is still a concern
- There is significant desire for transit and transportation improvements
- Support for the 1A and Variable rate measures exceeds a majority, but falls far short of the two-thirds threshold, indicating the likely path for a transit measure would be via a citizen initiative.
- Overall framing and details of the measures do little to build support.
- Although there is interest in preventing cuts to transit, voters are simply hesitant to raise taxes and lack trust that more money is the solution.
- Traffic congestion reported as # 9 of the top 11 problems facing the Bay Area

### LAVTA's Strategic Plan

On February 14, LAVTA Strategic Planning Consultants MIG held a kickoff meeting with the internal project management team (PMT). During the meeting, the group discussed the timeline and milestones for the strategic planning work, vital documents that should be included in the organizational assessment, as well as high-level outcomes the PMT hopes to achieve during the process. The first major milestone will include Board member interviews, which are tentatively timed for the end of March/early April, followed by a Board workshop in May/June. The goal is to have the Strategic Plan finalized in early Fall.

### Upcoming Procurements

Cradlepoint Routers

Attachments:

1. February 10, 2025 Letter to the FTA
2. February 14, 2025 Letter to Senate and Assembly Leadership
3. Board Statistics January 2024

Livermore/Amador Valley Transit Authority

**EXECUTIVE DIRECTOR'S REPORT**

The Honorable Mike McGuire  
 President pro Tem  
 1021 O Street, Ste 8518  
 Sacramento, CA 95814

The Honorable Robert Rivas  
 Speaker  
 California State Assembly  
 1021 O Street, Ste 8330

Senator Scott Wiener  
 California State Senate  
 1021 O Street, Ste 8620  
 Sacramento, CA 95814

Senator Laura Richardson  
 California State Senate  
 1021 O Street, Ste #7340  
 Sacramento, CA 95814

Assemblymember Jesse Gabriel  
 California State Assembly  
 P.O. Box 942849  
 Sacramento, CA 94249

Assemblymember Steve Bennett  
 California State Assembly  
 P.O. Box 942849  
 Sacramento, CA 94249

February 14, 2025

**Re: Request for \$2 billion in new funding funding to save and improve public transit**

Dear Pro Tem McGuire, Speaker Rivas, Senator Wiener, Assemblymember Gabriel, Senator Richardson, and Assemblymember Bennett:

The undersigned organizations care deeply about public transit across California. **The undersigned organizations are deeply grateful for preserving \$4 billion for TIRCP and providing an additional \$1.1 billion in flexible funding for public transit in 2023.** This relief funding allowed transit agencies to avert severe service cuts and to continue providing high-quality service that is critical for access, mobility, and economic recovery. It also provided the funding needed to help operators offer safer, cleaner, and more reliable service that better meets the needs of customers.

Unfortunately, while many agencies work toward new local funding solutions, they still continue to face significant fiscal pressures. These pressures come from the lingering effects of the pandemic on remote work, ongoing impacts of the pandemic on local and regional economies, safety concerns of transit riders and operators, capital costs associated with maintenance, modernization, replacement, and expansion, as well as rising operating and capital costs.

**Therefore, the undersigned organizations respectfully urge the state to provide \$2 billion in new funding over two years for public transit beginning in fiscal year 2025 -2026 until other solutions are secured. Because recovery has been uneven and no two agencies are alike, it is critical that both operating needs and capital projects are eligible uses of the funding.**

Why are transit operators facing budget shortfalls?

***Unfortunately, California's largest and most productive transit systems continue to face a severe and imminent operating deficit, but almost all agencies have significant operating needs.***

Many transit agencies in the state continue to face fiscal challenges due to a combination of the lingering effects of the pandemic on remote work, ongoing impacts of the pandemic on local and regional economies, capital costs associated with maintenance, modernization, replacement, and expansion, as well as inflationary pressures. These continued financial challenges are not the result of mismanagement or inefficiency, but rather due to factors largely beyond their control.

The effects of the pandemic have been dramatic and ongoing, and they have impacted agencies unevenly because each agency has a different mix of revenue sources. Those that were largely self-supporting pre-pandemic through fares, parking fees, and local taxes - such as BART and Muni - continue to suffer the most and have the large, acute operating shortfalls starting in FY2026.

The largest and most productive operators in the state have the most acute operating shortfalls. Muni, BART, AC Transit, and Caltrain- account for more than 80% of the Bay Area's transit ridership and nearly a third of all ridership in the state. Given that they account for so much of California's transit ridership, their vulnerability jeopardizes the state's ability to reduce climate pollution and improve equity and affordability.

While some agencies have acute operating shortfalls, almost all agencies have significant needs for operating funding. Additional expenses to improve the cleanliness and safety, such as enhanced cleanings, fare inspectors, and crisis intervention specialists come from agencies' operating budgets. Other agencies also have operating needs that predated the pandemic. For example, Inland California has grown faster than any other part of the state and these communities need additional transit service to meet their needs. Additionally, agencies that are expanding their systems require both new capital funding *and* new operating funding because it will cost more to operate and

maintain the larger systems. For all these reasons, many transit operators across the state have significant operating needs.

***Transit agencies also need funding for capital investments.***

Most transit agencies also have significant capital needs. Transit agencies must comply with the CARB ICT rule, which requires transit operators to replace their buses with zero-emission buses that are significantly more expensive than existing fleets, requiring significant capital funding. Additionally, the Olympics, Paralympics, and World Cup will draw attention to California and are all reasons to accelerate capital investments. Importantly, transit expansions require both new capital funding and new operating funding because it will cost more to operate and maintain larger systems.

The state also has 4 projects in the FTA Capital Investment Grant pipeline, and two - the extension of BART to San José and Santa Clara and the Portal - were expecting full funding grant agreements. In light of the new federal administration, these projects and agreements face an uncertain future. Many of these projects are already very expensive and therefore difficult to fund with existing sources. Waiting another 4 (or more) years to begin construction will increase the costs of these projects significantly.

Soon, our state will be on the world stage as host to the World Cup and the Olympic and Paralympic Games. Hundreds of thousands of spectators will need to use public transit to get to events. Completing new rail and bus lines and making first- and last-mile connections are needed to help spectators move safely and comfortably. Yet there is significant uncertainty about whether the federal government will approve outstanding funding requests to prepare for these events. Further, when Los Angeles and Paris were awarded the honor of hosting the 2024 and 2028 summer olympics, both cities committed to hosting games that helped support climate goals and left lasting benefits to the cities and their residents. Both cities committed to achieving this through transportation. Paris used the opportunity to expand their bicycle network –now one of the best in the world. Los Angeles committed to a Car-Free Olympics, but we remain far from achieving that commitment. This is the time to accelerate our investments for the benefit of both visitors and residents.

***Transit operators need more financial support now while they simultaneously work towards self-help options.***

Many operators and counties are considering new revenue streams in light of financial challenges. However, these could take multiple election cycles to pass or may not raise enough funding for transit. If a measure passes in 2028, it will be too late; many

operators hit a fiscal cliff in FY26-FY27 and will have to take drastic actions. Multi-year funding from the state can prevent these drastic actions.

For example, San Diego MTS expects a budget deficit of roughly \$100 million per year starting in 2027, and is exploring fare increases, service cuts, and a ballot measure to fill the gap—though recent ballot measures have not passed. Counties in the Bay Area are progressing towards a new multi-county tax measure for transportation, it could take multiple election cycles for voters to pass such a measure. If that happens, BART, Caltrain, AC Transit, and other smaller operators will also be facing a fiscal cliff before 2028. And even if the measure were to pass in 2026, Muni would still have a significant funding shortfall. A multicounty measure as currently discussed by MTC would significantly help BART, Caltrain, and AC Transit but would not solve Muni’s operating shortfall.

Simply put, additional funding is again needed as a bridge until additional sources are secured.

## What will happen without intervention?

***Without intervention, transit agencies will have no choice but to cut service, defer maintenance, and halt capital investments and construction.***

Transit agencies will be forced to cut service will make it impossible to recover and grow ridership. which is counterproductive to the state’s goal of increasing ridership, as frequency is foundational for ridership. This is especially true for rail agencies, which cannot cut their way to a balanced budget due to high fixed costs.

Transit agencies are also deferring maintenance and delaying capital investments to save money. To close budget deficits, some transit agencies have started to defer vehicle maintenance, which is simply borrowing against the future. This is ultimately more costly in the end because maintenance is more cost-effective than repair and replacement. Infrastructure that falls into disrepair can lead to safety and reliability problems, which can dissuade people from riding.

To close a \$35 million deficit in FY2026, BART is deferring capital investments. Among other approaches such as significant reductions in service or delaying the move to zero emissions technologies, San Diego MTS is considering shifting \$160 million of federal and state money now devoted to capital projects and maintenance to operations. MTC shifted \$130 million in federal transit funds from its transit capital program to operating costs to help sustain transit operations. When maintenance and capital investments are

halted, there are fewer opportunities for high-quality unionized workers and capital costs will increase due to delays.

***California will not be able to meaningfully improve affordability without public transit.***

In addition to the critical role that public transit plays in achieving the state's climate goals, it must also be part of any strategy to make California more affordable. The state's overreliance on cars is fueling the affordability crisis in new ways. Today, car ownership is the second largest expense for Californians, second only to housing.<sup>1</sup> Without predictable and adequate funding for public transit, California will not be able to tackle the affordability crisis in any real way nor realize the dream of a *California for All*.

Put simply, there is no affordable substitute for high-quality public transit. In places that have little or no public transit, people own more cars, drive more, and therefore pay more for mobility, with the median income household paying between \$1100-\$1600 per month for transportation. In high-cost housing markets, the ability to rely on transit for some or all of their mobility needs is how many people make ends meet. Californians are undoubtedly going to feel it in their wallets when they have to rely on ride-hailing services or purchase a car if transit agencies are forced to cut down service.

***California will undermine its housing policies if public transit declines.***

In recent years, California has passed countless laws that make it easier to build housing near transit in order to make the state more affordable to middle- and low-income households. These include streamlined approvals for housing in transit-oriented locations, waiving parking minimums in order to reduce the cost of building, extra density bonuses for affordable housing, and more.

Yet major budget shortfalls are causing transit operators to reduce transit frequency and to consider eliminating stops entirely. These landmark housing laws will be significantly weakened or rendered ineffective without high-quality public transit. This, in turn, will undermine California's efforts to produce desperately-needed housing and reduces good-paying jobs from transit-oriented construction.

**For all these reasons, the undersigned organizations respectfully urge the state to provide \$2 billion in new over two years for public transit beginning in fiscal year 2025 -2026 until other solutions are secured. Because recovery has been**

---

<sup>1</sup> Most households pay more than 15% of their income on transportation, and that number is growing.



**uneven and no two agencies are alike, it is critical that both operating needs and capital projects are eligible uses of the funding.**

California has ambitious goals that depend on high-quality public transit across the state. To achieve those goals, public transit will need more funding. Thank you for considering our request and for once again recognizing the critical role of public transit in California, now and in the future.

Sincerely,

**DROP YOUR LOGO IN THIS FOLDER and ADD YOUR SIGNATURE BLOCK BELOW**

Laura Tolkoff  
Transportation Policy Director  
SPUR

Jim Wunderman  
President and CEO  
Bay Area Council

Rodney Fong  
President and CEO  
San Francisco Chamber of Commerce

Michael Pimentel  
Executive Director  
California Transit Association

Andrew B. Fremier  
Executive Director  
Metropolitan Transportation Commission

Carter Lavin  
Co-Founder  
Transbay Coalition

Mary Lim, J.D.  
Executive Director  
Genesis

Eli Lipmen  
Executive Director  
Move LA/California

Rudy Gonzalez  
Secretary-Treasurer  
SF Building & Construction Trades Council

Matt Lege  
Government Relations Advocate  
SEIU California

Robert M. Powers  
General Manager  
San Francisco Bay Area Rapid Transit District

Rosanne Foust  
President & CEO  
SAMCEDA

Robin Pam  
Co-founder  
KidSafe SF

John J. Doherty  
Business Manager - Financial Secretary  
IBEW Local 6

Shane Gusman  
 Director  
 California Teamsters Public Affairs Council

Zack Deutsch-Gross  
 Policy Director  
 Transform

Shane Gusman  
 Legislative Advocate  
 California Conference Board of the Amalgamated Transit Union

Louie Costa  
 California Safety and Legislative Director  
 Smart - Transportation Division

Rashidi Barnes  
 CEO  
 Tri-Delta Transit

Adina Levin  
 Executive Director  
 Seamless Bay Area

Laura Neish  
 Executive Director  
 350 Bay Area Action

Leah Shahum  
 Executive Director  
 Vision Zero Network

Nancy McPherson  
 State Director  
 AARP California

Beth Kranda  
 Executive Director  
 Solano County Transit (SolTrans)

Christopher White  
 Executive Director  
 San Francisco Bicycle Coalition

Joni Eisen  
 Steering Committee member  
 SF Climate Emergency Coalition

Leora Tanjuatco Ross  
 California Director  
 YIMBY Action

Evelyn Engel  
 Secretary-Treasurer  
 SF Taxi Workers Alliance

Theresa Rutherford  
 President  
 SEIU 1021

Carter Rubin  
 Director of State Transportation Advocacy  
 NRDC

Sara Marie Johnson  
 Executive Director  
 San Francisco Transit Riders

Marc Vukceovich  
 Director of State Policy  
 Streets For All

Seamus Murphy  
 Executive Director  
 San Francisco Bay Ferry

Jodie Medeiros  
Executive Director  
Walk San Francisco

Zaileen Janmohamed  
President & CEO  
Bay Area Host Committee

Hana Creger  
Associate Director, Climate Equity  
The Greenlining Institute

Matt Jones  
Advocacy Director  
Silicon Valley Bicycle Coalition

David Alexander  
Founder  
Richmond Family San Francisco

Lindsey Alami  
Chapter Co-Lead  
Citizens' Climate Lobby San Francisco

Justin Hu-Nguyen  
Co-E.D. of Mobility Justice  
Bike East Bay

Jordan Grimes  
State & Regional Resilience Manager  
Greenbelt Alliance

David Diaz, MPH  
Executive Director  
Active San Gabriel Valley

Kathleen Kelly  
Interim General Manager/CEO  
Alameda-Contra Costa Transit District

Rob Thompson  
General Manager  
Western Contra Costa Transit Authority

Bill Churchill  
General Manager  
Central Contra Costa Transit Authority

Christy Wegener  
Executive Director  
Livermore Amador Valley Transit Authority

Sharon Cooney  
CEO  
San Diego Metropolitan Transit System

Denis Mulligan  
General Manager  
Golden Gate Bridge, Hwy. and Transp. District

Executive Director  
Sustainable Claremont

Kristina Pappas  
President  
San Francisco League of Conservation Voters

Giovanni Jordan  
Officer  
East Bay Transit Riders Union

Julie Kirschbaum  
Acting Director of Transportation

## San Francisco Municipal Transportation Agency

Laurel Paget-Seekins  
Senior Transportation Policy Advocate  
Public Advocates

Jamie Pew  
Policy Advisor  
NextGen California

Carl Sedoryk  
CEO  
Monterey-Salinas Transit

Jared Sanchez  
Policy Director  
CalBike

Stacey Mortensen  
Executive Director  
San Joaquin Regional Rail Commission

Kevin Shin  
Co-Executive Director  
California Walks

Shaya French  
Director of Transit and Housing Organizing  
Senior and Disability Action

Bob Allen  
Policy & Advocacy Campaign Director  
Urban Habitat

Michelle Bouchard  
Executive Director  
Caltrain

April Chan  
General Manager  
SamTrans

Emmett Hopkins  
Policy Manager  
Climate and Community Institute

Jakob Evans  
Policy Strategist  
Sierra Club California

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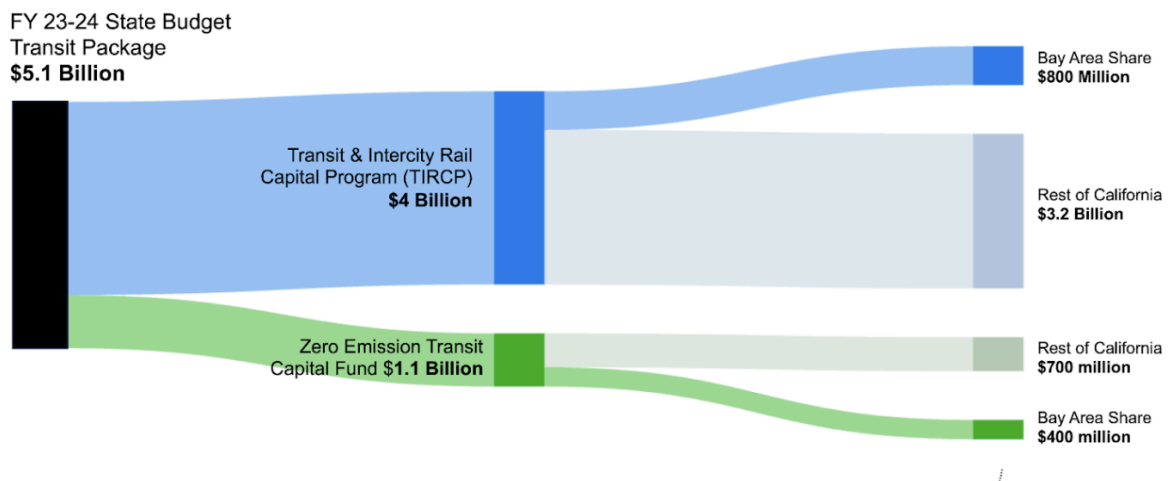
Senator Scott Wiener, Chair of the Senate Budget Committee  
Senator Roger Niello, Vice Chair of the Senate Budget Committee  
Assemblymember Heath Flora, Vice Chair of the Assembly Budget Committee  
Senator Dave Cortese, Chair of the Senate Transportation Committee  
Assemblymember Lori Wilson, Chair of the Assembly Transportation Committee  
Assemblymember Laurie Davis, Vice Chair of the Assembly Transportation Committee  
Senator Catherine Blakespear, Senate Transportation Committee

## Appendix A. How have operators used state SB125 relief funding to date?

***Operators have used state relief funding to continue to offer high-quality service and make significant improvements to customer experience, consistent with the goals of SB125.***

The SB125 program was distributed according to a formula based on ridership and population. Of the \$1.1 billion in new flexible funding, \$700 million went to agencies in Southern California, the Central Valley, and Northern California and \$400 million went to the Bay Area.

Figure 1. FY23-24 State Budget Package Distribution



Forty agencies received funding from SB125 (as of August 2024). Transit agencies have been using this funding not only to sustain service, but also to improve safety, customer experience, and serve new customer markets.

- More than half of all recipients used the funding for operational expenses and operational improvements, including for [restructuring service](#) to adapt to post-pandemic travel patterns, as well as provide dial-a-ride, and microtransit. As a result of improvements like these, ridership continues to steadily increase.
- Approximately 30% of the recipients used the funding for capacity or service increases such as adding new bus services or increasing service frequency

which can help enhance customer experience, and is the [biggest determinant of ridership](#).

- In total, 87% of the recipients used the funding for fleet electrification and modernization, consistent with CARB's ICT rule.
- The funds have supported enhanced investment in cleanliness and safety. For example, BART has rolled out new fare gates in 16 stations to improve fare compliance and boost public safety, and the agency is on track to complete all 50 stations by the end of the year. Many agencies have made improvements to stations and payment systems to improve the customer experience.
- Agencies have used this funding for significant safety improvements at stations, stops, and onboard transit vehicles to protect both operators and customers. This includes retrofitting buses with plexiglass barriers for driver safety, adding unarmed ambassadors, and helping customers to easily report incidents, adding armed officers, and more.
- SB125 funding has helped strengthen and reinforce interagency coordination. For instance, operators in the San Francisco Bay Area have used funding to expand the Clipper BayPass, an all-agency transit pass pilot program that generated a 40% increase in transit ridership during the first phase of the pilot.

Transit agencies that received state relief funding in 2023 to address operating shortfalls have also been careful stewards of public dollars. For example, the SFMTA has cut spending, consolidated agency functions and frozen most hiring. Right now, they are holding about 25% of budgeted positions vacant. Similarly, BART has implemented a hiring freeze and has directed all non-labor departments to reduce costs.

Livermore Amador Valley  
TRANSIT AUTHORITY



February 10, 2025

Federal Transit Administration  
Filed Electronically via [www.regulations.gov](http://www.regulations.gov)

**Re: Comments on Docket FTA 2024-2020: Notice of Proposed Policy Statement Regarding the Applicability of FTA's Drug and Alcohol Testing Program to Transportation Network Companies**

To Whom it May Concern:

On behalf of the Livermore Amador Valley Transit Authority (LAVTA), I am submitting comments on the Proposed FTA Policy Statement regarding the applicability of FTA's Drug and Alcohol testing program to Transportation Network Companies. LAVTA opposes the proposed changes/clarifications to the "Taxicab Exception" for rule 49 U.S.C. 5331 and Federal Transportation Administration (FTA) Drug and Alcohol rule at 49 CFR part 655. We strongly believe our TNC partnership in the Tri-Valley is safe and greatly improves our customers' quality of life.

In 2017, LAVTA introduced a partnership with TNCs/taxis. Initially launched as Go Dublin, our program was designed to provide mobility options within the City of Dublin after the city saw a reduction in unproductive, fixed-route bus service. Go Dublin was developed to provide an alternative mobility option through discounted rideshare trips. This service was enabled due to 2016 guidance issued by the FTA that applied the Taxicab Exception to FTA's Drug and Alcohol Testing Requirements.

In 2020, in response to suspensions or reductions in fixed route service induced by the Pandemic, the Go Dublin program was expanded throughout the Tri-Valley and rebranded as Go Tri-Valley. Both our ADA community as well as our fixed route riders take advantage of the discount offered through Go Tri-Valley. It provides freedom of mobility to ADA riders looking to take a same-day trip, and provides extensive coverage throughout the Tri-Valley, regardless of where fixed route buses operate.

This revised interpretation of the applicability of the Taxicab Exception to transit agency's abilities to work with TNCs represents an abrupt change to policy guidance that has been in place for nearly 10 years. LAVTA agrees with other stakeholders who have submitted comments in opposition to this revised rulemaking and strongly urges FTA to withdraw the Notice of Proposed Policy Statement.

Sincerely,

Christy Wegener  
Executive Director



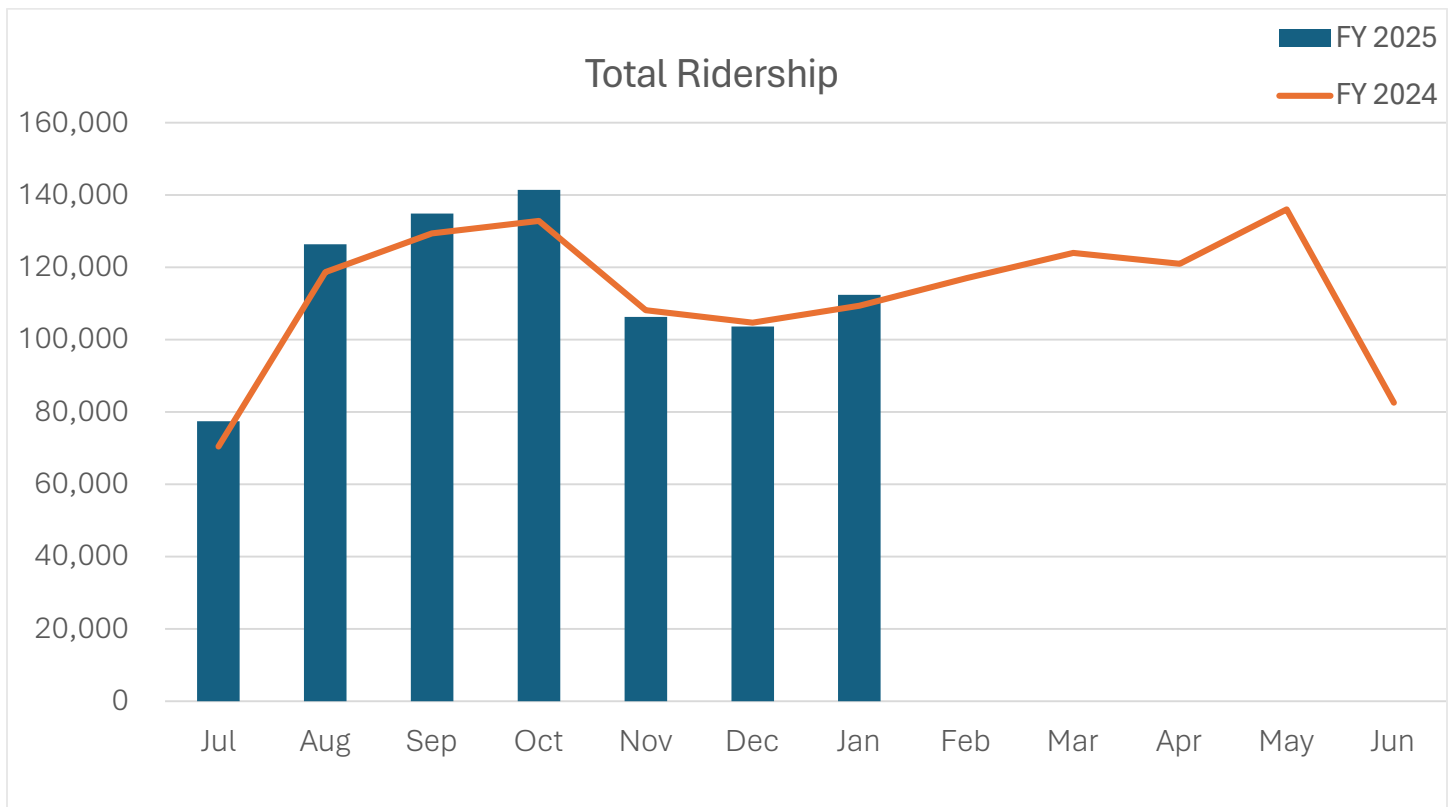


## Wheels System Performance

### FY 2025 - January

#### Fixed-Route

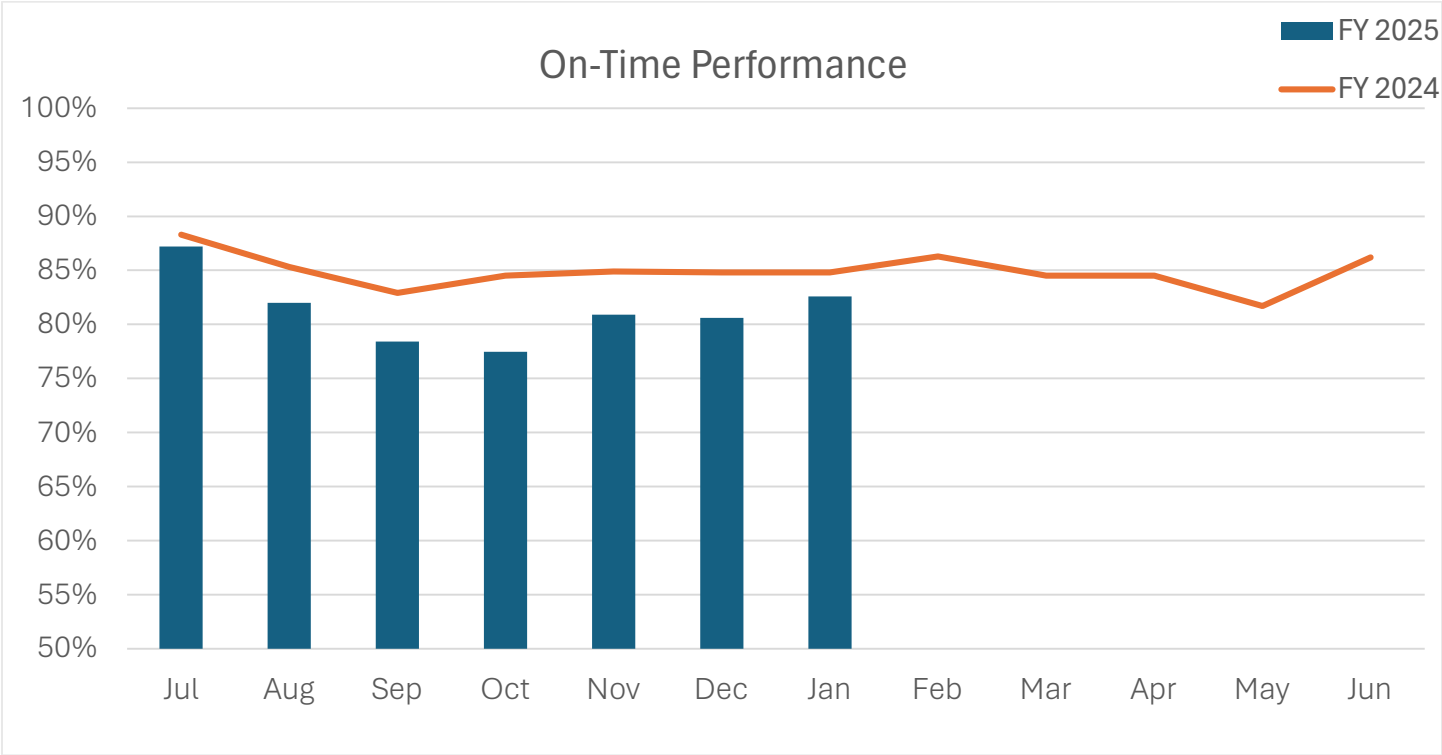
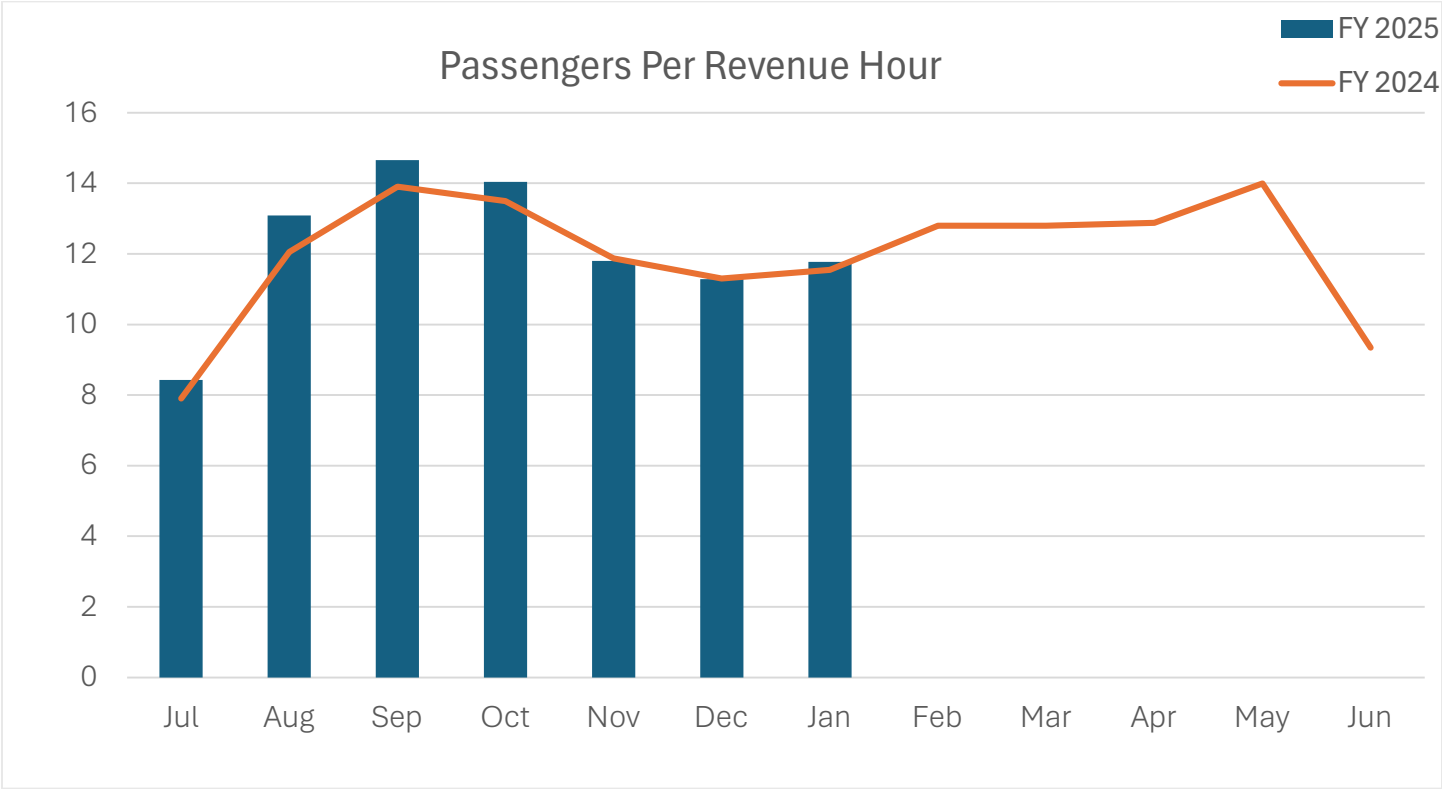
Performance Indicator	Jan-24	Jan-25	MoM % Change		YoY % Change	
Total Ridership	109,398	112,379	9%	↑	3%	↑
Total Ridership FY To Date	773,433	802,204	N/A		4%	↑
Fully Allocated Cost Per Passenger	\$14.82	\$14.32	-4%	↓	-3%	↓
Average Weekday Ridership	4,618	4,708	2%	↑	2%	↑
Average Saturday Ridership	1,297	1,518	2%	↑	17%	↑
Average Sunday Ridership	1,187	1,186	-2%	↓	-0.1%	—
Passengers Per Revenue Hour	11.55	11.78	4%	↑	2%	↑
On-Time Performance	84.8%	82.6%	2%	↑	-3%	↓
Preventable Accidents Per 100,000 Miles	2.0	3.2	18%	↑	60%	↑
Customer Complaints Per 10,000 Boardings	1.46	1.33	-8%	↓	-9%	↓
Miles Between Mechanical Failures	7,092	10,319	-22%	↓	46%	↑





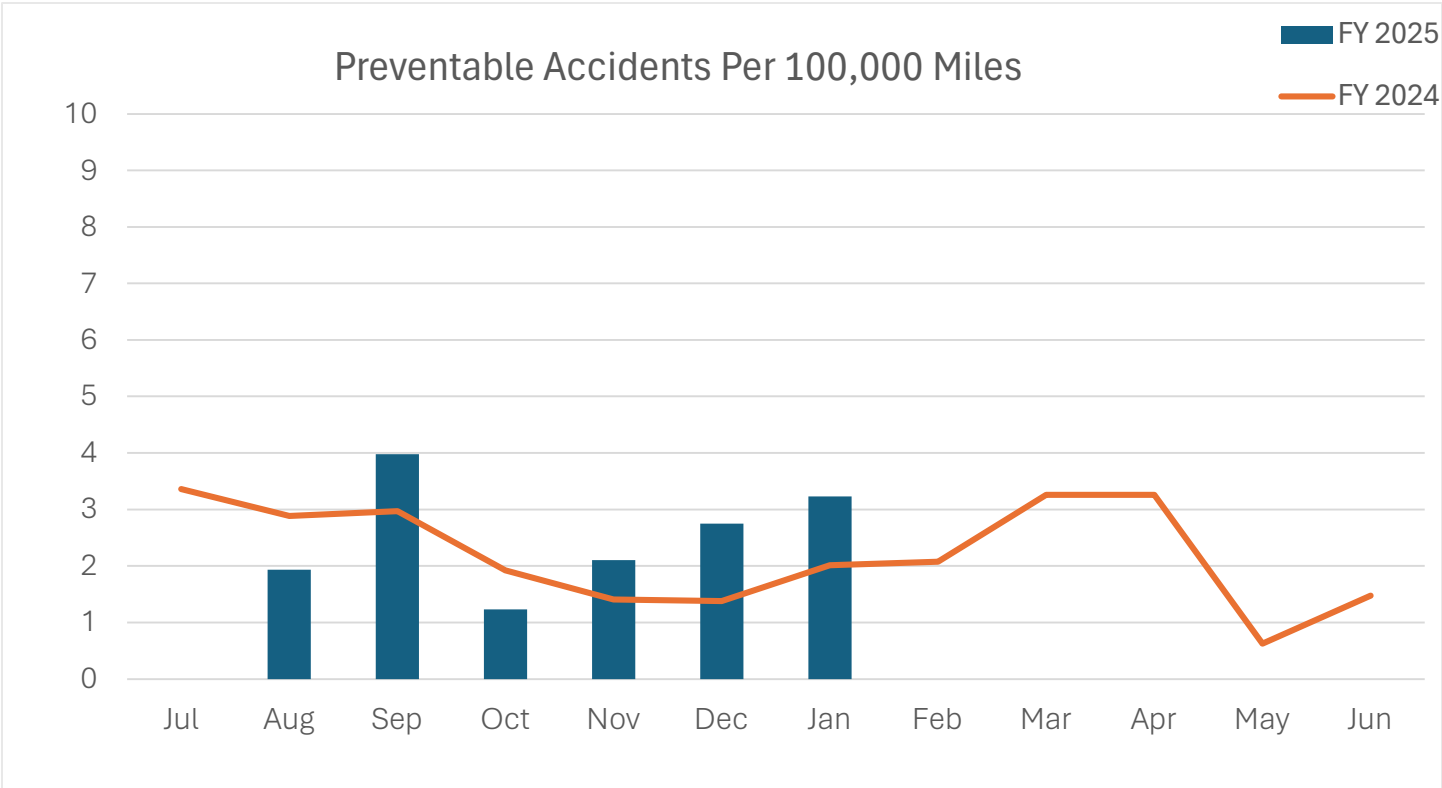
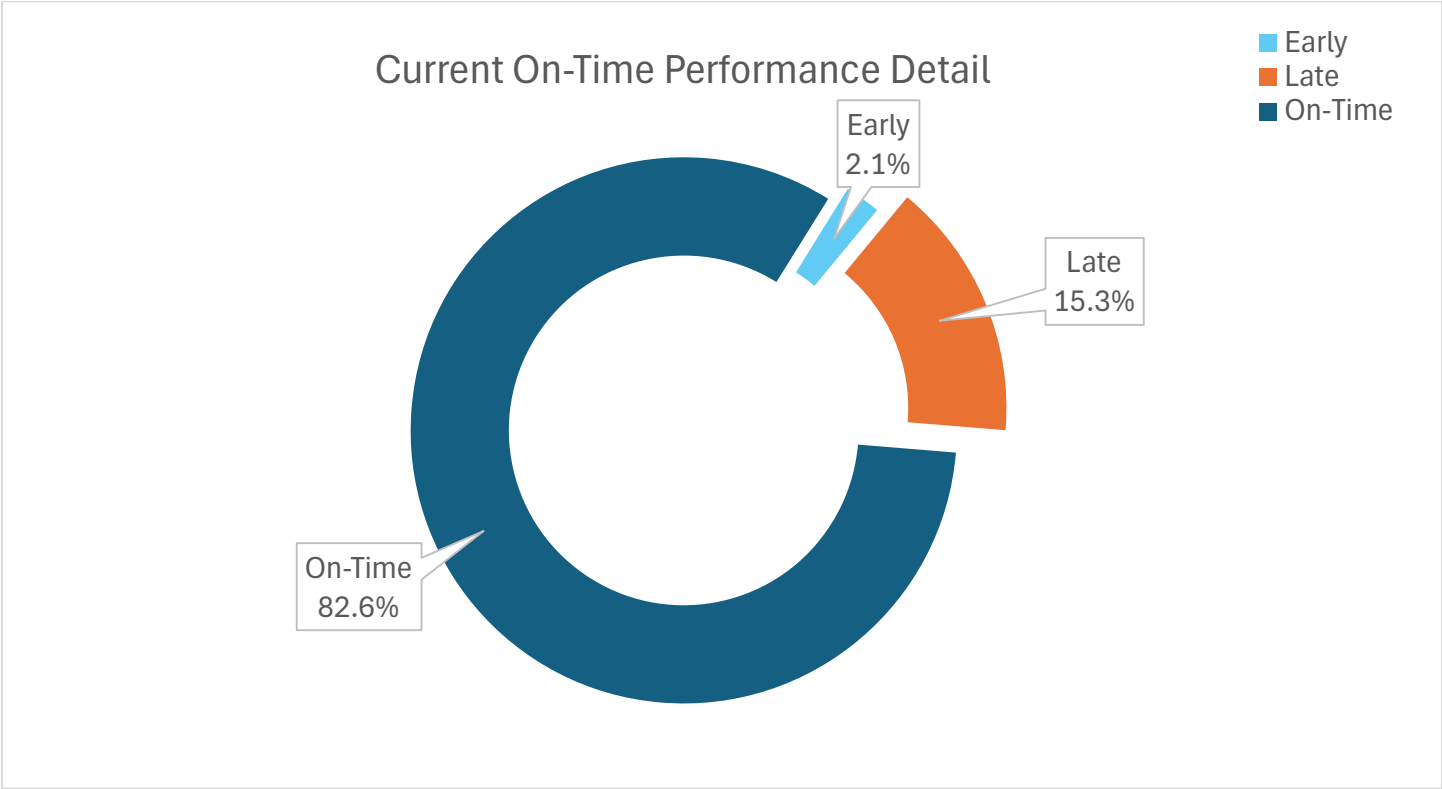


Fixed-Route



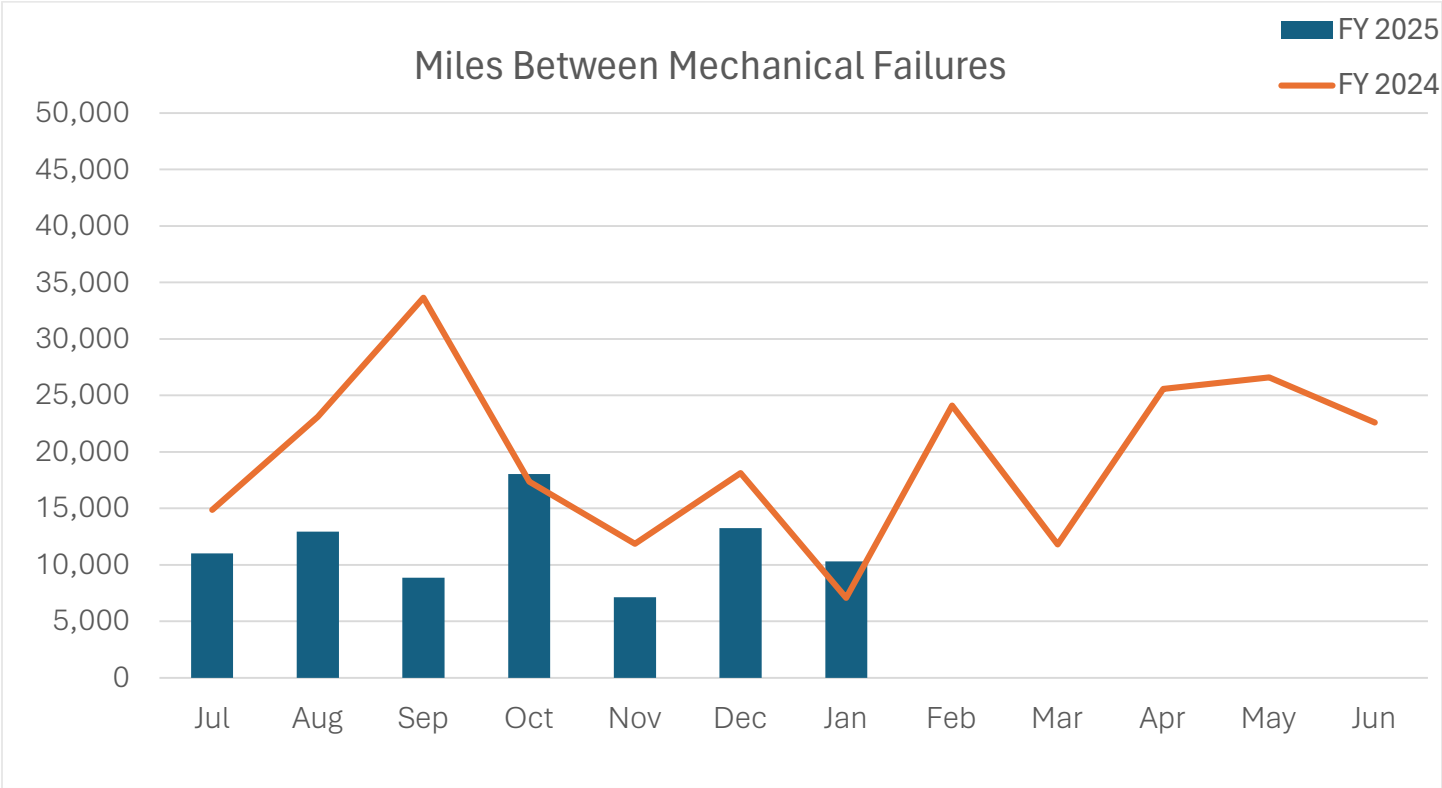


Fixed-Route





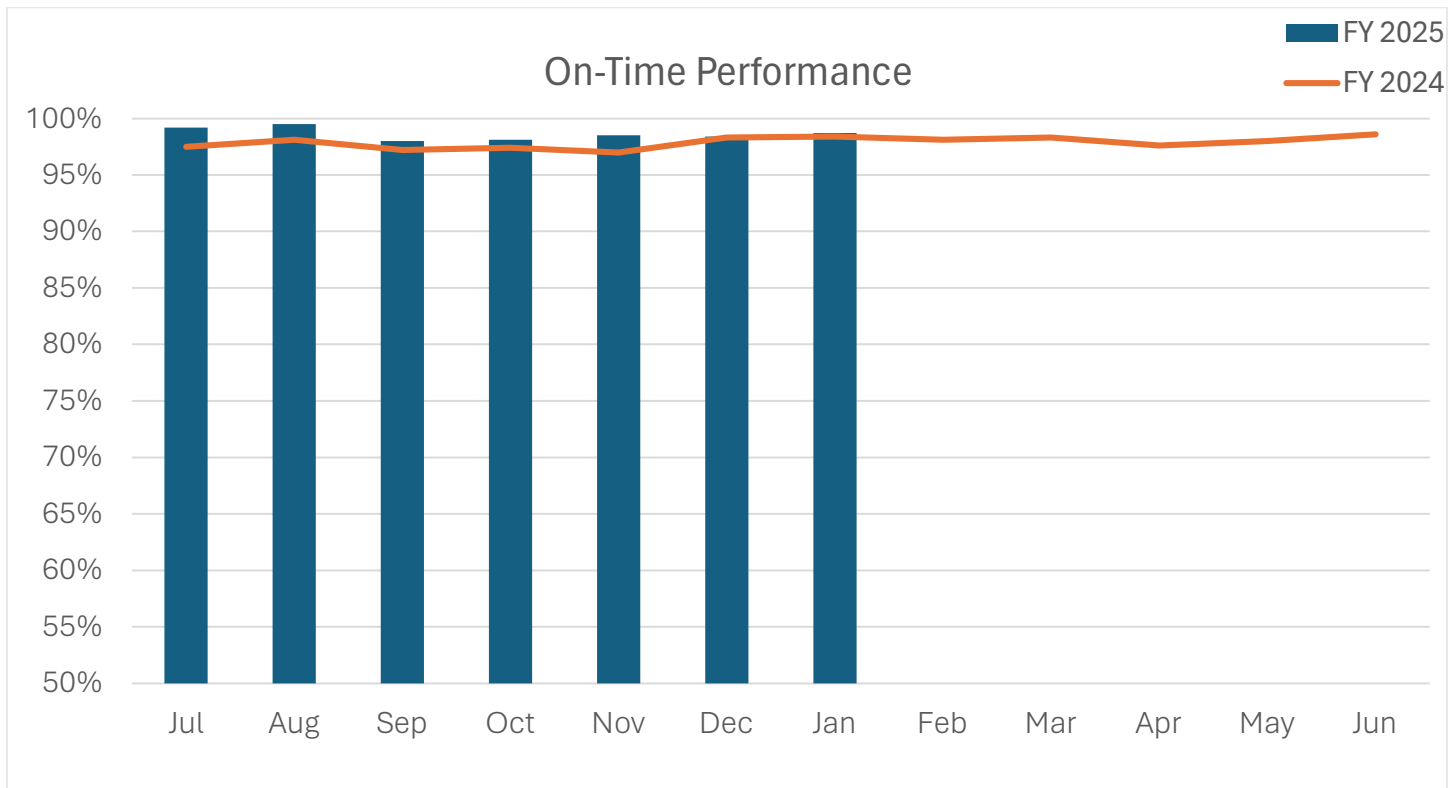
Fixed-Route





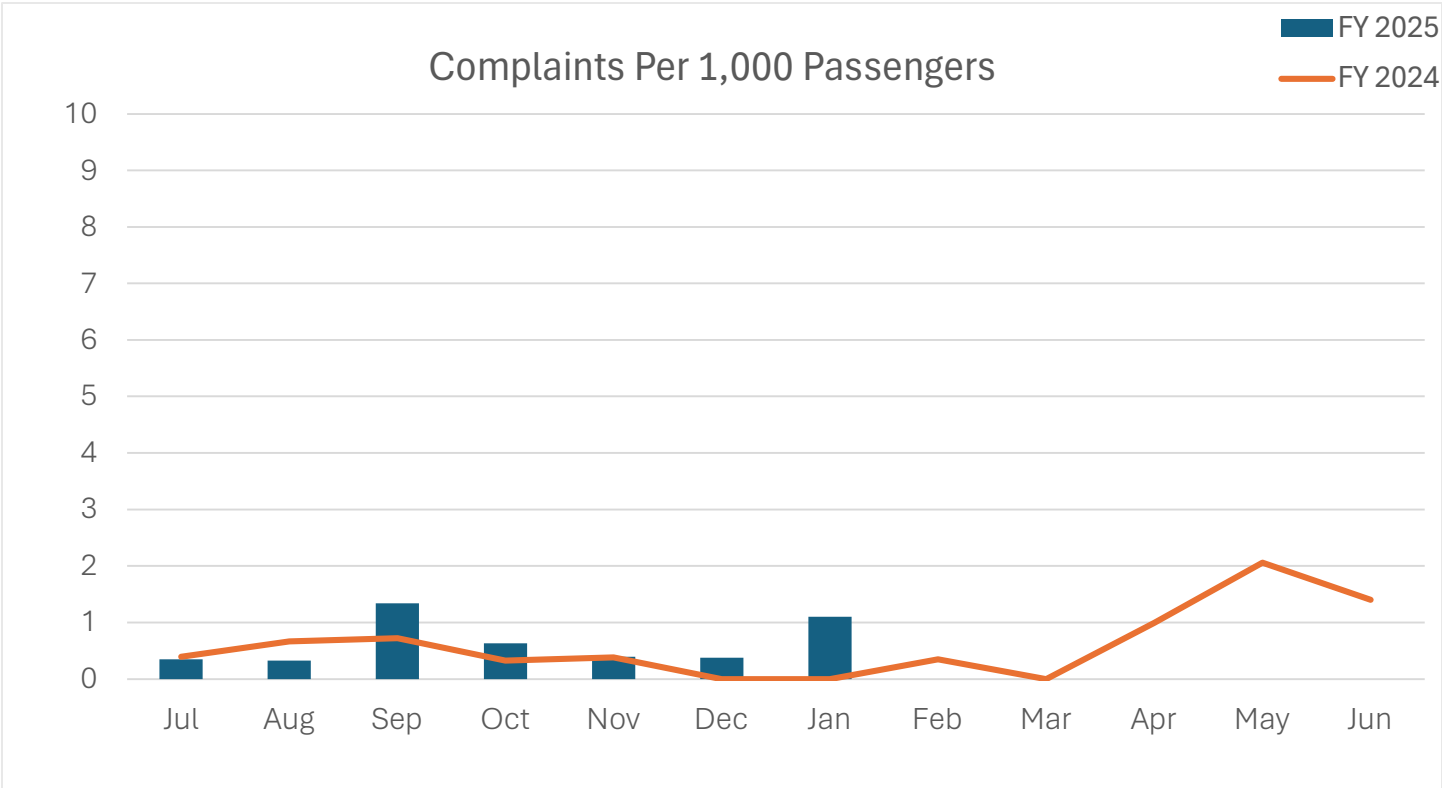
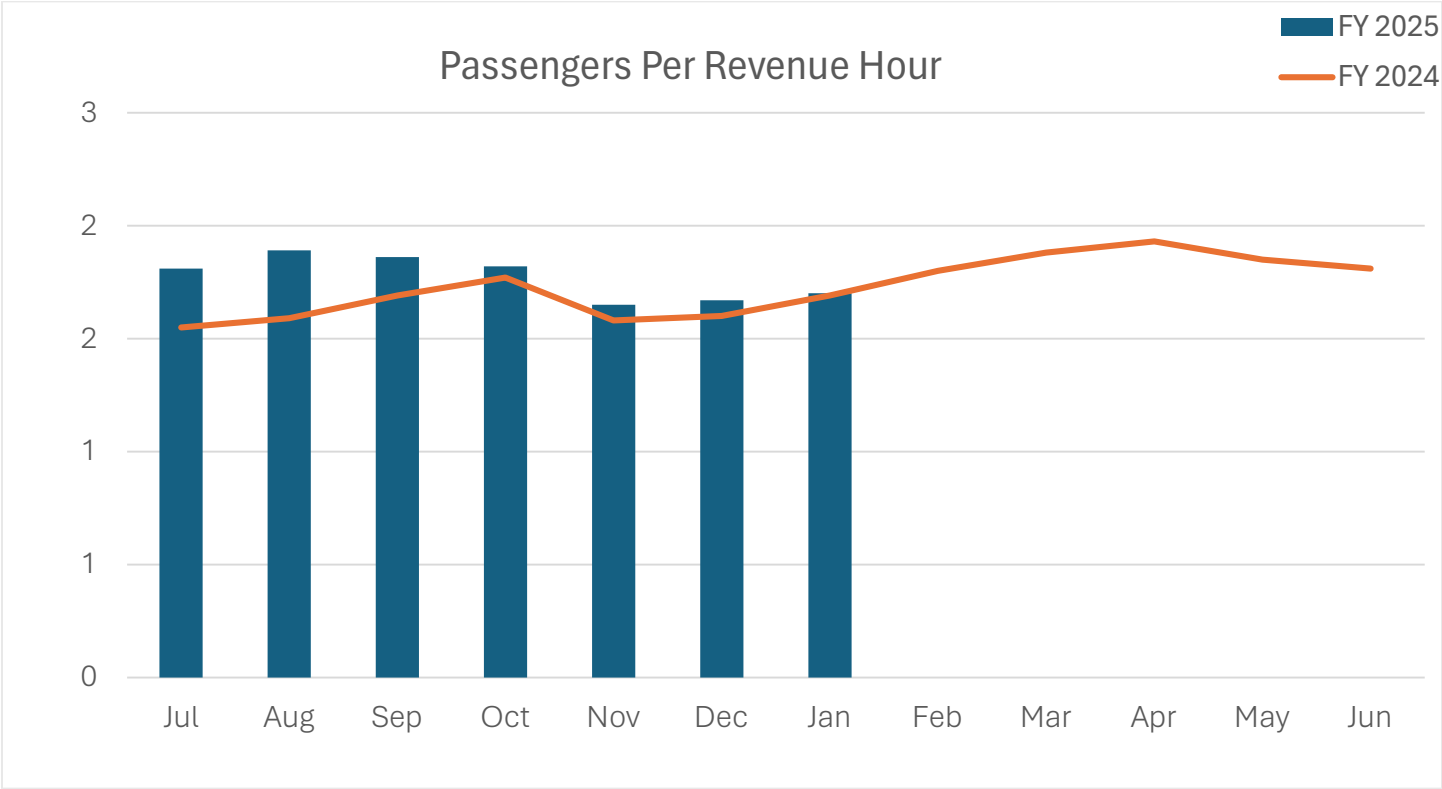
Paratransit

Performance Indicator	Jan-24	Jan-25	MoM % Change		YoY % Change	
On-Time Performance	98.4%	98.7%	0.3%	—	0.3%	—
Passengers Per Revenue Hour	1.7	1.7	1.8%	↑	0.6%	—
Valid Complaints Per 1,000 Passengers	0.00	1.10	191.2%	↑	∞	↑
Phone Holds (% of calls answered within 60 seconds)	88.5%	74.2%	-0.5%	—	-16.2%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$56.76	\$57.51	-1.8%	↓	1.3%	↑
Dial-A-Ride Ridership	2,982	2,730	3.0%		-8.5%	
One Seat Ride Ridership	254	317	20.1%		25%	



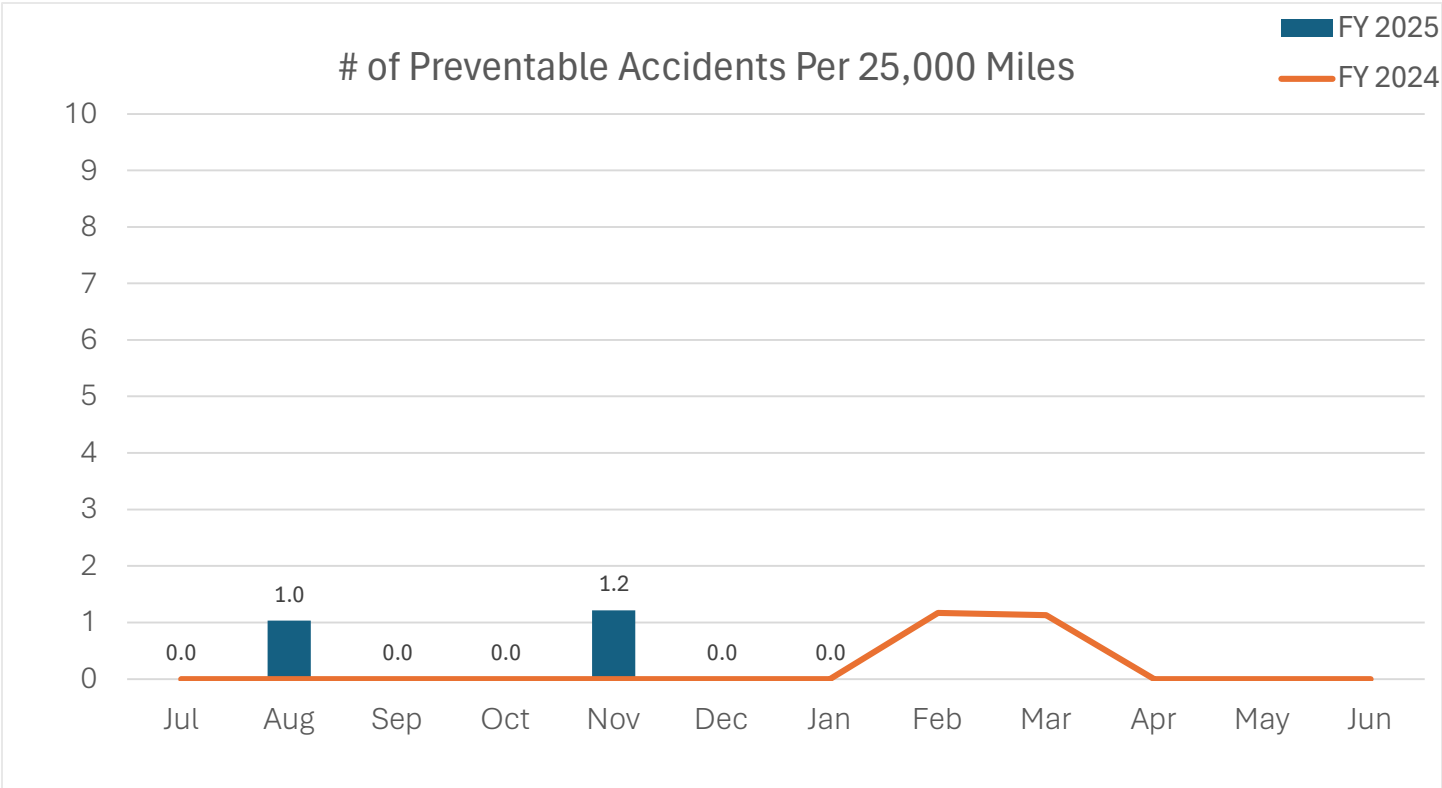


Paratransit



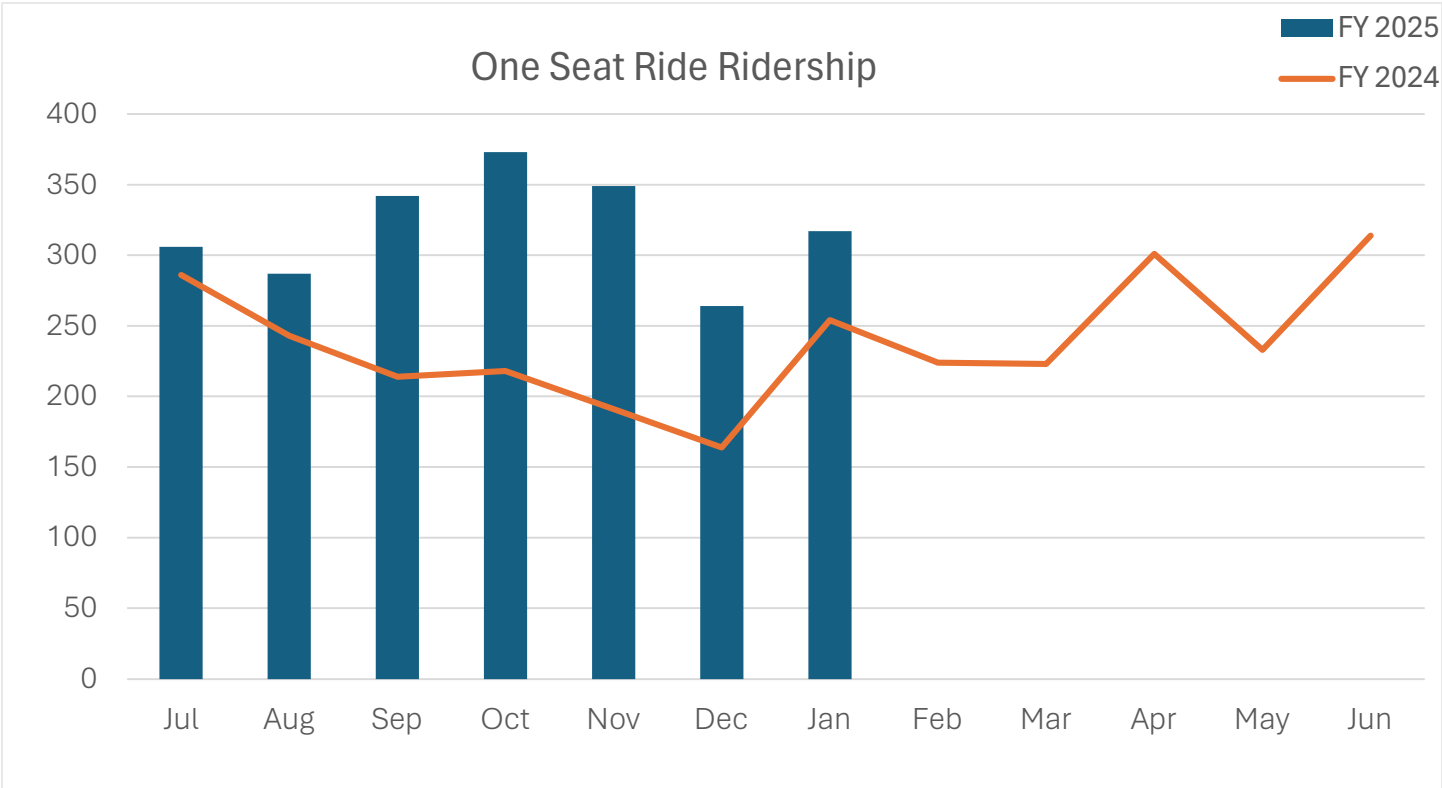
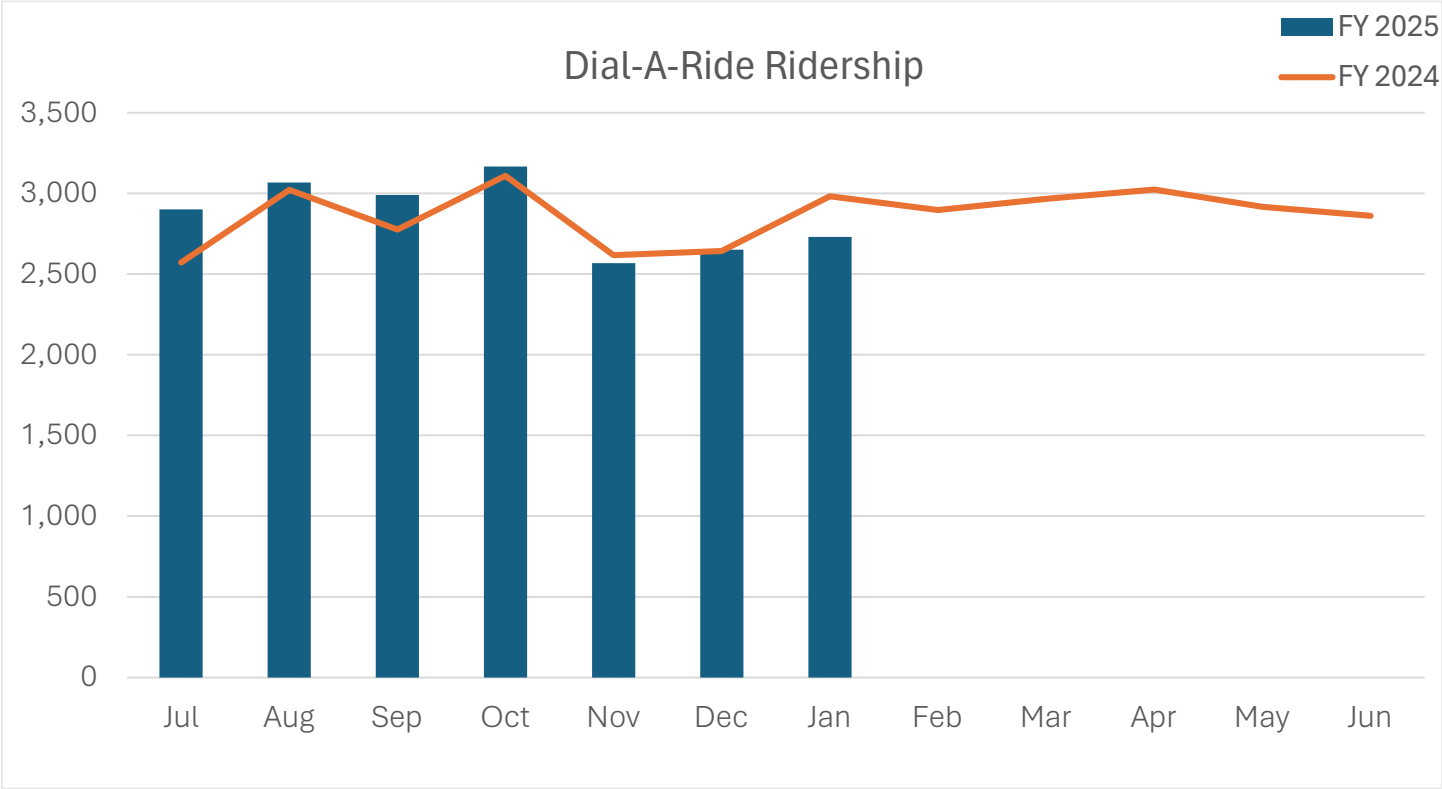


Paratransit





Paratransit





Go Tri-Valley

Performance Indicator	Jan-24	Jan-25	Year Over Year % Change
Total Ridership	4,676	3,967	-15%
Average Subsidy	\$4.74	\$4.50	-5%

