

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

BOARD OF DIRECTORS MEETING

DATE: September 11, 2017

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

TIME: 4:00pm

AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

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

4. July Wheels Accessible Advisory Committee Minutes Report

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. **Minutes of the July 10, 2017 Board of Directors meeting.**
- B. **Treasurer's Report for the month of June 2017 and July 2017**

Recommendation: Staff recommends approval of the June 2017 and July 2017 Treasurer's Report.

- C. **Memorandum of Understanding with the City of Dublin for the Transit Signal Priority Upgrade Project (Express Bus Phase 2 Project)**

Recommendation: The Projects and Services Committee recommends the Board approve the MOU with the City of Dublin.

D. LAVTA Annual Organizational Review

Recommendation: The Finance and Administration Committee forwards the attached organization chart and Resolution 28-2017 adjusting the rates of salary bands for LAVTA employees, to the Board for approval.

E. Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Insurance Pool (CalTIP)

Recommendation: Staff recommends the Board of Directors approve this Resolution 30-2017 revising the positions appointed to CalTIP, be approved.

6. Mobility Forward Presentation

Recommendation: None – Information Only

7. BART to Livermore DEIR Comments

Recommendation: Staff recommends the Board of Directors approve LAVTA comments on the BART to Livermore Draft Environmental Impact Report.

8. Reject All Bids Received for LAVTA Bus Shelter Demolition and Movement Project #2017-16

Recommendation: Staff recommends the Board: (1) approve Resolution 31-2017 to reject all bids for the LAVTA Bus Shelter Demolition and Movement Project #2017-16; and (2) direct staff to issue a Notice Inviting Sealed Bids IFB #2017-17 with a revised project scope to solicit responsive and responsible bidders who can deliver an eligible project within the budget available to LAVTA from previously committed FTA and Local Match sources.

9. SB 595 (Beall) as amended: Metropolitan Transportation Commission: Toll Bridge Revenues – SUPPORT

Recommendation: Staff recommends the Board of Directors approve a SUPPORT position on SB 595 (Beall) with language supporting additional amendments to the bill as reviewed with the Tri-Valley's state legislative delegation.

10. Executive Director's Report

11. Matters Initiated by the Board of Directors

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

12. Next Meeting Date is Scheduled for: October 2, 2017

13. Adjournment

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

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

/s/ Jennifer Suda

9/7/2017

LAVTA, Administrative Assistant

Date

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

Executive Director

Livermore Amador Valley Transit Authority

1362 Rutan Court, Suite 100

Livermore, CA 94551

Fax: 925.443.1375

Email: frontdesk@lavta.org

AGENDA

ITEM 4

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

WHEELS Accessible Advisory Committee

DATE: Wednesday, July 5, 2017

PLACE: Pleasanton Senior Center
1362 Rutan Court, Suite 100, Livermore, CA

TIME: 3:00 p.m.

DRAFT MINUTES

1. Call to Order

The WAAC Chair Carmen Rivera-Hendrickson called the meeting to order at 3:07 pm.

Agenda was approved.
Rivera-Hendrickson/Costello

Members Present:

Connie Mack	City of Dublin
Shawn Costello	City of Dublin
Carmen Rivera-Hendrickson	City of Pleasanton
Glenn Hage	City of Pleasanton
Regina Linse	City of Pleasanton – Alternate
Russ Riley	City of Livermore
Jan Cornish	City of Livermore
Herb Hastings	County of Alameda
Judy LaMarre	County of Alameda – Alternate
Melanie Henry	Social Services Member
Raymond Figueroa	Social Services Member
Amy Mauldin	Social Services Member

Staff Present:

Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Juana Lopez	MTM

Christian Pereira

MV Transportation

Members of the Public:

Becky Hopkins

City of Pleasanton

Richard Weiner

Nelson\Nygaard

Robert Allen

Livermore resident

2. **Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**
None
3. **Minutes of the May 3, 2017 meetings of the Committee**
Approved.
Rivera-Hendrickson/Mack
4. **Elect Chair and Vice Chair for FY2018**
The committee members elected Jan Cornish for the WAAC Chair and Herb Hastings for the Vice-Chair positions.
5. **Mobility Forward Update and Presentation**
Richard Weiner from Nelson\Nygaard gave a presentation of the Mobility Forward study. The committee members provided their feedback.
Staff updated the committee that about 450 surveys about the study had been filled out. Shawn Costello suggested that the survey should have had a question if the respondent feels comfortable riding fixed route and comfortable with the driver. Connie Mack added that when she filled out the online survey she tried to incorporate comments she had heard from other riders as well.
Shawn Costello reminded staff and Nelson\Nygaard that ACTC's wheelchair breakdown service was discontinued.
6. **Establish Meeting Times and Locations for FY 2018**
The committee members chose to have the FY2018 meetings to be held in Dublin at the Dublin Civic Center. Staff to follow up with the City of Dublin staff on the availability.
Approved.
Hastings/Costello
7. **LAVTA Paratransit Budget for FY2018**
Staff gave a report on the FY18 paratransit budget. Carmen Rivera-Hendrickson noted that new housing that is being built in Tri-Valley may affect the budget in

terms of new trip generations. The group discussed how housing should try to be located adjacent to quality, fixed-route bus service.

8. Dial-A-Ride Issues – Suggestions for Changes

Carmen Rivera-Hendrickson added a comment that applies to both DAR and FR. She said she had tried to go to San Ramon Kaiser by Wheels fixed route, but q-pod wheelchair securements in the bus malfunctioned and she was stuck in the bus for an hour. She noted that due to this malfunction a DAR vehicle was used to get her to/from Kaiser, San Ramon, and not any of the Wheels FR supervisor vehicles. Ms. Rivera-Hendrickson said that new buses should be brought to WAAC team and the system needs to work.

Russ Riley added that San Leandro Kaiser offers a free shuttle to/from the BART station.

9. Fixed Route Issues – Suggestions for Changes

Robert Allen addressed the committee about the Airway Park and Ride in Livermore.

Herb Hastings reported that the EB Route 10R bus stop in Pleasanton by Valley Care needs to be more accessible and that the sidewalk is too short. Mr. Hastings also mentioned that for the Pleasanton's Wednesday night's party in June, there was a new 10R driver who didn't complete the detour correctly, leaving the downtown Pleasanton stop without bus service for two hours. He stated that the drivers should know the detour loop that is being used when streets are closed for downtown Pleasanton activities.

Carmen Rivera-Hendrickson said that the Route 10R on the night of July 4th only had one small bus for a group of people, including seven wheelchairs. She said they had stayed in there for an hour as the police had closed down some streets and were not letting the bus through.

10. Adjourn

The meeting was adjourned at 4:58pm.

AGENDA

ITEM 5 A

MINUTES OF THE JULY 10, 2017 LAVTA BOARD MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Karla Brown at 4:01pm

2. Roll Call of Members

Members Present

Don Biddle – Vice Mayor, City of Dublin
Karla Brown – Councilmember, City of Pleasanton
Jerry Pentin – Vice Mayor, City of Pleasanton
Steven Spedowski – Vice Mayor, City of Livermore
Bob Coomber – Councilmember, City of Livermore

Members Absent

Scott Haggerty – Supervisor, County of Alameda
David Haubert – Mayor, City of Dublin

3. Meeting Open to Public

Robert S. Allen

Robert Allen addressed the Board of Directors regarding the Park-and-Ride Study. Mr. Allen stated that much of the Alameda County Transportation Commission (ACTC) Tri-Valley Integrated Transit and Park-and-Ride Study (Appendices A and B in particular) were completed before LAVTA's Comprehensive Operations Analysis (COA) started. ACTC's roughly 100 pages and references to their conclusions in the Executive Summary were made obsolete on the date LAVTA started the COA. Appendices C and D were done later and they contain a wealth of useful information that carries into the Executive Summary. Mr. Allen commented that one hundred and fifty-three parking spaces at Airway are not enough. If all spaces were filled by SOV drivers bound for BART that would be roughly four bus loads filled in one peak hour. Mr. Allen feels this is still a start. Mr. Allen explained that with Kiss-Ride, Taxi, bike, Sage Home and other walk-ins, there could be enough bus patronage to justify one bus every fifteen minutes during peak hours, as the study postulates. Mr. Allen believes it would be important to move other uses (employer shuttles, etc.) away from the Airway Park-and-Ride. Charging for parking there he feels is a possibility. Some of the revenue could be used to enlarge the Park-and-Ride and help cover the LAVTA bus operation cost. Mr. Allen informed that Sacramento charges one dollar for parking at their Meadowview station and Las Positas charges two dollars for parking. Mr. Allen suggested Clipper to be used to collect parking fees in a similar manner to the other agencies mentioned. Mr. Allen urged LAVTA to get together with BART and ACTC to increase the capacity of Airway Park-and-Ride from one hundred and fifty-three spaces to 500 or 1000 spaces as soon as possible as proposed on pages 3 and 20 of the Executive Summary. Then plan on fifteen minute headways throughout the busy BART hours (early AM through the evening commute Monday – Friday). Mr. Allen also encouraged LAVTA to see if an Airport Park-and-Ride across from Airway Boulevard from the Airport is feasible.

Carmen Rivera-Hendrickson

Carmen Rivera-Hendrickson informed the Board of Directors that on Wednesday, July 5, 2017 the Wheels Accessible Advisory Committee (WAAC) elected Jan Cornish to replace Carmen

Rivera-Hendrickson as the new Chair and Herb Hastings was reelected as the Vice Chair. Carmen Rivera-Hendrickson notified the Board that she will continue to be a member as a Pleasanton representative for the Committee.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the June 5, 2017 Board of Directors meeting.

B. Treasurer's Report for the month of May 2017

The Board of Directors approved the May 2017 Treasurer's Report.

C. Disadvantaged Business Enterprise (DBE) 3-Year Goal Establishment (2018-2020)

The Board of Directors adopted the three year DBE goal of 3% for Federal Fiscal Years 2018-2020.

Approved: Spedowfski/Biddle

Aye: Brown, Pentin, Biddle, Coomber, Spedowfski

No: None

Absent: Haggerty, Haubert

5. Establishing Standing Committees and Memberships

Staff requested the Board of Directors to establish committees and memberships.

The Board of Directors confirmed and approved Resolution 27-2017, establishing standing committees, memberships, and officers.

Approved: Spedowfski/Biddle

Aye: Brown, Pentin, Biddle, Coomber, Spedowfski

No: None

Absent: Haggerty, Haubert

6. Fixed Route Passenger Satisfaction Survey 2017

Staff provided data on the latest Fixed Route survey results that were focused on trunk routes #10 and #30, but also included the shorter local routes. The survey was conducted during the month of May 2017 and LAVTA received 433 responses to the survey. LAVTA's average scoring across all quality-of-service was 4.3; the same as last year. The area that was rated the highest (4.6) was regarding feeling safe when riding the bus, while the lowest (4.0) was in the area of whether services operate on time. The area of customer service helpfulness/friendliness saw an uptick scoring from 4.3 to 4.5. The vast majority of respondents were local to the service area: 40% from Pleasanton, 34% from Livermore, and 16% from Dublin. 48% of respondents were going to school and 38% going to and from work. 1/3 of respondents are not using LAVTA's wheelsbus.com website. A large majority of respondents stated that they could use other means of transportation if the bus was unavailable and 13% stated they would not have made the trip. LAVTA received 21% of the comments related to Schedule Adherence/On-Time

Performance and 15% related to service schedule change suggestions.

The Board of Directors commented that considering LAVTA implemented the COA last August they were pleased to not see a change in LAVTA's survey results. Vice Mayor Jerry Pentin would like the household income to be increased to identify the true household income amount. Vice Mayor Jerry Pentin also noted that he was concerned that some comments stated that the bus leaves early. Councilmember Karla Brown was concerned on how the responses would be effected by students being included in the survey, but she was very happy with the courtesy of the bus drivers that was commented on many times.

This was informational only.

7. Legislative Update

Staff provided the Board of Directors an update on AB 758 (Eggman), AB 1444 (Baker) and SB 595 (Beall). The final expenditure plan for SB 595 is still being developed. MTC desires to have this measure on the ballot by 2018.

The Board of Directors accepted this report and approved two legislative positions referred by the Finance & Administration Committee:

- AB 758 (Eggman) Tri-Valley San Joaquin Valley Regional Rail Authority.– **SUPPORT**
- SB 595 (Beall) Metropolitan Transportation Commission: toll bridge revenues – **WATCH**

Approved: Spedowski/Coomber

Aye: Brown, Pentin, Biddle, Coomber, Spedowski

No: None

Absent: Haggerty, Haubert

8. Executive Director's Report

Executive Director Michael Tree provided the Executive Director's report to the Board of Directors. Executive Director Michael Tree noted that in May 2018 Wheels carried more riders than in May 2017. June ridership dipped, due to the school district getting off on summer break earlier. Executive Director Michael Tree explained that there is a lot going on at the Livermore Transit Center due to the Historic Depot Relocation and Renovation Project. Currently, the customer service team moved into a temporary LAVTA ticket office. The Historic Depot will be moved on July 16 in the early am hours. Staff anticipates disruption to Wheels bus routes at the Transit Center and LAVTA is working hard to provide information to our customers.

Executive Director Michael Tree also noted that LAVTA staff held workshops/listening sessions for the public on the Comprehensive Paratransit Study in June. The next step is to meet with the WAAC and LAVTA Board members regarding the Paratransit Study. Executive Director Michael Tree informed the Board that the Go Dublin program was extended to December 2017 to obtain a full year of data. On a side note Executive Director Michael Tree explained that CHP has conducted its first visit to inspect LAVTA buses and maintenance/operator records. A second visit has been scheduled for late August or early September to finish the inspection.

9. Matters Initiated by the Board of Directors

None.

10. Next Meeting Date is Scheduled for: August 7, 2017

The Board of Directors voted to cancel the August 7, 2017 meeting, so the next meeting will be on September 11, 2017.

Approved: Pentin/Coomber

Aye: Brown, Pentin, Biddle, Coomber, Spedowski

No: None

Absent: Haggerty, Haubert

11. Adjournment

Meeting adjourned at 4:40pm.

AGENDA

ITEM 5 B

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for June 2017

FROM: Tamara Edwards, Finance and Grants Manager

DATE: September 11, 2017

Action Requested

Review and approve the Preliminary LAVTA Treasurer's Report for June 2017.

Discussion

Cash accounts:

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

General checking account activity (105):

Beginning balance June 1, 2017	\$6,875,849.97
Payments made	\$1,982,970.86
Deposits made	\$600,645.92
Ending balance June 30, 2017	\$5,493,525.03

Farebox account activity (106):

Beginning balance June 1, 2017	\$95,037.73
Deposits made	\$77,236.71
Ending balance June 30, 2017	\$172,274.44

LAIF investment account activity (135):

Beginning balance June 1, 2017	\$665,407.62
Ending balance June 30, 2017	\$665,407.62

Operating Expenditures Summary:

As this is the twelfth 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 100%. The agency is at 87.79% overall. However, not all of the expenses for June have been accrued.

Operating Revenues Summary:

While expenses are at 87.79%, revenues are at 91.9%, providing for a healthy cash flow. However, not all of the revenues for FY 17 have yet been accrued.

Recommendation

The Finance and Administration Committee recommends approval of the June 2017 Treasurer's Report.

Attachments:

1. June 2017 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
June 30, 2017**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	5,493,525	
106 CASH - FIXED ROUTE ACCOUNT	172,274	
107 Clipper Cash	563,180	
120 ACCOUNTS RECEIVABLE	53,783	
135 INVESTMENTS - LAIF	665,408	
150 PREPAID EXPENSES	188,409	
160 OPEB ASSET	430,453	
165 DEFFERED OUTFLOW-Pension Related	132,890	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	42,245,608	
TOTAL ASSETS		49,945,970

LIABILITIES:

205 ACCOUNTS PAYABLE	370,691	
211 PRE-PAID REVENUE	1,630,291	
21101 Clipper to be distributed	422,454	
22000 FEDERAL INCOME TAXES PAYABLE	302	
22010 STATE INCOME TAX	102	
22020 FICA MEDICARE	146	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	472	
22030 SDI TAXES PAYABLE	46	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	285	
22090 WORKERS' COMPENSATION PAYABLE	6,878	
22100 PERS-457	1	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	634,007	
23104 Deferred Inflow- Pension Related	103,992	
23103 INSURANCE CLAIMS PAYABLE	54,138	
23102 UNEMPLOYMENT RESERVE	20,000	
TOTAL LIABILITIES		3,243,803

FUND BALANCE:

301 FUND RESERVE	8,716,200	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	39,460,703	
30401 SALE OF BUSES & EQUIPMENT	55,390	
FUND BALANCE	(1,530,127)	
TOTAL FUND BALANCE		46,702,167
TOTAL LIABILITIES & FUND BALANCE		49,945,970

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
June 30, 2017**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,548,670	80,808	1,369,916	178,754	88.5%
4020000	Business Park Revenues	191,030	16,931	174,346	16,684	91.3%
4020500	Special Contract Fares	171,286	0	174,831	(3,545)	102.1%
4020500	Special Contract Fares - Paratransit	37,000	3,693	36,951	49	99.9%
4010200	Paratransit Passenger Fares	205,968	12,288	179,373	26,595	87.1%
4060100	Concessions	44,135	90	59,762	(15,627)	135.4%
4060300	Advertising Revenue	95,000	19,743	152,934	(57,934)	161.0%
4070400	Miscellaneous Revenue-Interest	4,500	0	4,615	(115)	102.5%
4070300	Non transportation revenue	91,733	13,525	167,580	(75,847)	100.0%
4090100	Local Transportation revenue (TFCA RTE B	137,500	0	103,125	34,375	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,435,973	0	9,433,761	2,212	100.0%
4099500	TDA Article 4.0-BART	84,324	0	84,324	-	100.0%
4099200	TDA Article 4.5 - Paratransit	123,457	0	117,593	5,864	95.3%
4099600	Bridge Toll- RM2	580,836	0	435,627	145,209	75.0%
4110100	STA Funds-Paratransit	49,787	13,573	31,084	18,703	62.4%
4110500	STA Funds- Fixed Route BART	654,479	127,982	570,155	84,324	87.1%
4110100	STA Funds-pop	700,785	0	700,785	-	100.0%
4110100	STA Funds- rev	198,153	0	198,154	(1)	100.0%
4110100	STA Funds- Lifeline	194,324	0	194,143	181	99.9%
4130000	FTA Section 5307 Preventative Maint.	424,167	0	0	424,167	100.0%
4130000	FTA Section 5307 ADA Paratransit	341,367	0	0	341,367	0.0%
4130000	FTA 5304	-	0	23,298	(23,298)	100.0%
4130000	FTA JARC and NF	84,517	65,874	73,408	11,109	86.9%
4130000	FTA 5311	38,951	0	0	38,951	0.0%
4640500	Measure B Gap	-	0	0	-	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	884,690	89,465	776,445	108,245	87.8%
4640100	Measure B Paratransit Funds-Paratransit	167,445	16,933	146,957	20,488	87.8%
4640200	Measure BB Paratransit Funds-Fixed Route	660,528	64,043	569,810	90,718	86.3%
4640200	Measure BB Paratransit Funds-Paratransit	283,285	27,466	244,378	38,907	86.3%
TOTAL REVENUE		17,433,890	552,413	16,023,356	1,410,534	91.9%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
June 30, 2017**

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,381,056	\$111,446	\$1,311,361	\$69,695	94.95%
502 00	Personnel Benefits	\$815,347	\$52,548	\$748,630	\$66,717	91.82%
503 00	Professional Services	\$699,156	\$71,377	\$569,913	\$129,243	81.51%
503 05	Non-Vehicle Maintenance	\$574,029	\$26,706	\$464,032	\$109,997	80.84%
503 99	Communications	\$10,500	\$850	\$3,005	\$7,495	28.62%
504 01	Fuel and Lubricants	\$1,231,310	\$69,812	\$670,487	\$560,823	54.45%
504 03	Non contracted vehicle maintenance	\$15,000	\$0	\$1,751	\$13,249	11.68%
504 99	Office/Operating Supplies	\$50,500	\$1,554	\$20,103	\$30,397	39.81%
504 99	Printing	\$60,000	\$5,259	\$74,777	(\$14,777)	124.63%
505 00	Utilities	\$266,900	\$20,342	\$252,051	\$14,849	94.44%
506 00	Insurance	\$590,936	\$20,810	\$422,684	\$168,252	71.53%
507 99	Taxes and Fees	\$152,000	\$6,538	\$76,428	\$75,572	50.28%
508 01	Purchased Transportation Fixed Route	\$9,018,334	\$726,959	\$8,742,284	\$303,987	96.94%
2-508 02	Purchased Transportation Paratransit	\$2,102,600	\$138,429	\$1,645,338	\$457,262	78.25%
508 03	Purchased Transportation WOD	\$100,000	\$1,218	\$1,218	\$98,782	1.22%
509 00	Miscellaneous	\$126,504	\$42,146	\$210,769	(\$87,715)	166.61%
509 02	Professional Development	\$39,718	\$3,664	\$16,990	\$22,728	42.78%
509 08	Advertising	\$190,000	\$11,345	\$65,056	\$124,944	34.24%
TOTAL		\$17,423,890	\$1,311,003	\$15,296,877	\$2,151,500	87.79%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
June 30, 2017

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	20,000	0	0	20,000	0.00%
4090194	TDA Shop repairs and replacement	67,000	0	0	67,000	0.00%
4091794	Bus stop improvements	767,005	0	0	767,005	0.00%
4092394	TDA Bus replacement	2,476,208	0	1,812,118	664,090	73.18%
4090994	TDA IT Upgrades and Replacements	15,500	0	0	15,500	0.00%
4090794	TDA Transit Center Improvements	56,200	0	0	56,200	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	120,000	0	0	120,000	0.00%
4091394	TDA Board Room upgrade	25,600	0	0	25,600	0.00%
4091294	TDA Doolan Tower Upgrade	10,000	0	0	10,000	0.00%
4090894	TDA TPI	66,000	115,000	115,000	(49,000)	174.24%
4092194	TDA Rebranding bus wrap	95,000	0	0	95,000	0.00%
4091494	TDA WIFI	13,304	0	0	13,304	0.00%
4091594	TDA Farebox upgrade	101,758	0	0	101,758	0.00%
4090394	TDA Non revenue vehicle replacement	144,800	0	0	144,800	0.00%
4092396	Bridge Tolls Bus Replacement	535,578	0	519,943	15,635	97.08%
4111700	PTMISEA Shelters and Stops	116,719	0	0	116,719	0.00%
41124	Prob 1B Security upgrades	73,392	0	0	73,392	0.00%
41114	Prop 1B Wifi	36,696	0	0	36,696	0.00%
41123	PTMISEA Bus Replacement	572,778	0	0	572,778	0.00%
41107	PTMISEA Transit Center Improvements	125,625	0	0	125,625	0.00%
41105	PTMISEA Office improvements	177,390	0	0	177,390	0.00%
41101	PTMISEA Shop Repairs	184,124	0	0	184,124	0.00%
44003	LAVTA SHARE OF SOLD BUS FUNDS	13,312	0	13,312	0	100.00%
41302	FTA Atlantis FACILITY	-	0	10,308	(10,308)	#DIV/0!
41308	TPI	504,564	0	8,500	496,064	1.68%
41315	FTA Farebox upgrade	398,242	0	0	398,242	0.00%
41304	FTA BRT	450,000	0	62,639	387,361	13.92%
41303	FTA non revenue vehicle upgrade	367,200	0	0	367,200	0.00%
41323	FTA Bus replacements	12,315,205	0	12,078,545	236,660	98.08%
TOTAL REVENUE		19,949,200	115,000	14,620,365	5,328,835	73.29%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
June 30, 2017

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550107	Shop Repairs and replacement	251,124	0	151,911	99,213	60.49%
5550207	New MOA Facility (Satelite Facility)	-	0	10,582	(10,582)	#DIV/0!
5550307	Non revenue vehicle replacement	512,000	0	0	512,000	0.00%
5550407	BRT	-	36,512	125,301	(125,301)	#DIV/0!
5550507	Office and Facility Equipment	20,000	22,664	132,909	(112,909)	664.54%
5550607	511 Integration	-	0	0	0	#DIV/0!
5550707	Driveway resurfacing project	177,390	0	850	176,540	0.48%
5550807	Dublin TPI project	570,564	450,268	632,521	(61,957)	110.86%
5550907	IT Upgrades and replacement	15,500	0	10,892	4,608	70.27%
5551007	Transit Center Upgrades and Improvements	181,825	0	0	181,825	0.00%
5551207	Doolan Tower upgrade	10,000	0	0	10,000	0.00%
5551307	Board Room upgrade	25,600	0	11,754	13,846	45.91%
5551407	Wifi	50,000	0	0	50,000	0.00%
5551507	Farebox upgrade	500,000	0	0	500,000	0.00%
5551707	Bus Shelters and Stops	883,724	0	77,972	805,752	8.82%
5552007	Major component rehab	120,000	0	17,125	102,875	14.27%
5552107	Rebranding bus wrap	95,000	0	0	95,000	0.00%
5552307	Bus replacement	15,899,769	0	15,665,534	234,235	98.53%
5552407	Security upgrades	73,392	0	0	73,392	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		19,485,888	509,444	16,837,352	2,648,536	86.41%
FUND BALANCE (CAPITAL)		463312.02	(394,444)	(2,216,987)		
FUND BALANCE (CAPTIAL & OPERATING)		463,312.02	(1,150,348)	(1,469,825)		

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

www.treasurer.ca.gov/pmia-laif/laif.asp

July 26, 2017

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

PMIA Average Monthly Yields

Account Number:

80-01-002

 [Tran Type Definitions](#)

June 2017 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	662,570.71
Total Withdrawal:	0.00	Ending Balance:	662,570.71

REPORT.: Jul 12 17 Wednesday
RUN....: Jul 12 17 Time: 16:32
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 06-17 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
06-17	H7465	06/02/17	STA01 (STATE COMPENSATION FUND)		1,720.50	.00	1,720.50	STA01, JUN-17 WORKER'S CO
	H7466	06/02/17	MVT01 (MV TRANSPORTATION, INC.)		35,198.03	.00	35,198.03	MVT01, 75757, APR-17 FIXE
	H7470	06/02/17	PAC01 (AT&T)		350.45	.00	350.45	PAC01,ACCT #436-951-0106,
	H7471	06/02/17	PAC01 (AT&T)		157.76	.00	157.76	PAC01,ACCT #925-243-9029,
	H7472	06/02/17	PAC01 (AT&T)		32.94	.00	32.94	PAC01,ACCT #232-351-6260,
	H7473	06/02/17	CAL04 (CALIFORNIA WATER SERVICE)		489.52	.00	489.52	CAL04, 9098655555, MOA WA
	H7474	06/02/17	PAC02 (PACIFIC GAS AND ELECTRIC)		562.50	.00	562.50	PAC02, 9007202117-4, MOA
	H7476	06/02/17	WEG01 (CHRISTY WEGENER)		284.08	.00	284.08	WEG01, MAY-17 TRAVEL REIM
	H7477	06/02/17	MTM01 (MEDICAL TRANSPORTATION MANAG		114,913.45	.00	114,913.45	MTM01, APR-17 MONTHLY SER
	H7478	06/02/17	PAC02 (PACIFIC GAS AND ELECTRIC)		536.08	.00	536.08	PAC02, 7264840356-5, RAPI
	H7479	06/02/17	PAC02 (PACIFIC GAS AND ELECTRIC)		548.97	.00	548.97	PAC02, 9800031052-8, TRAN
	H7480	06/02/17	CAL04 (CALIFORNIA WATER SERVICE)		182.88	.00	182.88	CAL04, 0198655555, BUS WA
	H7489	06/02/17	TAX91 (VIVIAN MARIE MILLER)		153.21	.00	153.21	TAX91, PARATAXI REIMBURSE
	H7490	06/02/17	TX137 (HIMATLAL R MEHTA)		95.25	.00	95.25	TX137, PARATAXI REIMBURSE
	H7491	06/02/17	TAX14 (KAREN ADAMS)		24.01	.00	24.01	TAX14, PARATAXI REIMBURSE
	H7492	06/02/17	TX161 (JYOTSNA MEHTA)		43.78	.00	43.78	TX161, PARATAXI REIMBURSE
	H7493	06/13/17	VER01 (VERIZON WIRELESS)		1,328.03	.00	1,328.03	VER01, 9786271876, CELL &
	H7494	06/13/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 5755555555, CONTRA
	H7495	06/13/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 4755555555, MOA FI
	H7496	06/13/17	CAL04 (CALIFORNIA WATER SERVICE)		66.10	.00	66.10	CAL04, 4616555555, TC IRR
	H7497	06/13/17	CAL04 (CALIFORNIA WATER SERVICE)		45.40	.00	45.40	CAL04, 3616555555, TC WAT
	H7498	06/13/17	CAL04 (CALIFORNIA WATER SERVICE)		64.28	.00	64.28	CAL04, 2575555555, TC FIR
	H7499	06/13/17	PAC02 (PACIFIC GAS AND ELECTRIC)		1,583.76	.00	1,583.76	PAC02, 6062256368-6, ATLA
	H7500	06/13/17	PAC02 (PACIFIC GAS AND ELECTRIC)		7,998.61	.00	7,998.61	PAC02, 5809326332-3, MOA
	H7501	06/13/17	AME06 (AMERICAN FIDELITY ASSURANCE		296.90	.00	296.90	AME06, MAY-17 SUPPLEMENTA
	H7502	06/13/17	AME06 (AMERICAN FIDELITY ASSURANCE		1,174.98	.00	1,174.98	AME06, JUN-17 FLEXIBLE SP
	H7503	06/13/17	VSP01 (VSP)		543.50	.00	543.50	VSP01, JUN-17 VISION INSU
	H7504	06/13/17	MUT01 (MUTUAL OF OMAHA)		1,079.21	.00	1,079.21	MUT01, JUN-17 LIFE & LTD
	H7505	06/13/17	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,294.02	.00	2,294.02	DEL05, JUN-17 DENTAL INSU
	H7506	06/13/17	PER03 (CAL PUB EMP RETIRE SYSTM)		36,508.12	.00	36,508.12	PER03, JUN-17 HEALTH INSU
	H7507	06/13/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		38,905.82	.00	38,905.82	DIR02, PR DIRECT DEPOSIT
	H7508	06/13/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,762.70	.00	2,762.70	EMP01, STATE TAXES 5/20-6
	H7509	06/13/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,782.50	.00	7,782.50	EFT01, FEDERAL TAXES 5/20
	H7510	06/13/17	PER04 (CALPERS RETIREMENT SYSTEM)		789.72	.00	789.72	PER04, PERS 457 CONTRIBUT
	H7511	06/13/17	PER01 (PERS)		3,764.64	.00	3,764.64	PER01, PERS CLASSIC CONTR
	H7512	06/13/17	PER01 (PERS)		3,647.94	.00	3,647.94	PER01, PERS NEW CONTRIBUT
	H7513	06/13/17	EMP01 (EMPLOYMENT DEVEL DEPT)		4.61	.00	4.61	EMP01, STATE TAXES 5/20-5
	H7514	06/13/17	EFT01 (ELECTRONIC FUND TRANSFERS)		105.10	.00	105.10	EFT01, FEDERAL TAXES 5/20
	H7515	06/13/17	CAL15 (CALTRONICS BUSINESS SYS)		694.32	.00	694.32	CAL15, 2283736, BIZHHUB T
	H7516	06/13/17	SHE05 (SHELL)		101.93	.00	101.93	SHE05, JUN-17 CC STATEMEN
	H7517	06/13/17	MTM01 (MEDICAL TRANSPORTATION MANAG		6,254.50	.00	6,254.50	MTM01, MTM-112091 5/19-6/
	H7518	06/30/17	NAV01 (CHRISTY NAVARRO)		59.36	.00	59.36	NAV01, MAY-17 EXPENSE REI
	H7520	06/13/17	TX177 (MARILYN LANE)		91.38	.00	91.38	TX177, PARATAXI REIMBURSE
	H7521	06/13/17	TAX96 (THOMAS R. LEONARD)		97.11	.00	97.11	TAX96, PARATAXI REIMBURSE
	H7522	06/13/17	TX123 (OLGA PRINZ)		97.54	.00	97.54	TX123, PARATAXI REIMBURSE
	H7523	06/13/17	TAX72 (JUSTIN HART)		144.50	.00	144.50	TAX72, PARATAXI REIMBURSE
	H7524	06/13/17	TAX14 (KAREN ADAMS)		63.01	.00	63.01	TAX14, PARATAXI REIMBURSE
	H7525	06/13/17	TX113 (RODGER RAGER)		200.00	.00	200.00	TX113, PARATAXI REIMBURSE
	H7526	06/13/17	TAX91 (VIVIAN MARIE MILLER)		114.11	.00	114.11	TAX91, PARATAXI REIMBURSE
	H7527	06/13/17	TAX67 (CHRISTEL RAGER)		200.00	.00	200.00	TAX67, PARATAXI REIMBURSE
	H7528	06/13/17	TAX32 (SUE TSANG)		400.00	.00	400.00	TAX32, PARATAXI REIMBURSE
	H7529	06/30/17	KUL01 (KADRI KULM)		192.00	.00	192.00	KUL01, JUN-17 PER DIEM MT
	H7530	06/30/17	MVT01 (MV TRANSPORTATION, INC.)		337,810.88	.00	337,810.88	MVT01, 76224, JUN-17 1ST
	H7531	06/30/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		38,527.32	.00	38,527.32	DIR02, PR DIRECT DEPOSIT
	H7532	06/30/17	PER01 (PERS)		3,641.61	.00	3,641.61	PER01, PERS NEW CONTRIBUT
	H7533	06/30/17	PER01 (PERS)		3,752.00	.00	3,752.00	PER01, PERS CLASSIC CONTR
	H7534	06/30/17	PER04 (CALPERS RETIREMENT SYSTEM)		868.32	.00	868.32	PER04, PERS 457 CONTRIBUT
	H7535	06/30/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,763.86	.00	7,763.86	EFT01, FEDERAL TAXES 6/3-
	H7536	06/30/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,760.70	.00	2,760.70	EMP01, STATE TAXES 6/3-6/
	H7538	06/30/17	MVT01 (MV TRANSPORTATION, INC.)		337,810.88	.00	337,810.88	MVT01, 76225, JUN-17 2ND
	H7539	06/30/17	BID01 (DON BIDDLE)		200.00	.00	200.00	BID01, JUN-17 BOD STIPEND
	H7540	06/30/17	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, JUN-17 BOD STIPEND
	H7541	06/30/17	HAG01 (SCOTT HAGGERTY)		100.00	.00	100.00	HAG01, JUN-17 BOD STIPEND
	H7542	06/30/17	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, JUN-17 BOD STIPEND
	H7543	06/30/17	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, JUN-17 BOD STIPEND
	H7544	06/30/17	SPE04 (STEVEN G. SPEDOWFSKI)		300.00	.00	300.00	SPE04, JUN-17 BOD STIPEND
	H7545	06/30/17	COO03 (BOB COOMBER)		200.00	.00	200.00	COO03, JUN-17 BOD STIPEND
	H7546	06/30/17	STA13 (STAPLES CREDIT PLAN)		1,049.71	.00	1,049.71	STA13, JUN-17 STATEMENT
	H7547	06/30/17	MTM01 (MEDICAL TRANSPORTATION MANAG		5,138.00	.00	5,138.00	MTM01, MTM-112092 6/7-6/2
	H7548	06/30/17	WEG01 (CHRISTY WEGENER)		102.45	.00	102.45	WEG01, JUN-17 TRAVEL REIM
	H7549	06/30/17	MCC01 (TONY MCCAULAY)		64.62	.00	64.62	MCC01, JUN-17 EXPENSE REI
	H7550	06/30/17	TAX07 (ASMA SYEDA)		10.84	.00	10.84	TAX07, PARATAXI REIMBURSE
	H7551	06/30/17	TAX91 (VIVIAN MARIE MILLER)		146.20	.00	146.20	TAX91, PARATAXI REIMBURSE
	H7552	06/30/17	TAX96 (THOMAS R. LEONARD)		84.58	.00	84.58	TAX96, PARATAXI REIMBURSE
	H7553	06/30/17	MER01 (MERCHANT SERVICES)		104.86	.00	104.86	MER01, MAY-17 TC CC FEES
	H7554	06/30/17	MER01 (MERCHANT SERVICES)		142.48	.00	142.48	MER01, MAY-17 MOA CC FEES
	H7555	06/30/17	BAN03 (BANKCARD CENTER)		8,417.41	.00	8,417.41	BAN03, MAY-17 CC STATEMEN
	H7556	06/30/17	BAN03 (BANKCARD CENTER)		5,199.43	.00	5,199.43	BAN03, APR-17 CC STATEMEN
	019829	07/07/17	TX169 (SARAH SARGAZI)		(26.35)	.00	(26.35)	Ck# 019829 Reversed
	019916	06/02/17	ATT02 (AT&T)		376.95	.00	376.95	Automatic Generated Check
	019917	06/02/17	ATT03 (AT&T)		957.12	.00	957.12	Automatic Generated Check
	019918	06/02/17	BEN03 (JOSHUA BENNETT)		45.00	.00	45.00	Automatic Generated Check
	019919	06/02/17	CHR02 (RONDAL MEUSER)		65.55	.00	65.55	Automatic Generated Check
	019920	06/02/17	CIT06 (CITY OF LIVERMORE SEWER)		179.88	.00	179.88	Automatic Generated Check
	019921	06/02/17	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	019922	06/02/17	EDW03 (CONNER EDWARDS)		60.00	.00	60.00	Automatic Generated Check
	019923	06/02/17	EME01 (EMERALD LANDSCAPE CO INC)		400.00	.00	400.00	Automatic Generated Check
	019924	06/02/17	FED01 (FedEx)		9.41	.00	9.41	Automatic Generated Check
	019925	06/02/17	GEN05 (GENFARE)		45.90	.00	45.90	Automatic Generated Check
	019926	06/02/17	JTH01 (J. THAYER COMPANY)		134.77	.00	134.77	Automatic Generated Check
	019927	06/02/17	KIM02 (KIMLEY-HORN AND ASSOC, INC)		3,316.00	.00	3,316.00	Automatic Generated Check

REPORT.: Jul 12 17 Wednesday
 RUN....: Jul 12 17 Time: 16:32
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 06-17 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
06-17	019928	06/02/17	RHT01 (PRIME MECHANICAL SERVICE INC		11,809.00	.00	11,809.00	Automatic Generated Check
	019929	06/02/17	RUS01 (MATTEO RUSSO)		60.00	.00	60.00	Automatic Generated Check
	019930	06/02/17	SCF01 (SC FUELS)		15,447.66	.00	15,447.66	Automatic Generated Check
	019931	06/02/17	SHA02 (SHAMROCK OFFICE SOLUTIONS)		264.87	.00	264.87	Automatic Generated Check
	019932	06/02/17	SHA03 (JOHN SHAUGHNESSY)		45.00	.00	45.00	Automatic Generated Check
	019933	06/02/17	STF01 (ST. FRANCIS ELECTRIC)		133,315.00	.00	133,315.00	Automatic Generated Check
	019934	06/02/17	TCG01 (THE CREATIVE GROUP)		2,730.24	.00	2,730.24	Automatic Generated Check
	019935	06/02/17	TIC01 (JAMARI ARNETT)		3.00	.00	3.00	Automatic Generated Check
	019936	06/02/17	TRA12 (TRAPEZE SOFTWARE GROUP)		28,990.00	.00	28,990.00	Automatic Generated Check
	019937	06/02/17	TX138 (SUSAN ZAPPE)		28.26	.00	28.26	Automatic Generated Check
	019938	06/02/17	TX174 (MOLLIE BYRD)		146.28	.00	146.28	Automatic Generated Check
	019939	06/02/17	TX179 (ERIN UBER)		69.54	.00	69.54	Automatic Generated Check
	019940	06/13/17	AIM01 (AIM TO PLEASE JANITORIAL SER		2,022.91	.00	2,022.91	Automatic Generated Check
	019941	06/13/17	AVI01 (AMADOR VALLEY INDUSTRIES)		341.71	.00	341.71	Automatic Generated Check
	019942	06/13/17	EME01 (EMERALD LANDSCAPE CO INC)		1,190.00	.00	1,190.00	Automatic Generated Check
	019943	06/13/17	FRE01 (FREMONT RUBBER STAMP CO)		133.87	.00	133.87	Automatic Generated Check
	019944	06/13/17	GEN05 (GENFARE)		29.83	.00	29.83	Automatic Generated Check
	019945	06/13/17	KOF01 (KOFF & ASSOCIATES)		750.00	.00	750.00	Automatic Generated Check
	019946	06/13/17	L&D01 (L&D PRINTING INC)		238.17	.00	238.17	Automatic Generated Check
	019947	06/13/17	LRS01 (LIQUID RHINO SCREENPRINTING)		1,656.51	.00	1,656.51	Automatic Generated Check
	019948	06/13/17	MET01 (METROPOLITAN TRANSPORT-)		16,696.05	.00	16,696.05	Automatic Generated Check
	019949	06/13/17	OVE01 (ONE VISION ENTERPRISES)		15,800.00	.00	15,800.00	Automatic Generated Check
	019950	06/13/17	PAC11 (PACIFIC ENVIRONMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	019951	06/13/17	PLE05 (PLEASANTON, CITY OF)		8,368.57	.00	8,368.57	Automatic Generated Check
	019952	06/13/17	PRO02 (PROFESSIONAL ELECTRIC)		210.00	.00	210.00	Automatic Generated Check
	019953	06/13/17	SCF01 (SC FUELS)		29,894.23	.00	29,894.23	Automatic Generated Check
	019954	06/13/17	SDG01 (STEER DAVIES & GLEAVE INC.)		18,857.00	.00	18,857.00	Automatic Generated Check
	019955	06/13/17	SOLO1 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	019956	06/13/17	SVP01 (SILICON VALLEY PAVING INC.)		10,761.80	.00	10,761.80	Automatic Generated Check
	019957	06/13/17	TEL01 (TPx COMMUNICATIONS)		1,961.87	.00	1,961.87	Automatic Generated Check
	019958	06/13/17	TIC01 (JAMARI ARNETT)		14.00	.00	14.00	Automatic Generated Check
	019959	06/13/17	TX128 (KATHY HANDEL)		30.60	.00	30.60	Automatic Generated Check
	019960	06/13/17	TX133 (SAROJA IYER)		102.00	.00	102.00	Automatic Generated Check
	019961	06/13/17	TX172 (SUDHA KULKARNI)		10.84	.00	10.84	Automatic Generated Check
	019962	06/13/17	TX174 (MOLLIE BYRD)		214.08	.00	214.08	Automatic Generated Check
	019963	06/13/17	TX176 (TERA BRINGHURST)		119.64	.00	119.64	Automatic Generated Check
	019964	06/13/17	VOM01 (VOMELA SPECIALTY COMPANY)		4,280.31	.00	4,280.31	Automatic Generated Check
	019965	06/30/17	A&M01 (LEO LAM INC)		3,471.42	.00	3,471.42	Automatic Generated Check
	019966	06/30/17	AIM01 (AIM TO PLEASE JANITORIAL SER		2,629.00	.00	2,629.00	Automatic Generated Check
	019967	06/30/17	AME02 (APTA)		20,304.00	.00	20,304.00	Automatic Generated Check
	019968	06/30/17	ATT02 (AT&T)		682.62	.00	682.62	Automatic Generated Check
	019969	06/30/17	CAL13 (CALIFORNIA TRANSIT)		214.93	.00	214.93	Automatic Generated Check
	019970	06/30/17	CAS01 (LAVTA)		180.24	.00	180.24	Automatic Generated Check
	019971	06/30/17	CIT06 (CITY OF LIVERMORE SEWER)		191.66	.00	191.66	Automatic Generated Check
	019972	06/30/17	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	019973	06/30/17	CUB01 (CUBIC TRANSPORTATION SYSTEMS		6,000.00	.00	6,000.00	Automatic Generated Check
	019974	06/30/17	DAI01 (ALLIANT INSURANCE SERVICE)		20,717.69	.00	20,717.69	Automatic Generated Check
	019975	06/30/17	DAI02 (ALLIANT INSURANCE SERVICES/P		3,730.68	.00	3,730.68	Automatic Generated Check
	019976	06/30/17	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	019977	06/30/17	DES02 (DESIGNFLAIR LLC)		187.50	.00	187.50	Automatic Generated Check
	019978	06/30/17	DIR01 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	019979	06/30/17	ELB01 (ELB US INC.)		8,192.67	.00	8,192.67	Automatic Generated Check
	019980	06/30/17	FED01 (FedEx)		47.11	.00	47.11	Automatic Generated Check
	019981	06/30/17	HAN01 (HANSON BRIDGETT MARCUS)		6,020.50	.00	6,020.50	Automatic Generated Check
	019982	06/30/17	JTH01 (J. THAYER COMPANY)		134.77	.00	134.77	Automatic Generated Check
	019983	06/30/17	KIM02 (KIMLEY-HORN AND ASSOC, INC)		33,196.00	.00	33,196.00	Automatic Generated Check
	019984	06/30/17	KKI01 (ALPHA MEDIA LLC)		7,790.00	.00	7,790.00	Automatic Generated Check
	019985	06/30/17	LIV04 (LIVERMORE CHAMBER)		425.00	.00	425.00	Automatic Generated Check
	019986	06/30/17	LIV01 (LIVERMORE SANITATION INC)		2,317.45	.00	2,317.45	Automatic Generated Check
	019987	06/30/17	LYF01 (LYFT, INC)		1,217.72	.00	1,217.72	Automatic Generated Check
	019988	06/30/17	MAZ01 (MAZE & ASSOCIATES)		6,000.00	.00	6,000.00	Automatic Generated Check
	019989	06/30/17	MET01 (METROPOLITAN TRANSPORT-)		11,164.60	.00	11,164.60	Automatic Generated Check
	019990	06/30/17	MRR01 (MR. ROOTER PLUMBING OF SOLAN		697.06	.00	697.06	Automatic Generated Check
	019991	06/30/17	OFF01 (OFFICE DEPOT)		120.16	.00	120.16	Automatic Generated Check
	019992	06/30/17	OVE01 (ONE VISION ENTERPRISES)		5,200.00	.00	5,200.00	Automatic Generated Check
	019993	06/30/17	PAC16 (PACIFIC COAST TRANE)		510.00	.00	510.00	Automatic Generated Check
	019994	06/30/17	PAV01 (PAVLOV ADVERTISING LLC)		3,911.25	.00	3,911.25	Automatic Generated Check
	019995	06/30/17	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	019996	06/30/17	PRO02 (PROFESSIONAL ELECTRIC)		1,449.00	.00	1,449.00	Automatic Generated Check
	019997	06/30/17	RHT01 (PRIME MECHANICAL SERVICE INC		2,791.41	.00	2,791.41	Automatic Generated Check
	019998	06/30/17	SCF01 (SC FUELS)		29,235.20	.00	29,235.20	Automatic Generated Check
	019999	06/30/17	SHA02 (SHAMROCK OFFICE SOLUTIONS)		25.39	.00	25.39	Automatic Generated Check
	020000	06/30/17	SOD01 (SQUARED OFF DESIGNS)		373.45	.00	373.45	Automatic Generated Check
	020001	06/30/17	SPR01 (SPRINTER CTP, INC)		1,607.75	.00	1,607.75	Automatic Generated Check
	020002	06/30/17	TRA12 (TRAPEZE SOFTWARE GROUP)		134,029.00	.00	134,029.00	Automatic Generated Check
	020003	06/30/17	TX136 (VIRGINIA REID)		105.14	.00	105.14	Automatic Generated Check
	020004	06/30/17	TX162 (SANDRA LANGLOTZ)		407.81	.00	407.81	Automatic Generated Check
	020005	06/30/17	TX180 (SONJA BEN-DOR)		25.93	.00	25.93	Automatic Generated Check
	020006	06/30/17	TX181 (TERESA ROBERTSON)		551.62	.00	551.62	Automatic Generated Check
	020007	06/30/17	WAL01 (WALKER HYDRAULICS INC)		881.72	.00	881.72	Automatic Generated Check
	020008	06/30/17	WES02 (WESTERN PACIFIC SIGNAL, LLC)		316,953.38	.00	316,953.38	Automatic Generated Check
	020009	06/30/17	TX169 (SARAH SARGAZI)		26.35	.00	26.35	Automatic Generated Check
Total for Bank Account 105 ----->					1,978,750.16	.00	1,978,750.16	
Grand Total of all Bank Accounts ----->					1,978,750.16	.00	1,978,750.16	

REPORT.: Jul 12 17 Wednesday
 RUN....: Jul 12 17 Time: 16:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 06-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	A&M01 (LEO LAM INC)	137295	05/30/17	06/29/17	A	2394.39	A&M01, 137295, PO #6209 TIMETABLES & BROCHUR
		138003	06/26/17	07/26/17	A	1077.03	A&M01, 138003, PO #6258 TIMETABLES & BROCHUR
		Vendor's Total ----->				3471.42	
06-17	AIM01 (AIM TO PLEASE JANITORIAL SE21-MAY-17		06/02/17	07/02/17	A	2022.91	AIM01, MAY-17 MONTHLY JANITORIAL SERVICE
	22-JUN-17		06/30/17	07/30/17	A	2629.00	AIM01, JUN-17 MONTHLY JANITORIAL SERVICE
		Vendor's Total ----->				4651.91	
06-17	AME02 (APTA)	297014	06/15/17	07/15/17	A	20304.00	AME02, 297014, FY18 MEMBERSHIP REF #1033
06-17	AME06 (AMERICAN FIDELITY ASSURANCE FSA06-17H		05/02/17	06/01/17	A	1174.98	AME06, JUN-17 FLEXIBLE SPENDING ACCT
	SUPP05-17H		05/22/17	06/21/17	A	296.90	AME06, MAY-17 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				1471.88	
06-17	ATT02 (AT&T)	9675545	05/13/17	06/12/17	A	376.95	ATT02, 9675545, PAYER #9391035694, 4/13-5/12
		9814175	06/13/17	07/13/17	A	682.62	ATT02, 9814175, PAYER #9391035694 5/13-6/12/
		Vendor's Total ----->				1059.57	
06-17	ATT03 (AT&T)	509736308	05/19/17	06/18/17	A	957.12	ATT03, 3509736308, MAY-17 INTERNET PRI
06-17	AVI01 (AMADOR VALLEY INDUSTRIES)	622970	05/31/17	06/30/17	A	341.71	AVI01, 622970, MAY-17 GARBAGE PICK UP SERVIC
06-17	BAN03 (BANKCARD CENTER)	APR-2017H	04/28/17	05/28/17	A	5199.43	BAN03, APR-17 CC STATEMENT
		MAY-2017H	05/28/17	06/27/17	A	8417.41	BAN03, MAY-17 CC STATEMENT
		Vendor's Total ----->				13616.84	
06-17	BEN03 (JOSHUA BENNETT)	5-30-17MV	06/02/17	07/02/17	A	45.00	BEN03, 5/30/17 ED OFFICE MOVE
06-17	BID01 (DON BIDDLE)	JUN-2017H	06/30/17	07/30/17	A	200.00	BID01, JUN-17 BOD STIPEND
06-17	BRO03 (KARLA SUE BROWN)	JUN-2017H	06/30/17	07/30/17	A	200.00	BRO03, JUN-17 BOD STIPEND
06-17	CAL04 (CALIFORNIA WATER SERVICE)	198051717H	05/17/17	06/16/17	A	182.88	CAL04, 01986555555, BUS WASH 4/19-5/16/17
		257053117H	05/31/17	06/30/17	A	64.28	CAL04, 25755555555, TC FIRE 6/1-6/30/17
		361060117H	06/01/17	07/01/17	A	45.40	CAL04, 36165555555, TC WATER 4/29-5/31/17
		461060117H	06/01/17	07/01/17	A	66.10	CAL04, 46165555555, TC IRRG. 4/29-5/31/17
		475053117H	05/31/17	06/30/17	A	85.71	CAL04, 47555555555, MOA FIRE 6/1-6/30/17
		575053117H	05/31/17	06/30/17	A	85.71	CAL04, 57555555555, MOA SEWER 4/18-5/16/17
		909051717H	05/17/17	06/16/17	A	489.52	CAL04, 90986555555, MOA WATER 4/19-5/16/17
		Vendor's Total ----->				1019.60	
06-17	CAL13 (CALIFORNIA TRANSIT)	312017MAY	05/31/17	06/30/17	A	214.93	CAL13, 31-2017-MAY, INSURANCE CLAIMS
06-17	CAL15 (CALTRONICS BUSINESS SYS)	2283736H	06/08/17	07/08/17	A	694.32	CAL15, 2283736, BIZHHUB THRU 6/7/17
06-17	CAS01 (LAVTA)	6-30-17	06/30/17	07/30/17	A	180.24	CAS01, 6/30/17 PETTY CASH REPLENISH
06-17	CHR02 (RONDAL MEUSER)	10712	05/25/17	06/24/17	A	65.55	CHR02, 10712, PO #6212 BUSINESS CARDS FOR C.
06-17	CIT06 (CITY OF LIVERMORE SEWER)	BW051617	05/16/17	06/15/17	A	48.27	CIT06, 138143-00, BUS WASH 4/18-5/16/17
		BW062017	06/20/17	07/20/17	A	48.27	CIT06, 138143-00, BUS WASH 5/16-6/20/17
		TC061317	06/13/17	07/13/17	A	43.88	CIT06, 133389-00, TRANSIT CENTER 5/9-6/13/17
		MOA051617	05/16/17	06/15/17	A	131.61	CIT06, 133294-00, MOA SEWER 4/18-5/16/17
		MOA062017	06/20/17	07/20/17	A	99.51	CIT06, 133294-00, MOA SEWER 5/16-6/20/17
		Vendor's Total ----->				371.54	
06-17	COO03 (BOB COOMBER)	JUN-2017H	06/30/17	07/30/17	A	200.00	COO03, JUN-17 BOD STIPEND
06-17	COR01 (CORBIN WILLITS SYSTEMS)	B705151	05/15/17	06/14/17	A	239.45	COR01, B705151, MAY-17 SERVICE
		B706151	06/15/17	07/15/17	A	239.45	COR01, B706151, JUN-17 SERVICE
		Vendor's Total ----->				478.90	
06-17	CUB01 (CUBIC TRANSPORTATION SYSTEM	22931	06/22/17	07/22/17	A	6000.00	CUB01, 22931, PO #6269 PRE-LOAD CLIPPER CARD

REPORT.: Jul 12 17 Wednesday
 RUN....: Jul 12 17 Time: 16:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 06-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	DAI01 (ALLIANT INSURANCE SERVICE)	2040483	06/05/17	07/05/17	A	20717.69	DAI01, 2040483, FY18 ALL RISK LIABILITY INSU
06-17	DAI02 (ALLIANT INSURANCE SERVICES/	652794	06/30/17	07/30/17	A	3730.68	DAI02, 652794, FY18 POLLUTION LIABILITY INSU
06-17	DAY02 (DAY & NIGHT PEST CONTROL)	124333	06/01/17	07/01/17	A	218.00	DAY02, 124333, 5/19/17 RUTAN SERVICE
06-17	DEL05 (ALLIED ADMIN/DELTA DENTAL)	JUN-2017H	05/25/17	06/24/17	A	2294.02	DEL05, JUN-17 DENTAL INSURANCE
06-17	DES02 (DESIGNFLAIR LLC)	15287	06/23/17	07/23/17	A	187.50	DES02, 15287, PO #6193 WHEELS LOGO REDESIGN
06-17	DIR01 (DIRECT TV)	614429488	06/11/17	07/11/17	A	14.00	DIR01, JUN-17 SERVICE
06-17	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20170602H	06/09/17	07/09/17	A	38905.82	DIR02, PR DIRECT DEPOSIT 5/20-6/2/17
		20170616H	06/23/17	07/23/17	A	38527.32	DIR02, PR DIRECT DEPOSIT 6/3-6/16/17
		Vendor's Total ----->				77433.14	
06-17	EDW03 (CONNER EDWARDS)	5-30-17MV	06/02/17	07/02/17	A	60.00	EDW03, 5/30/17 ED OFFICE MOVE
06-17	EFT01 (ELECTRONIC FUND TRASFERS)	20170602H	06/07/17	07/07/17	A	7782.50	EFT01, FEDERAL TAXES 5/20-6/2/17
		20170616H	06/21/17	07/21/17	A	7763.86	EFT01, FEDERAL TAXES 6/3-6/16/17
		20170531FH	05/31/17	06/30/17	A	105.10	EFT01, FEDERAL TAXES 5/20-5/31/17 JESSE G. F
		Vendor's Total ----->				15651.46	
06-17	ELB01 (ELB US INC.)	USINV4479	06/23/17	07/23/17	A	8192.67	ELB01, USINV004479, PO #6244 DISPLAY FOR ED
06-17	EME01 (EMERALD LANDSCAPE CO INC)	296896	05/19/17	06/18/17	A	400.00	EME01, 296896, PO #6238 RUTAN FACILITY IRRG.
		297351	06/01/17	07/01/17	A	1190.00	EME01, 297351, JUN-17 LANDSCAPING SERVICE
		Vendor's Total ----->				1590.00	
06-17	EMP01 (EMPLOYMENT DEVEL DEPT)	20170602H	06/07/17	07/07/17	A	2762.70	EMP01, STATE TAXES 5/20-6/2/17
		20170616H	06/21/17	07/21/17	A	2760.70	EMP01, STATE TAXES 6/3-6/16/17
		20170531FH	05/31/17	06/30/17	A	4.61	EMP01, STATE TAXES 5/20-5/31/17 JESSE G. FIN
		Vendor's Total ----->				5528.01	
06-17	FED01 (FedEx)	580728468	05/19/17	06/18/17	A	9.41	FED01, 580728468, MAY-17 STATEMENT
		583668246	06/16/17	07/16/17	A	47.11	FED01, JUN-17 STATEMENT
		Vendor's Total ----->				56.52	
06-17	FRE01 (FREMONT RUBBER STAMP CO)	155351	06/09/17	07/09/17	A	133.87	FRE01, 155351, PO #6231 ENGRAVED NAME PLATES
06-17	GEN05 (GENFARE)	90119218	05/21/17	06/20/17	A	45.90	GEN05, 90119218, PO #6215 GFI REPLACEMENT KE
		90119323	05/23/17	06/22/17	A	29.83	GEN05, 90119323, PO #6215 GFI REPLACEMENT KE
		Vendor's Total ----->				75.73	
06-17	HAG01 (SCOTT HAGGERTY)	JUN-2017H	06/30/17	07/30/17	A	100.00	HAG01, JUN-17 BOD STIPEND
06-17	HAN01 (HANSON BRIDGETT MARCUS)	1190802	05/30/17	06/29/17	A	944.00	HAN01, 1190802, APR-17 CONTRACT LEGAL FEES
		1190803	05/30/17	06/29/17	A	5076.50	HAN01, 1190803, APR-17 ADMIN LEGAL FEES
		Vendor's Total ----->				6020.50	
06-17	HAU01 (DAVID HAUBERT)	JUN-2017H	06/30/17	07/30/17	A	100.00	HAU01, JUN-17 BOD STIPEND
06-17	JTH01 (J. THAYER COMPANY)	1146793-0	05/24/17	06/23/17	A	134.77	JTH01, 1146793-0, 5/24/17 PRINTING PAPER
		1153794-0	06/16/17	07/16/17	A	134.77	JTH01, 1153794-0, 6/16/17 PRINTING PAPER
		Vendor's Total ----->				269.54	
06-17	KIM02 (KIMLEY-HORN AND ASSOC, INC)	9195106	04/30/17	05/30/17	A	3316.00	KIM02, 9195106, PO #6172 LAVTA BUS STOP IMPR
		9460616	05/31/17	06/30/17	A	33196.00	KIM02, 9460616, PO #6172 LAVTA BUS STOP IMPR
		Vendor's Total ----->				36512.00	
06-17	KKI01 (ALPHA MEDIA LLC)	170585348	05/31/17	06/30/17	A	1190.00	KKI01, IN-1170585348, 5/1-5/7/17 EASY PASS L

REPORT.: Jul 12 17 Wednesday
 RUN....: Jul 12 17 Time: 16:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 06-17

PAGE: 003
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	KKI01 (ALPHA MEDIA LLC)	170585354	05/31/17	06/30/17	A	3850.00	KKI01, IN-1170585354, GO DUBLIN & 580X ADS
		170685521	06/11/17	07/11/17	A	2750.00	KKI01, IN-1170685521, GO DUBLIN ADS 6/1-6/9/
		Vendor's Total ----->				7790.00	
06-17	KOF01 (KOFF & ASSOCIATES)	3840	06/03/17	07/03/17	A	750.00	KOF01, 3840, PO #6108 COMP STUDY 2017 #3
06-17	KUL01 (KADRI KULM)	JUN-17PERH	06/29/17	07/29/17	A	192.00	KUL01, JUN-17 PER DIEM MTM ADA PARATRANSIT A
06-17	L&D01 (L&D PRINTING INC)	46577	06/06/17	07/06/17	A	238.17	L&D01, 46577, PO #6210 SHELTER BOARDS
06-17	LIV04 (LIVERMORE CHAMBER)	12923	06/08/17	07/08/17	A	425.00	LIV04, 12923, FY18 MEMBERSHIP FEE-MICHAEL TR
06-17	LIV10 (LIVERMORE SANITATION INC)	878934	05/31/17	06/30/17	A	2317.45	LIV10, 878934, MAY-17 GARBAGE SERVICE RUTAN
06-17	LRS01 (LIQUID RHINO SCREENPRINTING	1733	04/03/17	05/03/17	A	1656.51	LRS01, 1733, PO #6137 LPC T-SHIRTS FOR PROMO
06-17	LYF01 (LYFT, INC)	5794	05/31/17	06/30/17	A	70.44	LYF01, 5794, MAY-17 CODE: GODUBLIN MAY
		5795	05/31/17	06/30/17	A	98.03	LYF01, 5795, MAY-17 CODE: GODUBLIN4 MAY
		5799	05/31/17	06/30/17	A	1049.25	LYF01, 5799, MAY-17 CODE: GODUBLIN5 MAY
		Vendor's Total ----->				1217.72	
06-17	MAZ01 (MAZE & ASSOCIATES)	24838	06/26/17	07/26/17	A	6000.00	MAZ01, 24838, FY17 AUDIT WORK IN MAY-17
06-17	MCC01 (TONY McCAULAY)	JUN-2017H	06/29/17	07/29/17	A	64.62	MCC01, JUN-17 EXPENSE REIMBURSE
06-17	MER01 (MERCHANT SERVICES)	TC053117H	06/01/17	07/01/17	A	104.86	MER01, MAY-17 TC CC FEES
		MOA053117H	06/01/17	07/01/17	A	142.48	MER01, MAY-17 MOA CC FEES
		Vendor's Total ----->				247.34	
06-17	MET01 (METROPOLITAN TRANSPORT-)	AR013144	02/13/17	03/15/17	A	6304.55	MET01, AR013144, DEC-16 CLIPPER FEES
		AR013498	06/07/17	07/07/17	A	10391.50	MET01, AR013498, APR-17 CLIPPER FEES
		AR013562	06/22/17	07/22/17	A	11164.60	MET01, AR013562, MAY-17 CLIPPER FEES
		Vendor's Total ----->				27860.65	
06-17	MRR02 (MR. ROOTER PLUMBING OF SOLA	60831	05/15/17	06/14/17	A	697.06	MRR02, 60831, PO #6248 REPAIR LEAKY TOILET-D
06-17	MTM01 (MEDICAL TRANSPORTATION MANA	APR-2017H	05/10/17	06/09/17	A	114913.45	MTM01, APR-17 MONTHLY SERVICE
		MTM112091H	06/13/17	07/13/17	A	6254.50	MTM01, MTM-112091 5/19-6/6/17
		MTM112092H	06/29/17	07/29/17	A	5138.00	MTM01, MTM-112092 6/7-6/20/17
		Vendor's Total ----->				126305.95	
06-17	MUT01 (MUTUAL OF OMAHA)	JUN-2017H	05/15/17	06/14/17	A	1079.21	MUT01, JUN-17 LIFE & LTD INSURANCE
06-17	MVT01 (MV TRANSPORTATION, INC.)	75757H	05/10/17	06/09/17	A	35198.03	MVT01, 75757, APR-17 FIXED ROUTE SERVICE
		76224H	06/02/17	07/02/17	A	337810.88	MVT01, 76224, JUN-17 1ST INSTALL PAYMENT
		76225H	06/02/17	07/02/17	A	337810.88	MVT01, 76225, JUN-17 2ND INSTALL PAYMENT
		Vendor's Total ----->				710819.79	
06-17	NAV01 (CHRISTY NAVARRO)	MAY-2017H	06/05/17	07/05/17	A	59.36	NAV01, MAY-17 EXPENSE REIMBURSE
06-17	OFF01 (OFFICE DEPOT)	904537001	06/09/17	07/09/17	A	120.16	OFF01, 934904537001. 6/9/17 OFFICE SUPPLIES
06-17	OVE01 (ONE VISION ENERPRISES)	APR-2017	04/30/17	05/30/17	A	15800.00	OVE01, APR-17 ARRWG EXECUTIVE CONSULTANT
		MAY-2017	05/31/17	06/30/17	A	5200.00	OVE01, MAY-17 ARRWG EXECUTIVE CONSULTANT
		Vendor's Total ----->				21000.00	
06-17	PAC01 (AT&T)	ATT050717H	05/07/17	06/06/17	A	32.94	PAC01,ACCT #232-351-6260, CONTRACTOR FIRE 5/
		ATT051117H	05/11/17	06/10/17	A	350.45	PAC01,ACCT #436-951-0106, ATLANTIS T1 5/11-6
		ATT051317H	05/13/17	06/12/17	A	157.76	PAC01,ACCT #925-243-9029, ATLANTIS ALARM 5/1
		Vendor's Total ----->				541.15	
06-17	PAC02 (PACIFIC GAS AND ELECTRIC)	580060117H	06/01/17	07/01/17	A	7998.61	PAC02, 5809326332-3, MOA ELECTRIC 5/2-5/31/1

REPORT.: Jul 12 17 Wednesday
 RUN....: Jul 12 17 Time: 16:33
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 06-17

PAGE: 004
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	PAC02 (PACIFIC GAS AND ELECTRIC)	606053117H	05/31/17	06/30/17	A	1583.76	PAC02, 6062256368-6, ATLANTIS 4/29-5/30/17
		726052217H	05/22/17	06/21/17	A	536.08	PAC02, 7264840356-5, RAPID BUS STOP 4/21-5/2
		900053117H	05/14/17	06/13/17	A	562.50	PAC02, 9007202117-4, MOA GAS 4/14-5/12/17
		980051517H	05/15/17	06/14/17	A	548.97	PAC02, 9800031052-8, TRANSIT CENTER 4/14-5/1
	Vendor's Total					11229.92	
06-17	PAC11 (PACIFIC ENVIROMENTAL SERV)	1111	06/01/17	07/01/17	A	120.00	PAC11, 1111, MAY-17 RUTAN MONTHLY SERVICE
		1112	06/01/17	07/01/17	A	120.00	PAC11, 1112, MAY-17 ATLANTIS MONTHLY SERVICE
	Vendor's Total					240.00	
06-17	PAC16 (PACIFIC COAST TRANE)	S84867	05/31/17	06/30/17	A	510.00	PAC16, S84867, PO #6253 DIAGNOSIS OF HVAC-RU
06-17	PAV01 (PAVLOV ADVERTISING LLC)	3145	05/30/17	06/29/17	A	1800.00	PAV01, 3145, PO #6074 580X SPRING CAMPAIGN
		3154	05/31/17	06/30/17	A	853.75	PAV01, 3154, PO #6211 ALAMEDA CTY FAIR WEB S
		3155	05/31/17	06/30/17	A	627.50	PAV01, 3155, PO #6194 DEPOT RELOCATION WEB S
		3156	05/31/17	06/30/17	A	630.00	PAV01, 3156, PO #6169 RTE 52 TIMETABLES DESI
	Vendor's Total					3911.25	
06-17	PEN01 (JERRY PENTIN)	JUN-2017H	06/30/17	07/30/17	A	100.00	PEN01, JUN-17 BOD STIPEND
06-17	PER01 (PERS)	20170602CH	06/07/17	07/07/17	A	3764.64	PER01, PERS CLASSIC CONTRIBUTION 5/20-6/2/17
		20170602NH	06/07/17	07/07/17	A	3647.94	PER01, PERS NEW CONTRIBUTION 5/20-6/2/17
		20170616CH	06/21/17	07/21/17	A	3752.00	PER01, PERS CLASSIC CONTRIBUTIONS 6/3-6/16/1
		20170616NH	06/21/17	07/21/17	A	3641.61	PER01, PERS NEW CONTRIBUTION 6/3-6/16/17
	Vendor's Total					14806.19	
06-17	PER03 (CAL PUB EMP RETIRE SYSTM)	JUN-2017H	05/15/17	06/14/17	A	36508.12	PER03, JUN-17 HEALTH INSURANCE
06-17	PER04 (CALPERS RETIREMENT SYSTEM)	20170602H	06/07/17	07/07/17	A	789.72	PER04, PERS 457 CONTRIBUTIONS 5/20-6/2/17
		20170616H	06/21/17	07/21/17	A	868.32	PER04, PERS 457 CONTRIBUTIONS 6/3-6/16/17
	Vendor's Total					1658.04	
06-17	PLA02 (PLANETERIA MEDIA LLC)	14797	06/15/17	07/15/17	A	325.00	PLA02, 14797, PO #6216 WEB HOSTING JUN-17
06-17	PLE05 (PLEASANTON, CITY OF)	299	05/24/17	06/23/17	A	8368.57	PLE05, 299, MAR-17 PARATRANSIT ASSESSMENT
06-17	PRO02 (PROFESSIONAL ELECTRIC)	1826	06/04/17	07/04/17	A	210.00	PRO02, 1826, PO #6254 REPAIR A/C MAIN DISCON
		1827	06/04/17	07/04/17	A	1449.00	PRO02, 1827, PO #6255 REPLACE 480 VOLT 3 PHA
	Vendor's Total					1659.00	
06-17	RHT01 (PRIME MECHANICAL SERVICE IN	10479	05/17/17	06/16/17	A	11809.00	RHT01, 10479, PO #6202 UNIT #1 COMPRESSOR RE
		10520	05/17/17	06/16/17	A	1975.80	RHT01, 10520, PO #6239 BATHROOM EXHAUST FAN-
		10615	05/30/17	06/29/17	A	815.61	RHT01, 10615, PO #6252 HVAC DUCT REPAIR-RUTA
	Vendor's Total					14600.41	
06-17	RUS01 (MATTEO RUSSO)	5-30-17MV	06/02/17	07/02/17	A	60.00	RUS01, 5/30/17 ED OFFICE MOVE
06-17	SCF01 (SC FUELS)	3321819	05/12/17	06/11/17	A	14406.34	SCF01, 3321819, 5/12/17 FUEL DELIVERY
		3327041	05/20/17	06/19/17	A	15447.66	SCF01, 3327041, 5/20/17 FUEL DELIVERY
		3331176	05/25/17	06/24/17	A	15487.89	SCF01, 3331176, 5/25/17 FUEL DELIVERY
		3346975	06/02/17	07/02/17	A	14864.75	SCF01, 3346975, 6/2/17 FUEL DELIVERY
		3348832	06/19/17	07/19/17	A	14370.45	SCF01, 3348832, 6/19/17 FUEL DELIVERY
	Vendor's Total					74577.09	
06-17	SDG01 (STEER DAVIES & GLEAVE INC.)	5620043	05/16/17	06/15/17	A	18857.00	SDG01, 5620043, 2016-16 INDIVIDUALIZED MARKE
06-17	SHA02 (SHAMROCK OFFICE SOLUTIONS)	301125	05/22/17	06/21/17	A	264.87	SHA02, 301125, PO #6237 ANNUAL MAINT TC PRIN
		302779	05/26/17	06/25/17	A	25.39	SHA02, 302779, FRONT DESK PRINTER 4/30-5/30/
	Vendor's Total					290.26	
06-17	SHA03 (JOHN SHAUGHNESSY)	5-30-17MV	06/02/17	07/02/17	A	45.00	SHA03, 5/30/17 ED OFFICE MOVE
06-17	SHE05 (SHELL)	JUN-2017H	06/05/17	07/05/17	A	101.93	SHE05, JUN-17 CC STATEMENT

REPORT.: Jul 12 17 Wednesday
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LAVTA
 Month End Payable Activity Report
 Prior Period Report for 06-17

PAGE: 005
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	SOD01 (SQUARED OFF DESIGNS)	67270	06/28/17	07/28/17	A	373.45	SOD01, 67270, PO #6259 BAY SIGNS FOR TC
06-17	SOL01 (SOLUTIONS FOR TRANSIT)	17-0605LA	06/05/17	07/05/17	A	2083.33	SOL01, 17-0605LAVTA, MAY-17 CLIPPER ANALYSIS
06-17	SPE04 (STEVEN G. SPEDOWFSKI)	JUN-2017H	06/30/17	07/30/17	A	300.00	SPE04, JUN-17 BOD STIPEND
06-17	SPR01 (SPRINTER CTP, INC)	3202	06/05/17	07/05/17	A	1607.75	SPR01, 3202, PO #6249 EBV REPLENISH 5K
06-17	STA01 (STATE COMPENSATION FUND)	JUN-2017H	05/22/17	06/21/17	A	1720.50	STA01, JUN-17 WORKER'S COMP PREMIUM
06-17	STA13 (STAPLES CREDIT PLAN)	JUN-2017H	06/08/17	07/08/17	A	1049.71	STA13, JUN-17 STATEMENT
06-17	STF01 (ST. FRANCIS ELECTRIC)	17-067401	04/30/17	05/30/17	A	133315.00	STF01, 17-067401, ADAPTIVE SIGNAL CONTROL-EL
06-17	SVP01 (SILICON VALLEY PAVING INC.)	99007140	06/01/17	07/01/17	A	10761.80	SVP01, 99007140, 2016-17 LAVTA PARKING LOT R
06-17	TAX07 (ASMA SYEDA)	6-11-17H	06/29/17	07/29/17	A	10.84	TAX07, PARATAXI REIMBURSE 6/11/17
06-17	TAX14 (KAREN ADAMS)	0508-0512H	06/02/17	07/02/17	A	24.01	TAX14, PARATAXI REIMBURSE 5/8-5/12/17
		0517-0605H	06/13/17	07/13/17	A	63.01	TAX14, PARATAXI REIMBURSE 5/17-6/5/17
	Vendor's Total ----->					87.02	
06-17	TAX32 (SUE TSANG)	0319-0426H	06/13/17	07/13/17	A	400.00	TAX32, PARATAXI REIMBURSE 3/19-4/26/17
06-17	TAX67 (CHRISTEL RAGER)	0501-0518H	06/13/17	07/13/17	A	200.00	TAX67, PARATAXI REIMBURSE 5/1-5/18/17
06-17	TAX72 (JUSTIN HART)	0504-0531H	06/13/17	07/13/17	A	144.50	TAX72, PARATAXI REIMBURSE 5/4-5/31/17
06-17	TAX91 (VIVIAN MARIE MILLER)	0430-0522H	06/02/17	07/02/17	A	153.21	TAX91, PARATAXI REIMBURSE 4/30-5/22/17
		0521-0608H	06/13/17	07/13/17	A	114.11	TAX91, PARATAXI REIMBURSE 5/21-6/8/17
		0607-0622H	06/29/17	07/29/17	A	146.20	TAX91, PARATAXI REIMBURSE 6/7-6/22/17
	Vendor's Total ----->					413.52	
06-17	TAX96 (THOMAS R. LEONARD)	0323-0601H	06/13/17	07/13/17	A	97.11	TAX96, PARATAXI REIMBURSE 3/23-6/1/17
		0605-0614H	06/29/17	07/29/17	A	84.58	TAX96, PARATAXI REIMBURSE 6/5-6/14/17
	Vendor's Total ----->					181.69	
06-17	TCG01 (THE CREATIVE GROUP)	48370619	05/16/17	06/15/17	A	1516.80	TCG01, 48370619, PO #6177 TEMP STAFF W/E 5/1
		48400096	05/22/17	06/21/17	A	1213.44	TCG01, 48400096, PO #6177 TEMP STAFF W/E 5/1
	Vendor's Total ----->					2730.24	
06-17	TEL01 (TPx COMMUNICATIONS)	911048670	05/31/17	06/30/17	A	1961.87	TEL01, 91104867-0, 6/1-6/30/17
06-17	TIC01 (JAMARI ARNETT)	5-30-17RT	06/02/17	07/02/17	A	3.00	TIC01, 5/30/17 RTC FEE REFUND
		6-9-17DAR	06/09/17	07/09/17	A	14.00	TIC01, 6/9/17 DAR REFUND-JAMARI ARNETT
	Vendor's Total ----->					17.00	
06-17	TRA12 (TRAPEZE SOFTWARE GROUP)	MA0000455	05/17/17	06/16/17	A	124586.00	TRA12, MA0000000455, TRANSIT MASTER SOFTWARE
		TPMAG2252	04/28/17	05/28/17	A	18985.00	TRA12, TPMAG02252, TRAPEZE FX-LITE FY 2018
		TPMAG2253	04/28/17	05/28/17	A	10005.00	TRA12, TPMAG02253, TRAPEZE FX-MON FY 2018
		TPMAG2307	05/28/17	06/27/17	A	9443.00	TRA12, TPMAG02307, PO #5585 FY18 GTFS STATIC
	Vendor's Total ----->					163019.00	
06-17	TX113 (RODGER RAGER)	0519-0531H	06/13/17	07/13/17	A	200.00	TX113, PARATAXI REIMBURSE 5/19-5/31/17
06-17	TX123 (OLGA PRINZ)	0515-0609H	06/13/17	07/13/17	A	97.54	TX123, PARATAXI REIMBURSE 5/15-6/9/17
06-17	TX128 (KATHY HANDEL)	0422-0430	06/13/17	07/13/17	A	30.60	TX128, PARATAXI REIMBURSE 4/22-4/30/17
06-17	TX133 (SAROJA IYER)	0510-0605	06/13/17	07/13/17	A	102.00	TX133, PARATAXI REIMBURSE 5/10-6/5/17

PAGE: 006
ID #: PY-AC
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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
06-17	TX136 (VIRGINIA REID)	0512-0601	06/29/17	07/29/17	A	105.14	TX136, PARATAXI REIMBURSE 5/12-6/1/17
06-17	TX137 (HIMATLAL R MEHTA)	0507-0522H	06/02/17	07/02/17	A	95.25	TX137, PARATAXI REIMBURSE 5/7-5/22/17
06-17	TX138 (SUSAN ZAPPE)	0505-0510	06/02/17	07/02/17	A	28.26	TX138, PARATAXI REIMBURSE 5/5-5/10/17
06-17	TX161 (JYOTSNA MEHTA)	0508-0520H	06/02/17	07/02/17	A	43.78	TX161, PARATAXI REIMBURSE 5/8-5/20/17
06-17	TX162 (SANDRA LANGLOTZ)	0318-0531	06/29/17	07/29/17	A	407.81	TX162, PARATAXI REIMBURSE 3/18-5/31/17
06-17	TX169 (SARAH SARGAZI)	0217-0315u 217-315RP	07/07/17 06/30/17	/ / 07/30/17	A	26.35-Ck# 019829 Reversed 26.35	TX169, PARATAXI REIMBURSE 2/17-3/15/17
			Vendor's Total	----->		.00	
06-17	TX172 (SUDHA KULKARNI)	6-2-17	06/13/17	07/13/17	A	10.84	TX172, PARATAXI REIMBURSE 6/2/17
06-17	TX174 (MOLLIE BYRD)	0426-0519 0524-0609	06/02/17 06/13/17	07/02/17 07/13/17	A A	146.28 214.08	TX174, PARATAXI REIMBURSE 4/26-5/19/17 TX174, PARATAXI REIMBURSE 5/24-6/9/17
			Vendor's Total	----->		360.36	
06-17	TX176 (TERA BRINGHURST)	0418-0602	06/13/17	07/13/17	A	119.64	TX176, PARATAXI REIMBURSE 4/18-6/2/17
06-17	TX177 (MARILYN LANE)	0503-0607H	06/13/17	07/13/17	A	91.38	TX177, PARATAXI REIMBURSE 5/3-6/7/17
06-17	TX179 (ERIN UBER)	1103-0514	06/02/17	07/02/17	A	69.54	TX179, PARATAXI REIMBURSE 11/3-5/14/17
06-17	TX180 (SONJA BEN-DOR)	0324-0514	06/29/17	07/29/17	A	25.93	TX180, PARATAXI REIMBURSE 3/24-5/14/17
06-17	TX181 (TERESA ROBERTSON)	0602-0614	06/29/17	07/29/17	A	551.62	TX181, PARATAXI REIMBURSE 6/2/16-6/14/17
06-17	VER01 (VERIZON WIRELESS)	786271876H	05/23/17	06/22/17	A	1328.03	VER01, 9786271876, CELL & WIFI SERVICE 4/23-
06-17	VOM01 (VOMELA SPECIALTY COMPANY)	5439586	05/31/17	06/30/17	A	4280.31	VOM01, 5439586, PO #6230 LAVTA USA GRAPHIC
06-17	VSP01 (VSP)	JUN-2017H	05/19/17	06/18/17	A	543.50	VSP01, JUN-17 VISION INSURANCE
06-17	WAL01 (WALKER HYDRAULICS INC)	031898	06/04/17	07/04/17	A	881.72	WAL01, 031898, PO #6251 SERVICE CALL-SEAL &
06-17	WEG01 (CHRISTY WEGENER)	JUN-2017H MAY-2017H	06/29/17 06/02/17	07/29/17 07/02/17	A A	102.45 284.08	WEG01, JUN-17 TRAVEL REIMBURSE WEG01, MAY-17 TRAVEL REIMBURSE
			Vendor's Total	----->		386.53	
06-17	WES02 (WESTERN PACIFIC SIGNAL, LLC	23790 23791 23886	05/31/17 05/31/17 06/22/17	06/30/17 06/30/17 07/22/17	A A A	10800.00 36653.38 269500.00	WES02, 23790, RFP 2016-05 ADAPTIVE SIGNAL CO WES02, 23791, RFP 2016-05 ADAPTIVE SIGNAL CO WES02, 23886, RFP 2016-05 ADAPTIVE SIGNAL CO
			Vendor's Total	----->		316953.38	
			Total of Purchases	->		1978750.16	

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for July 2017

FROM: Tamara Edwards, Finance and Grants Manager

DATE: September 11, 2017

Action Requested

Review and approve the LAVTA Treasurer's Report for July 2017.

Discussion

Cash accounts:

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

General checking account activity (105):

Beginning balance July 1, 2017	\$5,493,525.03
Payments made	\$1,868,049.13
Deposits made	\$376,342.93
Ending balance July 31, 2017	\$4,001,818.83

Farebox account activity (106):

Beginning balance July 1, 2017	\$172,274.44
Deposits made	\$75,747.55
Ending balance July 31, 2017	\$248,021.99

LAIF investment account activity (135):

Beginning balance July 1, 2017	\$665,407.62
Q4 Fy 17 Interest	\$1,525.81
Ending balance July 31, 2017	\$666,933.43

Operating Expenditures Summary:

As this is the first month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 8.3%. The agency is at 9.59% overall, however this is due to the payments that LAVTA makes at the beginning of the year for annual service such as liability insurance.

Operating Revenues Summary:

While expenses are at 9.59%, revenues are at 1.2%, however, LAVTA has adequate reserves to ensure a healthy cash balance until FY 18 revenues are received.

Recommendation

The Finance and Administration Committee recommends approval of the July 2017 Treasurer's Report.

Attachments:

1. July 2017 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
July 31, 2017**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	4,001,819	
106 CASH - FIXED ROUTE ACCOUNT	248,022	
107 Clipper Cash	530,977	
120 ACCOUNTS RECEIVABLE	(198,353)	
135 INVESTMENTS - LAIF	663,882	
150 PREPAID EXPENSES	(20,742)	
160 OPEB ASSET	430,453	
165 DEFFERED OUTFLOW-Pension Related	132,890	
170 INVESTMENTS HELD AT CALTIP	0	
111 NET PROPERTY COSTS	42,245,608	
TOTAL ASSETS		48,034,996

LIABILITIES:

205 ACCOUNTS PAYABLE	91,792	
211 PRE-PAID REVENUE	1,630,291	
21101 Clipper to be distributed	376,803	
22000 FEDERAL INCOME TAXES PAYABLE	70	
22010 STATE INCOME TAX	(10)	
22020 FICA MEDICARE	67	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(331)	
22030 SDI TAXES PAYABLE	4	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	285	
22090 WORKERS' COMPENSATION PAYABLE	5,074	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	634,007	
23104 Deferred Inflow- Pension Related	103,992	
23103 INSURANCE CLAIMS PAYABLE	53,792	
23102 UNEMPLOYMENT RESERVE	12,028	
TOTAL LIABILITIES		2,907,865

FUND BALANCE:

301 FUND RESERVE	8,716,200	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	39,460,703	
30401 SALE OF BUSES & EQUIPMENT	55,390	
FUND BALANCE	(3,105,162)	
TOTAL FUND BALANCE		45,127,131
TOTAL LIABILITIES & FUND BALANCE		48,034,996

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
July 31, 2017**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,473,687	63,055	63,055	1,410,632	4.3%
4020000	Business Park Revenues	203,170	0	0	203,170	0.0%
4020500	Special Contract Fares	399,028	141,542	141,542	257,486	35.5%
4020500	Special Contract Fares - Paratransit	42,000	0	0	42,000	0.0%
4010200	Paratransit Passenger Fares	203,000	10,247	10,247	192,753	5.0%
4060100	Concessions	50,972	45	45	50,927	0.1%
4060300	Advertising Revenue	90,000	0	0	90,000	0.0%
4070400	Miscellaneous Revenue-Interest	6,000	0	0	6,000	0.0%
4070300	Non transportation revenue	56,400	0	0	56,400	100.0%
4090100	Local Transportation revenue (TFCA RTE B	479,000	0	0	479,000	100.0%
4099100	TDA Article 4.0 - Fixed Route	9,778,570	0	0	9,778,570	0.0%
4099500	TDA Article 4.0-BART	98,995	0	0	98,995	0.0%
4099200	TDA Article 4.5 - Paratransit	133,864	0	0	133,864	0.0%
4099600	Bridge Toll- RM2, RM1	913,836	0	0	913,836	0.0%
4110100	STA Funds-Paratransit	56,773	0	0	56,773	0.0%
4110500	STA Funds- Fixed Route BART	591,679	0	0	591,679	0.0%
4110100	STA Funds-pop	592,225	0	0	592,225	0.0%
4110100	STA Funds- rev	173,758	0	0	173,758	0.0%
4110100	STA Funds- Lifeline	-	0	0	-	#DIV/0!
4130000	FTA Section 5307 Preventative Maint.	444,777	0	0	444,777	100.0%
4130000	FTA Section 5307 ADA Paratransit	342,169	0	0	342,169	0.0%
4130000	FTA TPI	104,000	0	0	104,000	100.0%
4130000	FTA JARC and NF	-	0	0	-	#DIV/0!
4130000	FTA 5311	-	0	0	-	#DIV/0!
4640500	Measure B Gap		0	0	-	100.0%
4640500	Measure B Express Bus	100,000	0	0	100,000	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	905,892	0	0	905,892	0.0%
4640100	Measure B Paratransit Funds-Paratransit	170,441	0	0	170,441	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	670,032	0	0	670,032	0.0%
4640200	Measure BB Paratransit Funds-Paratransit	285,657	0	0	285,657	0.0%
TOTAL REVENUE		18,365,925	214,889	214,889	18,151,036	1.2%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
July 31, 2017**

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,362,014	\$125,065	\$125,065	\$1,236,949	9.18%
502 00	Personnel Benefits	\$942,989	\$117,092	\$117,092	\$825,897	12.42%
503 00	Professional Services	\$936,878	\$600	\$600	\$936,278	0.06%
503 05	Non-Vehicle Maintenance	\$636,214	\$166,925	\$166,925	\$469,289	26.24%
503 99	Communications	\$9,500	\$97	\$97	\$9,403	1.02%
504 01	Fuel and Lubricants	\$1,174,700	\$27,448	\$27,448	\$1,147,252	2.34%
504 03	Non contracted vehicle maintenance	\$19,550	\$0	\$0	\$19,550	0.00%
504 99	Office/Operating Supplies	\$28,700	\$3,315	\$3,315	\$25,385	11.55%
504 99	Printing	\$54,500	\$0	\$0	\$54,500	0.00%
505 00	Utilities	\$276,000	\$3,438	\$3,438	\$272,562	1.25%
506 00	Insurance	\$637,238	\$435,441	\$435,441	\$201,797	68.33%
507 99	Taxes and Fees	\$302,000	\$2,483	\$2,483	\$299,517	0.82%
508 01	Purchased Transportation Fixed Route	\$9,338,719	\$720,660	\$720,660	\$8,618,310	7.72%
2-508 02	Purchased Transportation Paratransit	\$1,994,500	\$136,261	\$136,261	\$1,858,239	6.83%
508 03	Purchased Transportation WOD	\$75,000	\$0	\$0	\$75,000	0.00%
509 00	Miscellaneous	\$434,323	\$20,746	\$20,746	\$413,577	4.78%
509 02	Professional Development	\$38,100	\$52	\$52	\$38,048	0.14%
509 08	Advertising	\$95,000	\$55	\$55	\$94,945	0.06%
TOTAL		\$18,355,925	\$1,759,678	\$1,759,678	\$16,596,499	9.59%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
July 31, 2017

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
REVENUE DETAILS						
4090594	TDA (office and facility equip)	100,000	0	0	100,000	0.00%
4090194	TDA Shop repairs and replacement	85,000	0	0	85,000	0.00%
4091794	Bus stop improvements	212,461	0	0	212,461	0.00%
4092394	TDA Bus replacement	2,738,770	0	0	2,738,770	0.00%
4090994	TDA IT Upgrades and Replacements	35,000	0	0	35,000	0.00%
4090794	TDA Transit Center Improvements	273,493	0	0	273,493	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	30,000	0	0	30,000	0.00%
4091294	TDA Doolan Tower Upgrade	10,000	0	0	10,000	0.00%
4090894	TDA TPI	66,000	0	0	66,000	0.00%
4092194	TDA Rebranding bus wrap	175,000	0	0	175,000	0.00%
4091594	TDA Farebox upgrade	101,758	0	0	101,758	0.00%
4090394	TDA Non revenue vehicle replacement	144,800	0	0	144,800	0.00%
4092396	Bridge Tolls Bus Replacement	535,578	0	0	535,578	0.00%
4091701	CTC CIP Shelters	1,600,000	0	0	1,600,000	0.00%
409xx01	TVTC TSP	1,140,000	0	0	1,140,000	0.00%
4111700	PTMISEA Shelters and Stops	117,539	0	0	117,539	0.00%
41124	Prob 1B Security upgrades	36,696	0	0	36,696	0.00%
41114	Prop 1B Wifi	36,696	0	0	36,696	0.00%
41107	PTMISEA Transit Center Improvements	126,507	0	0	126,507	0.00%
41105	PTMISEA Office improvements	177,390	0	0	177,390	0.00%
41308	TPI	504,564	0	0	504,564	0.00%
41315	FTA Farebox upgrade	398,242	0	0	398,242	0.00%
41304	FTA BRT	300,000	0	0	300,000	0.00%
41303	FTA non revenue vehicle upgrade	367,200	0	0	367,200	0.00%
41323	FTA Bus replacements	12,312,300	0	0	12,312,300	0.00%
TOTAL REVENUE		21,724,994	-	-	21,724,994	0.00%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)
FOR THE PERIOD ENDING:
July 31, 2017

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550107	Shop Repairs and replacement	85,000	0	0	85,000	0.00%
5550207	New MOA Facility (Satelite Facility)	-	0	0	0	#DIV/0!
5550307	Non revenue vehicle replacement	512,000	0	0	512,000	0.00%
5550407	BRT	-	0	0	0	#DIV/0!
5550507	Office and Facility Equipment	277,390	0	0	277,390	0.00%
5550607	511 Integration	-	0	0	0	#DIV/0!
	TSP upgrade	1,140,000	0	0	1,140,000	0.00%
5550807	Dublin TPI project	570,564	0	0	570,564	0.00%
5550907	IT Upgrades and replacement	35,000	0	0	35,000	0.00%
5551007	Transit Center Upgrades and Improvements	400,000	0	0	400,000	0.00%
5551207	Doolan Tower upgrade	10,000	0	0	10,000	0.00%
5551407	Wifi	36,696	0	0	36,696	0.00%
5551507	Farebox upgrade	500,000	0	0	500,000	0.00%
5551707	Bus Shelters and Stops	2,230,000	0	0	2,230,000	0.00%
5552007	Major component rehab	30,000	0	0	30,000	0.00%
5552107	Rebranding bus wrap	175,000	0	0	175,000	0.00%
5552307	Bus replacement	15,586,648	30,499	30,499	15,556,150	0.20%
5552407	Security upgrades	36,696	0	0	36,696	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		21,724,994	30,499	30,499	21,694,496	0.14%
FUND BALANCE (CAPITAL)		0.00	(30,499)	(30,499)		
FUND BALANCE (CAPTIAL & OPERATING)		0.00	(1,575,036)	(1,575,036)		

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

www.treasurer.ca.gov/pmia-laif/laif.asp

August 15, 2017

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

PMIA Average Monthly Yields

Account Number:

80-01-002

// [Tran Type Definitions](#)

July 2017 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
7/14/2017	7/13/2017	QRD	1541594	SYSTEM	1,525.81

Account Summary

Total Deposit:	1,525.81	Beginning Balance:	662,570.71
Total Withdrawal:	0.00	Ending Balance:	664,096.52

REPORT.: Aug 15 17 Tuesday
RUN....: Aug 15 17 Time: 13:01
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 07-17 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-17	H7537	07/14/17	STA01 (STATE COMPENSATION FUND)		1,720.50	.00	1,720.50	STA01, JULY-17 WORKER'S C
	H7557	07/01/17	AME06 (AMERICAN FIDELITY ASSURANCE		962.48	.00	962.48	AME06, JULY-17 FLEXIBLE S
	H7558	07/01/17	AME06 (AMERICAN FIDELITY ASSURANCE		296.90	.00	296.90	AME06, JUN-17 SUPPLEMENTAL
	H7559	07/01/17	PER03 (CAL PUB EMP RETIRE SYSTM)		40,480.60	.00	40,480.60	PER03, JULY-17 HEALTH INS
	H7560	07/01/17	VSP01 (VSP)		590.04	.00	590.04	VSP01, JULY-17 VISION INS
	H7561	07/01/17	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,669.17	.00	2,669.17	DEL05, JULY-17 DENTAL INS
	H7562	07/01/17	MUT01 (MUTUAL OF OMAHA)		1,189.11	.00	1,189.11	MUT01, JULY-17 LIFE & LTD
	H7563	07/01/17	EFT01 (ELECTRONIC FUND TRANSFERS)		2,678.89	.00	2,678.89	EFT01, FEDERAL TAXES 7/1/
	H7564	07/01/17	EMP01 (EMPLOYMENT DEVEL DEPT)		766.41	.00	766.41	EMP01, STATE TAXES 7/1/20
	H7565	07/05/17	PER01 (PERS)		3,752.00	.00	3,752.00	PER01, PERS CLASSIC CONTR
	H7566	07/05/17	PER04 (CALPERS RETIREMENT SYSTEM)		868.80	.00	868.80	PER04, PERS 457 CONTRIBUT
	H7567	07/05/17	PER01 (PERS)		3,641.61	.00	3,641.61	PER01, PERS NEW CONTRIBUT
	H7568	07/05/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,405.92	.00	7,405.92	EFT01, FEDERAL TAXES 6/17
	H7569	07/05/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,589.41	.00	2,589.41	EMP01, STATE TAXES 6/17-6
	H7570	07/05/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		34,860.30	.00	34,860.30	DIR02, PR DIRECT DEPOSIT
	H7571	07/01/17	MER01 (MERCHANT SERVICES)		123.90	.00	123.90	MER01, JUN-17 MOA CC FEES
	H7572	07/01/17	MER01 (MERCHANT SERVICES)		128.33	.00	128.33	MER01, JUN-17 TC CC FEES
	H7573	07/10/17	MVT01 (MV TRANSPORTATION, INC.)		79,252.26	.00	79,252.26	MVT01, MAY-17 FIXED ROUTE
	H7574	07/10/17	MTM01 (MEDICAL TRANSPORTATION MANAG		122,175.30	.00	122,175.30	MTM01, MAY-17 MONTHLY SER
	H7575	07/14/17	INT05 (INTERSTATE OIL COMPANY)		14,024.15	.00	14,024.15	INT05, D437381-IN, 6/9/17
	H7576	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		543.43	.00	543.43	CAL04, 9098655555, MOA WA
	H7577	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		64.28	.00	64.28	CAL04, 2575555555, TC FIR
	H7578	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 5755555555, CONTRA
	H7579	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 4755555555, MOA FI
	H7580	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		708.41	.00	708.41	CAL04, 0198655555, BUS WA
	H7581	07/14/17	MTM01 (MEDICAL TRANSPORTATION MANAG		4,301.50	.00	4,301.50	MTM01, MTM-112093 6/21-7/
	H7582	07/14/17	PAC01 (AT&T)		350.45	.00	350.45	PAC01, ACCT #436-951-0106
	H7583	07/14/17	PAC01 (AT&T)		157.77	.00	157.77	PAC01, ACCT #925-243-9029
	H7584	07/14/17	PAC01 (AT&T)		32.94	.00	32.94	PAC01, ACCT #232-351-6260
	H7585	07/14/17	PAC02 (PACIFIC GAS AND ELECTRIC)		9,495.29	.00	9,495.29	PAC02, 5809326332-3, MOA
	H7586	07/14/17	PAC02 (PACIFIC GAS AND ELECTRIC)		1,405.56	.00	1,405.56	PAC02, 6062256368-6, ATLA
	H7587	07/14/17	PAC02 (PACIFIC GAS AND ELECTRIC)		131.23	.00	131.23	PAC02, 7649646868-7, DOOL
	H7588	07/14/17	PAC02 (PACIFIC GAS AND ELECTRIC)		498.60	.00	498.60	PAC02, 9007202117-4, MOA
	H7589	07/14/17	PAC02 (PACIFIC GAS AND ELECTRIC)		515.79	.00	515.79	PAC02, 9800031052-8, TRAN
	H7590	07/14/17	VER01 (VERIZON WIRELESS)		1,327.86	.00	1,327.86	VER01, 9788004534, CELL &
	H7591	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		429.93	.00	429.93	CAL04, 4616555555, TC IRR
	H7592	07/14/17	CAL04 (CALIFORNIA WATER SERVICE)		45.40	.00	45.40	CAL04, 3616555555, TC WAT
	H7593	07/14/17	EMP01 (EMPLOYMENT DEVEL DEPT)		1,672.00	.00	1,672.00	EMP01, 1ST QTR 2017 UNEMP
	H7594	07/14/17	MVT01 (MV TRANSPORTATION, INC.)		347,235.80	.00	347,235.80	MVT01, JULY-17 1ST INSTAL
	H7595	07/14/17	TAX72 (JUSTIN HART)		158.53	.00	158.53	TAX72, PARATAXI REIMBURSE
	H7596	07/14/17	TX143 (KIM BRETOI)		199.71	.00	199.71	TX143, PARATAXI REIMBURSE
	H7597	07/14/17	TX177 (MARILYN LANE)		81.60	.00	81.60	TX177, PARATAXI REIMBURSE
	H7598	07/14/17	TX113 (RODGER RAGER)		120.70	.00	120.70	TX113, PARATAXI REIMBURSE
	H7599	07/14/17	TAX67 (CHRISTEL RAGER)		197.65	.00	197.65	TAX67, PARATAXI REIMBURSE
	H7600	07/14/17	TAX32 (SUE TSANG)		200.00	.00	200.00	TAX32, PARATAXI REIMBURSE
	H7601	07/14/17	TX161 (JYOTSNA MEHTA)		76.31	.00	76.31	TX161, PARATAXI REIMBURSE
	H7602	07/28/17	QUE01 (QUENCH)		81.94	.00	81.94	QUE01, 2367429, PO #6310
	H7603	07/28/17	STA01 (STATE COMPENSATION FUND)		1,720.50	.00	1,720.50	STA01, AUG-17 WORKER'S CO
	H7604	07/28/17	STA13 (STAPLES CREDIT PLAN)		309.88	.00	309.88	STA13, JULY-17 CC STATEME
	H7605	07/28/17	MVT01 (MV TRANSPORTATION, INC.)		347,235.80	.00	347,235.80	MVT01, 76766, JULY-17 2ND
	H7606	07/28/17	STA05 (STATE BOARD OF EQUAL)		1,047.64	.00	1,047.64	STA05, 2017 2ND QTR EXEMP
	H7607	07/28/17	STA04 (STATE BOARD OF)		2,012.48	.00	2,012.48	STA04, 2ND QTR 2017 STORA
	H7608	07/28/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,744.00	.00	35,744.00	DIR02, PR DIRECT DEPOSIT
	H7609	07/21/17	PER01 (PERS)		3,704.48	.00	3,704.48	PER01, PERS NEW CONTRIBUT
	H7610	07/21/17	PER01 (PERS)		3,095.02	.00	3,095.02	PER01, PERS CLASSIC CONTR
	H7611	07/21/17	PER04 (CALPERS RETIREMENT SYSTEM)		887.13	.00	887.13	PER04, PERS 457 CONTRIBUT
	H7612	07/21/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,688.26	.00	2,688.26	EMP01, STATE TAXES 7/1-7/
	H7613	07/21/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,805.18	.00	7,805.18	EFT01, FEDERAL TAXES 7/1-
	H7614	07/28/17	WEG01 (CHRISTY WEGENER)		51.59	.00	51.59	WEG01, JULY-17 TRAVEL REI
	H7615	07/28/17	YEA01 (JENNIFER YEAMANS)		17.46	.00	17.46	YEA01, JULY-17 EXPENSE RE
	H7616	07/28/17	SHE05 (SHELL)		31.66	.00	31.66	SHE05, JULY-17 CC STATEME
	H7617	07/28/17	MTM01 (MEDICAL TRANSPORTATION MANAG		6,772.50	.00	6,772.50	MTM01, MTM-112094 7/6-7/2
	H7618	07/28/17	TAX91 (VIVIAN MARIE MILLER)		155.55	.00	155.55	TAX91, PARATAXI REIMBURSE
	H7619	07/28/17	TX123 (OLGA PRINZ)		91.16	.00	91.16	TX123, PARATAXI REIMBURSE
	H7620	07/28/17	TAX99 (SAEED TIRMIZI)		96.26	.00	96.26	TAX99, PARATAXI REIMBURSE
	H7621	07/28/17	TAX76 (MARY ANN HANDZUS)		198.10	.00	198.10	TAX76, PARATAXI REIMBURSE
	H7622	07/31/17	CAL15 (CALTRONICS BUSINESS SYS)		640.30	.00	640.30	CAL15, 2303817, BIZHUB JU
	H7623	07/31/17	CAL15 (CALTRONICS BUSINESS SYS)		71.92	.00	71.92	CAL15, 2306837, PO #6291
	H7624	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		55.92	.00	55.92	CIT07, 139361-00, ATLANTI
	H7625	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		43.88	.00	43.88	CIT07, 139399-00, ATLANTI
	H7626	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		137.55	.00	137.55	CIT07, 139388-00, BUS WAS
	H7627	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H7628	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		567.65	.00	567.65	CIT07, 138431-00, ATLANTI
	H7629	07/28/17	CIT07 (CITY OF LIVERMORE - WATER)		135.95	.00	135.95	CIT07, 138430-01, ATLANTI
	H7630	07/28/17	PAC02 (PACIFIC GAS AND ELECTRIC)		509.83	.00	509.83	PAC02, 7264840356-5, RAPI
	H7631	07/28/17	EFT01 (ELECTRONIC FUND TRANSFERS)		.07	.00	.07	EFT01, 2ND QTR FEDERAL TA
	H7632	07/31/17	SOL01 (SOLUTIONS FOR TRANSIT)		(2,000.00)	.00	(2,000.00)	SOL01, MAR-17 CLIPPER ANA
	H7633	07/31/17	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,419.07	.00	2,419.07	DEL05, AUG-17 DENTAL INSU
	H7634	07/31/17	PER03 (CAL PUB EMP RETIRE SYSTM)		38,502.04	.00	38,502.04	PER03, AUG-17 HEALTH INSU
	H7635	07/31/17	BID01 (DON BIDDLE)		100.00	.00	100.00	BID01, JULY-17 BOD STIPEN
	H7636	07/31/17	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, JULY-17 BOD STIPEN
	H7637	07/31/17	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, JULY-17 BOD STIPEN
	H7638	07/31/17	SPE04 (STEVEN G. SPEDOWFSKI)		200.00	.00	200.00	SPE04, JULY-17 BOD STIPEN
	H7639	07/31/17	COO03 (BOB COOMBER)		100.00	.00	100.00	COO03, JULY-17 BOD STIPEN
	H7640	07/31/17	EMP01 (EMPLOYMENT DEVEL DEPT)		6,300.00	.00	6,300.00	EMP01, 2ND QTR 2017 UNEMP
	H7641	07/31/17	PER01 (PERS)		37,626.00	.00	37,626.00	PER01, FY 2017 UNFUNDED A
	H7642	07/31/17	PER01 (PERS)		836.00	.00	836.00	PER01, FY 2017 UNFUNDED AC
020010	07/14/17	ATT03 (AT&T)			957.12	.00	957.12	Automatic Generated Check
020011	07/14/17	BAY03 (BAY AREA NEWS GROUP)			69.30	.00	69.30	Automatic Generated Check
020012	07/14/17	CAL05 (CALTEST LABS)			885.40	.00	885.40	Automatic Generated Check
020013	07/14/17	CAL12 (CALTIP INSURANCE)			493,191.00	.00	493,191.00	Automatic Generated Check

REPORT.: Aug 15 17 Tuesday
 RUN....: Aug 15 17 Time: 13:01
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 07-17 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-17	020014	07/14/17	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	020015	07/14/17	DES03 (DESOTO CAB COMPANY)		628.50	.00	628.50	Automatic Generated Check
	020016	07/14/17	EME01 (EMERALD LANDSCAPE CO INC)		1,190.00	.00	1,190.00	Automatic Generated Check
	020017	07/14/17	KKI01 (ALPHA MEDIA LLC)		4,520.00	.00	4,520.00	Automatic Generated Check
	020018	07/14/17	LIV10 (LIVERMORE SANITATION INC)		2,317.45	.00	2,317.45	Automatic Generated Check
	020019	07/14/17	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	020020	07/14/17	SCF01 (SC FUELS)		27,496.88	.00	27,496.88	Automatic Generated Check
	020021	07/14/17	SHA02 (SHAMROCK OFFICE SOLUTIONS)		27.22	.00	27.22	Automatic Generated Check
	020022	07/14/17	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	020023	07/14/17	SPO01 (SPORTWORKS NORTHWEST, INC)		30,498.50	.00	30,498.50	Automatic Generated Check
	020024	07/14/17	TEL01 (TPx COMMUNICATIONS)		1,963.20	.00	1,963.20	Automatic Generated Check
	020025	07/14/17	TX133 (SAROJA IYER)		59.50	.00	59.50	Automatic Generated Check
	020026	07/14/17	TX138 (SUSAN ZAPPE)		30.39	.00	30.39	Automatic Generated Check
	020027	07/14/17	TX139 (ROBERT MONAGHAN)		387.55	.00	387.55	Automatic Generated Check
	020028	07/14/17	TX169 (SARAH SARGAZI)		9.35	.00	9.35	Automatic Generated Check
	020029	07/14/17	TX182 (SUSAN DAILEY)		17.00	.00	17.00	Automatic Generated Check
	020030	07/14/17	URB01 (URBAN SOLAR)		25,400.62	.00	25,400.62	Automatic Generated Check
	020031	07/14/17	UST01 (UST COMPLIANCE TESTING IN)		280.00	.00	280.00	Automatic Generated Check
	020032	07/31/17	ALAO2 (ALANCO EQUIPMENT)		375.00	.00	375.00	Automatic Generated Check
	020033	07/31/17	ART01 (ART'S SECURITY LOCKSMITH)		649.95	.00	649.95	Automatic Generated Check
	020034	07/31/17	ATT02 (AT&T)		377.03	.00	377.03	Automatic Generated Check
	020035	07/31/17	ATT03 (AT&T)		956.57	.00	956.57	Automatic Generated Check
	020036	07/31/17	AVI01 (AMADOR VALLEY INDUSTRIES)		341.71	.00	341.71	Automatic Generated Check
	020037	07/31/17	CAL13 (CALIFORNIA TRANSIT)		345.79	.00	345.79	Automatic Generated Check
	020038	07/31/17	CIT06 (CITY OF LIVERMORE SEWER)		43.88	.00	43.88	Automatic Generated Check
	020039	07/31/17	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	020040	07/31/17	DIR01 (DIRECT TV)		18.25	.00	18.25	Automatic Generated Check
	020041	07/31/17	EME01 (EMERALD LANDSCAPE CO INC)		2,175.00	.00	2,175.00	Automatic Generated Check
	020042	07/31/17	FED01 (FedEx)		97.51	.00	97.51	Automatic Generated Check
	020043	07/31/17	FLU01 (FLUENT LANGUAGE SOLUTIONS)		270.33	.00	270.33	Automatic Generated Check
	020044	07/31/17	HAN01 (HANSON BRIDGETT MARCUS)		3,473.00	.00	3,473.00	Automatic Generated Check
	020045	07/31/17	HOT01 (HOTSY PACIFIC)		2,895.29	.00	2,895.29	Automatic Generated Check
	020046	07/31/17	KKI01 (ALPHA MEDIA LLC)		55.00	.00	55.00	Automatic Generated Check
	020047	07/31/17	LYF01 (LYFT, INC)		2,865.81	.00	2,865.81	Automatic Generated Check
	020048	07/31/17	MET01 (METROPOLITAN TRANSPORT-)		10,413.85	.00	10,413.85	Automatic Generated Check
	020049	07/31/17	OFF01 (OFFICE DEPOT)		193.57	.00	193.57	Automatic Generated Check
	020050	07/31/17	PLE05 (PLEASANTON, CITY OF)		10,828.92	.00	10,828.92	Automatic Generated Check
	020051	07/31/17	PRE03 (PREMIER SECURITY SOLNS CO)		500.00	.00	500.00	Automatic Generated Check
	020052	07/31/17	PRO01 (V.F. MANAGEMENT LTD)		2,740.00	.00	2,740.00	Automatic Generated Check
	020053	07/31/17	PRO02 (PROFESSIONAL ELECTRIC)		1,476.80	.00	1,476.80	Automatic Generated Check
	020054	07/31/17	RHT01 (PRIME MECHANICAL SERVICE INC		3,759.71	.00	3,759.71	Automatic Generated Check
	020055	07/31/17	SCF01 (SC FUELS)		28,272.56	.00	28,272.56	Automatic Generated Check
	020056	07/31/17	SHA02 (SHAMROCK OFFICE SOLUTIONS)		26.34	.00	26.34	Automatic Generated Check
	020057	07/31/17	TIC01 (MARY RESNICK)		80.00	.00	80.00	Automatic Generated Check
	020058	07/31/17	TX106 (SAROJA IYER)		45.50	.00	45.50	Automatic Generated Check
	020059	07/31/17	TX162 (SANDRA LANGLOTZ)		139.88	.00	139.88	Automatic Generated Check
	020060	07/31/17	TX174 (MOLLIE BYRD)		71.43	.00	71.43	Automatic Generated Check
	020061	07/31/17	YES01 (YESCO LLC)		3,604.37	.00	3,604.37	Automatic Generated Check
	020062	07/31/17	SOL01 (SOLUTIONS FOR TRANSIT)		2,000.00	.00	2,000.00	Automatic Generated Check
Total for Bank Account 105 ----->					1,862,320.47	.00	1,862,320.47	
Grand Total of all Bank Accounts ----->					1,862,320.47	.00	1,862,320.47	

REPORT.: Aug 15 17 Tuesday
 RUN....: Aug 15 17 Time: 13:02
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 07-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-17	ALA02 (ALANCO EQUIPMENT)	12120	07/24/17	08/23/17	A	375.00	ALA02, 12120, PO #6301 TIRE MACHINE DIGANOST
07-17	AME06 (AMERICAN FIDELITY ASSURANCE)	FSA07-17H	06/08/17	07/08/17	A	962.48	AME06, JULY-17 FLEXIBLE SPENDING ACCT
		SUPP06-17H	06/01/17	07/01/17	A	296.90	AME06, JUN-17 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				1259.38	
07-17	ART01 (ART'S SECURITY LOCKSMITH)	77526	06/28/17	07/28/17	A	649.95	ART01, 77526, PO #6309 TRANSIT CENTER KEYS-R
07-17	ATT02 (AT&T)	9951431	07/13/17	08/12/17	A	377.03	ATT02, 9951431, PAYER #9391035694 6/13-7/12/
07-17	ATT03 (AT&T)	059387300	07/19/17	08/18/17	A	956.57	ATT03, 5059387300, JULY-17 INTERNET PRI
		772507304	06/19/17	07/19/17	A	957.12	ATT03, 772507304, JUN-17 INTERNET PRI
		Vendor's Total ----->				1913.69	
07-17	AVI01 (AMADOR VALLEY INDUSTRIES)	623786	06/30/17	07/30/17	A	341.71	AVI01, 623786, JUN-17 GARBAGE PICK UP SERVIC
07-17	BAY03 (BAY AREA NEWS GROUP)	1062010	06/30/17	07/30/17	A	69.30	BAY03, 1062010, PO #6240 PUBLIC NOTICE LAVTA
07-17	BID01 (DON BIDDLE)	JULY-2017H	07/31/17	08/30/17	A	100.00	BID01, JULY-17 BOD STIPEND
07-17	BRO03 (KARLA SUE BROWN)	JULY-2017H	07/31/17	08/30/17	A	100.00	BRO03, JULY-17 BOD STIPEND
07-17	CAL04 (CALIFORNIA WATER SERVICE)	198061917H	06/19/17	07/19/17	A	708.41	CAL04, 01986555555, BUS WASH 5/17-6/16/17
		257062917H	06/29/17	07/29/17	A	64.28	CAL04, 25755555555, TC FIRE 7/1-7/31/17
		361063017H	06/30/17	07/30/17	A	45.40	CAL04, 36165555555, TC WATER 6/1-6/29/17
		461063017H	06/30/17	07/30/17	A	429.93	CAL04, 46165555555, TC IRRG. 6/1-6/29/17
		475062917H	06/29/17	07/29/17	A	85.71	CAL04, 47555555555, MOA FIRE 7/1-7/31/17
		575062917H	06/29/17	07/29/17	A	85.71	CAL04, 57555555555, CONTRACTOR FIRE 7/1-7/31/17
		909061917H	06/19/17	07/19/17	A	543.43	CAL04, 90986555555, MOA WATER 5/17-6/16/17
		Vendor's Total ----->				1962.87	
07-17	CAL05 (CALTEST LABS)	574480	06/29/17	07/29/17	A	885.40	CAL05, 574480, 2017 ANNUAL MANHOLE TEST
07-17	CAL12 (CALTIP INSURANCE)	CAL17-18	07/01/17	07/31/17	A	493191.00	CAL12, FY18 LIABILITY INSURANCE
07-17	CAL13 (CALIFORNIA TRANSIT)	312017JUN	06/30/17	07/30/17	A	345.79	CAL13, JUN-17 INSURANCE CLAIMS
07-17	CAL15 (CALTRONICS BUSINESS SYS)	2303817H	07/10/17	08/09/17	A	640.30	CAL15, 2303817, BIZHUB JUN-16
		2306837H	07/13/17	08/12/17	A	71.92	CAL15, 2306837, PO #6291 STAPLES FOR BIZHUB
		Vendor's Total ----->				712.22	
07-17	CIT06 (CITY OF LIVERMORE SEWER)	TC071117	07/11/17	08/10/17	A	43.88	CIT06, 133389-00, TRANSIT CENTER 6/13-7/11/1
07-17	CIT07 (CITY OF LIVERMORE - WATER)	361062017H	06/20/17	07/20/17	A	55.92	CIT07, 139361-00, ATLANTIS SEWER 5/16-6/20/1
		388062017H	06/20/17	07/20/17	A	137.55	CIT07, 139388-00, BUS WASH 5/16-6/20/17
		399062017H	06/20/17	07/20/17	A	43.88	CIT07, 139399-00, ATLANTIS SEWER 5/16-6/20/1
		430062017H	06/20/17	07/20/17	A	135.95	CIT07, 138430-01, ATLANTIS INDOOR 6/16-6/20/1
		431062017H	06/20/17	07/20/17	A	567.65	CIT07, 138431-00, ATLANTIS IRRG. 5/16-6/20/1
		432062017H	06/20/17	07/20/17	A	26.65	CIT07, 138432-00, ATLANTIS FIRE 5/16-6/20/17
		Vendor's Total ----->				967.60	
07-17	COO03 (BOB COOMBER)	JULY-2017H	07/31/17	08/30/17	A	100.00	COO03, JULY-17 BOD STIPEND
07-17	COR01 (CORBIN WILLITS SYSTEMS)	B707151	07/15/17	08/14/17	A	239.45	COR01, B707151, JULY-17 SERVICE
07-17	DAY02 (DAY & NIGHT PEST CONTROL)	125467	06/23/17	07/23/17	A	218.00	DAY02, 125467, 6/23/17 RUTAN SERVICE
07-17	DEL05 (ALLIED ADMIN/DELTA DENTAL)	AUG-2017H	07/31/17	08/30/17	A	2419.07	DEL05, AUG-17 DENTAL INSURANCE
		JULY-2017H	06/25/17	07/25/17	A	2669.17	DEL05, JULY-17 DENTAL INSURANCE
		Vendor's Total ----->				5088.24	
07-17	DES03 (DESOTO CAB COMPANY)	DEC-MAY17	06/01/17	07/01/17	A	628.50	DES03, DEC-16 THRU MAY-17 DESOTO-GO DUBLIN

REPORT.: Aug 15 17 Tuesday
 RUN....: Aug 15 17 Time: 13:02
 Run By.: Daniel Zepeda

LAVITA
 Month End Payable Activity Report
 Prior Period Report for 07-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-17	DIR01 (DIRECT TV)	857081518	07/11/17	08/10/17	A	18.25	DIR01, 31857081518, JULY-17 SERVICE
07-17	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20170630H	07/05/17	08/04/17	A	34860.30	DIR02, PR DIRECT DEPOSIT 6/17-6/30/17
		20170714H	07/21/17	08/20/17	A	35744.00	DIR02, PR DIRECT DEPOSIT 7/1-7/14/17
		Vendor's Total ----->				70604.30	
07-17	EFT01 (ELECTRONIC FUND TRANFERS)	20170630H	07/05/17	08/04/17	A	7405.92	EFT01, FEDERAL TAXES 6/17-6/30/17
		20170701H	07/01/17	07/31/17	A	2678.89	EFT01, FEDERAL TAXES 7/1/2017
		20170714H	07/21/17	08/20/17	A	7805.18	EFT01, FEDERAL TAXES 7/1-7/14/17
		20170630TH	06/30/17	07/30/17	A	.07	EFT01, 2ND QTR FEDERAL TAXES
		Vendor's Total ----->				17890.06	
07-17	EME01 (EMERALD LANDSCAPE CO INC)	298541	07/01/17	07/31/17	A	1190.00	EME01, 298541, JULY-17 LANDSCAPING SERVICE
		298872	06/20/17	07/20/17	A	675.00	EME01, 298872, PO #6305 ATLANTIS IRRG. REPAI
		299246	07/14/17	08/13/17	A	1500.00	EME01, 299246, PO #6306 TC IRRG. REPAIRS 7/1
		Vendor's Total ----->				3365.00	
07-17	EMP01 (EMPLOYMENT DEVEL DEPT)	20170630H	07/05/17	08/04/17	A	2589.41	EMP01, STATE TAXES 6/17-6/30/17
		20170701H	07/01/17	07/31/17	A	766.41	EMP01, STATE TAXES 7/1/2017
		20170714H	07/21/17	08/20/17	A	2688.26	EMP01, STATE TAXES 7/1-7/14/17
		2NDQTR'17H	07/24/17	08/23/17	A	6300.00	EMP01, 2ND QTR 2017 UNEMPLOYMENT-DENNIS MOCH
		QRT1ST'17H	04/24/17	05/24/17	A	1672.00	EMP01, 1ST QTR 2017 UNEMPLOYMENT-DENNIS MOCH
		Vendor's Total ----->				14016.08	
07-17	FED01 (FedEx)	587200432	07/21/17	08/20/17	A	97.51	FED01, 587200432, JULY-17 STATEMENT
07-17	FLU01 (FLUENT LANGUAGE SOLUTIONS)	39967	06/30/17	07/30/17	A	270.33	FLU01, 39967, PO #6234 6/9/17 ON SITE INTERP
07-17	HAN01 (HANSON BRIDGETT MARCUS)	1192738	06/29/17	07/29/17	A	252.00	HAN01, 1192738, MAY-17 CONTRACT LEGAL FEES
		1192739	06/29/17	07/29/17	A	3221.00	HAN01, MAY-17 ADMIN LEGAL FEES
		Vendor's Total ----->				3473.00	
07-17	HOT01 (HOTSYPACIFIC)	54326	05/22/17	06/21/17	A	455.00	HOT01, 54326, PO #6317 DIAGNOSIS RUTAN BUS W
		54387	05/30/17	06/29/17	A	797.25	HOT01, 54387, PO #6318 REPAIR RUTAN BUS WASH
		54776	06/26/17	07/26/17	A	1643.04	HOT01, 54776, PO #6303 PRESSURE PUMP REPLACE
		Vendor's Total ----->				2895.29	
07-17	INT05 (INTERSTATE OIL COMPANY)	D437381INH	06/09/17	07/09/17	A	14024.15	INT05, D437381-IN, 6/9/17 FUEL DELIVERY
07-17	KKI01 (ALPHA MEDIA LLC)	170685870	06/30/17	07/30/17	A	4520.00	KKI01, IN-1170685870, 6/12-6/30/17 COUNTY FA
		170785902	07/02/17	08/01/17	A	55.00	KKI01, IN-1170785902, 7/1/17 COUNTY FAIR 201
		Vendor's Total ----->				4575.00	
07-17	LIV10 (LIVERMORE SANITATION INC)	881099	06/30/17	07/30/17	A	2317.45	LIV10, 881099, JUN-17 GARBAGE SERVICE RUTAN
07-17	LYF01 (LYFT, INC)	5787	05/31/17	06/30/17	A	18.61	LYF01, 5787, APR-17 CODE: GODUBLIN 3
		5791	05/31/17	06/30/17	A	500.77	LYF01, 5791, APR-17 CODE: GODUBLIN
		5793	05/31/17	06/30/17	A	28.32	LYF01, 5793, APR-17 CODE: GODUBLIN 31
		5798	05/31/17	06/30/17	A	1249.32	LYF01, 5798, APR-17 CODE: GODUBLIN 4
		6469	06/30/17	07/30/17	A	939.06	LYF01, 6469, JUN-17 CODE: GODUBLIN 6
		6471	06/30/17	07/30/17	A	118.03	LYF01, 6471, JUN-17 CODE: GODUBLIN 5
		6475	06/30/17	07/30/17	A	11.70	LYF01, 6475, JUN-17 CODE: GODUBLIN
		Vendor's Total ----->				2865.81	
07-17	MER01 (MERCHANT SERVICES)	TC063017H	07/01/17	07/31/17	A	128.33	MER01, JUN-17 TC CC FEES
		MOA063017H	07/01/17	07/31/17	A	123.90	MER01, JUN-17 MOA CC FEES
		Vendor's Total ----->				252.23	
07-17	MET01 (METROPOLITAN TRANSPORT-)	AR014022	06/30/17	07/30/17	A	10413.85	MET01, AR014022, JUN-17 CLIPPER FEES
07-17	MTM01 (MEDICAL TRANSPORTATION MANA MAY-2017H	06/10/17	07/10/17	A	122175.30	MTM01, MAY-17 MONTHLY SERVICE	
		MTM112093H	07/05/17	08/04/17	A	4301.50	MTM01, MTM-112093 6/21-7/5/17
		MTM112094H	07/28/17	08/27/17	A	6772.50	MTM01, MTM-112094 7/6-7/25/17
		Vendor's Total ----->				133249.30	

REPORT.: Aug 15 17 Tuesday
 RUN....: Aug 15 17 Time: 13:02
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 07-17

PAGE: 003
 ID #: PY-AC
 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-17	MUT01 (MUTUAL OF OMAHA)	JULY-2017H	06/14/17	07/14/17	A	1189.11	MUT01, JULY-17 LIFE & LTD INSURANCE
07-17	MVT01 (MV TRANSPORTATION, INC.)	76765H	07/03/17	08/02/17	A	347235.80	MVT01, JULY-17 1ST INSTALL PAYMENT
		76766H	07/05/17	08/04/17	A	347235.80	MVT01, 76766, JULY-17 2ND INSTALL PAYMENT
		MAY-2017H	07/10/17	08/09/17	A	79252.26	MVT01, MAY-17 FIXED ROUTE SERVICE
		Vendor's Total ----->				773723.86	
07-17	OFF01 (OFFICE DEPOT)	922670001	07/10/17	08/09/17	A	77.41	OFF01, 941922670001, 7/10/17 OFFICE SUPPLIES
		922699001	07/12/17	08/11/17	A	116.16	OFF01, 941922699001, 7/12/17 OFFICE SUPPLIES
		Vendor's Total ----->				193.57	
07-17	PAC01 (AT&T)	ATT060717H	06/07/17	07/07/17	A	32.94	PAC01, ACCT #232-351-6260 CONTRACTOR FIRE 6/
		ATT061117H	06/11/17	07/11/17	A	350.45	PAC01, ACCT #436-951-0106, ATLANTIS T1 6/11-
		ATT061317H	06/13/17	07/13/17	A	157.77	PAC01, ACCT #925-243-9029 ATLANTIS ALARM 6/1
		Vendor's Total ----->				541.16	
07-17	PAC02 (PACIFIC GAS AND ELECTRIC)	580063017H	06/30/17	07/30/17	A	9495.29	PAC02, 5809326332-3, MOA ELECTRIC 6/1-6/29/1
		606062917H	06/29/17	07/29/17	A	1405.56	PAC02, 6062256368-6, ATLANTIS 5/31-6/28/17
		726062117H	06/21/17	07/21/17	A	509.83	PAC02, 7264840356-5, RAPID BUS STOP 5/22-6/2
		764061317H	06/13/17	07/13/17	A	131.23	PAC02, 7649646868-7, DOOLAN TWR 5/12-6/12/17
		900061417H	06/14/17	07/14/17	A	498.60	PAC02, 9007202117-4, MOA GAS 5/13-6/13/17
		980061417H	06/14/17	07/14/17	A	515.79	PAC02, 9800031052-8, TRANSIT CENTER 5/15-6/1
		Vendor's Total ----->				12556.30	
07-17	PAC11 (PACIFIC ENVIROMENTAL SERV)	1137	07/03/17	08/02/17	A	120.00	PAC11, 1137, JUN-17 RUTAN MONTHLY SERVICE
		1138	07/03/17	08/02/17	A	120.00	PAC11, 1137, JUN-17 ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				240.00	
07-17	PEN01 (JERRY PENTIN)	JULY-2017H	07/31/17	08/30/17	A	100.00	PEN01, JULY-17 BOD STIPEND
07-17	PER01 (PERS)	FY 2017CH	07/01/17	07/31/17	A	37626.00	PER01, FY 2017 UNFUNDED ACCRUED LIABILITY-CL
		FY 2017NH	07/01/17	07/31/17	A	836.00	PER01, FY 2017 UNFUNDED ACCRUED LIABILITY-NEW
		20170630CH	07/05/17	08/04/17	A	3752.00	PER01, PERS CLASSIC CONTRIBUTION 6/17-6/30/1
		20170630NH	07/05/17	08/04/17	A	3641.61	PER01, PERS NEW CONTRIBUTIONS 6/17-6/30/17
		20170714CH	07/21/17	08/20/17	A	3095.02	PER01, PERS CLASSIC CONTRIBUTIONS 7/1-7/14/1
		20170714NH	07/19/17	08/18/17	A	3704.48	PER01, PERS NEW CONTRIBUTIONS 7/1-7/14/17
		Vendor's Total ----->				52655.11	
07-17	PER03 (CAL PUB EMP RETIRE SYSTM)	AUG-2017H	07/14/17	08/13/17	A	38502.04	PER03, AUG-17 HEALTH INSURANCE
		JULY-2017H	06/14/17	07/14/17	A	40480.60	PER03, JULY-17 HEALTH INSURANCE
		Vendor's Total ----->				78982.64	
07-17	PER04 (CALPERS RETIREMENT SYSTEM)	20170630H	06/30/17	07/30/17	A	868.80	PER04, PERS 457 CONTRIBUTIONS 6/17-6/30/17
		20170714H	07/21/17	08/20/17	A	887.13	PER04, PERS 457 CONTRIBUTIONS 7/1-7/14/17
		Vendor's Total ----->				1755.93	
07-17	PLE05 (PLEASANTON, CITY OF)	434	07/21/17	08/20/17	A	5224.30	PLE05, 434, MAY-17 PARATRANSIT ASSESSMENT
		435	07/21/17	08/20/17	A	5604.62	PLE05, 435, APR-17 PARATRANSIT ASSESSMENT
		Vendor's Total ----->				10828.92	
07-17	PRE03 (PREMIER SECURITY SOLNS CO)	1707-193	06/26/17	07/26/17	A	250.00	PRE03, 1707-193, PO #6307 FIRE ALARM SYSTEM-
		1707-309	07/25/17	08/24/17	A	250.00	PRE03, 1707-309, PO #6315 REPLACE PIV
		Vendor's Total ----->				500.00	
07-17	PRO01 (V.F. MANAGEMENT LTD)	26735	07/11/17	08/10/17	A	2740.00	PRO01, 26735, PO #6271 ULTRA BADGE PRINTER
07-17	PRO02 (PROFESSIONAL ELECTRIC)	1830	06/14/17	07/14/17	A	1286.80	PRO02, 1830, PO #6308 RUTAN SHOP ELECTRICAL
		1850	07/11/17	08/10/17	A	190.00	PRO02, 1850, PO #6316 SERVICE-DIAGNOSIS TIRE
		Vendor's Total ----->				1476.80	
07-17	QUE01 (QUENCH)	2367429H	07/11/17	08/10/17	A	81.94	QUE01, 2367429, PO #6310 RELOCATE TC WATERCO
07-17	RHT01 (PRIME MECHANICAL SERVICE IN	10594	06/19/17	07/19/17	A	2133.75	RHT01, 10594, PO #6295 RUTAN SERVICE-DUCT WO
		10650	06/26/17	07/26/17	A	1625.96	RHT01, 10650, PO #6312 HVAC SERVICE CALL-RUT
		Vendor's Total ----->				3759.71	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
07-17	SCF01 (SC FUELS)	3353856	06/26/17	07/26/17	A	13380.18	SCF01, 3353856, 6/26/17 FUEL DELIVERY
		3357379	06/30/17	07/30/17	A	14116.70	SCF01, 3357379, 6/30/17 FUEL DELIVERY
		3362048	07/08/17	08/07/17	A	14055.12	SCF01, 3362048, FUEL DELIVERY 7/8/17
		3364528	07/12/17	08/11/17	A	14217.44	SCF01, 3364528, FUEL DELIVERY 7/12/17
		Vendor's Total ----->				55769.44	
07-17	SHA02 (SHAMROCK OFFICE SOLUTIONS)	306698	06/26/17	07/26/17	A	27.22	SHA02, 306698, FRONT DESK PRINTER 5/31-6/29/
		311113	07/24/17	08/23/17	A	26.34	SHA02, 311113, FRONT DESK PRINTER 6/30-7/30/
		Vendor's Total ----->				53.56	
07-17	SHE05 (SHELL)	JULY-2017H	07/06/17	08/05/17	A	31.66	SHE05, JULY-17 CC STATEMENT
07-17	SOL01 (SOLUTIONS FOR TRANSIT)	MAR-2017H	07/31/17	08/30/17	A	2000.00	SOL01, MAR-17 CLIPPER ANALYSIS-REVERSAL BANK
		17-0705LA	07/05/17	08/04/17	A	2083.33	SOL01, JUN-17 CLIPPER ANALYSIS
		MAR-2017C	07/31/17	08/30/17	A	2000.00	SOL01, MAR-17 CLIPPER ANALYSIS-CORRECTION BA
		Vendor's Total ----->				2083.33	
07-17	SPE04 (STEVEN G. SPEDOWFSKI)	JULY-2017H	07/31/17	08/30/17	A	200.00	SPE04, JULY-17 BOD STIPEND
07-17	SPO01 (SPORTWORKS NORTHWEST, INC)	118775	07/06/17	08/05/17	A	30498.50	SPO01, 118775, PO #6246 2017 BUS PURCHASE
07-17	STA01 (STATE COMPENSATION FUND)	AUG-2017H	07/21/17	08/20/17	A	1720.50	STA01, AUG-17 WORKER'S COMP PREMIUM
		JULY-2017H	06/22/17	07/22/17	A	1720.50	STA01, JULY-17 WORKER'S COMP PREMIUM
		Vendor's Total ----->				3441.00	
07-17	STA04 (STATE BOARD OF)	QTR2 2017H	07/19/17	08/18/17	A	2012.48	STA04, 2ND QTR 2017 STORAGE TANK MAINT FEE
07-17	STA05 (STATE BOARD OF EQUAL)	QTR2 2017H	07/19/17	08/18/17	A	1047.64	STA05, 2017 2ND QTR EXEMPT OPERATOR TAX
07-17	STA13 (STAPLES CREDIT PLAN)	JULY-2017H	07/09/17	08/08/17	A	309.88	STA13, JULY-17 CC STATEMENT
07-17	TAX32 (SUE TSANG)	520-531H	07/12/17	08/11/17	A	200.00	TAX32, PARATAXI REIMBURSE 5/2-5/31/17
07-17	TAX67 (CHRISTEL RAGER)	0601-0626H	07/12/17	08/11/17	A	197.65	TAX67, PARATAXI REIMBURSE 6/1-6/26/17
07-17	TAX72 (JUSTIN HART)	0603-0630H	07/12/17	08/11/17	A	158.53	TAX72, PARATAXI REIMBURSE 6/3-6/30/17
07-17	TAX76 (MARY ANN HANDZUS)	0509-0714H	07/28/17	08/27/17	A	198.10	TAX76, PARATAXI REIMBURSE 5/9-7/14/17
07-17	TAX91 (VIVIAN MARIE MILLER)	0601-0711H	07/28/17	08/27/17	A	155.55	TAX91, PARATAXI REIMBURSE 6/1-7/11/17
07-17	TAX99 (SAEED TIRMIZI)	0515-0530H	07/28/17	08/27/17	A	96.26	TAX99, PARATAXI REIMBURSE 5/15-5/30/17
07-17	TEL01 (TPx COMMUNICATIONS)	921680850	06/30/17	07/30/17	A	1963.20	TEL01, 92168085-0, 7/1-7/31/17 SERVICE
07-17	TIC01 (MARY RESNICK)	7-14-17FB	07/14/17	08/13/17	A	80.00	TIC01, 7/14/17 FAREBUSTER REFUND-50 QTY
07-17	TX106 (SAROJA IYER)	0630-0713	07/28/17	08/27/17	A	45.50	TX106, PARATAXI REIMBURSE 6/30-7/13/17
07-17	TX113 (RODGER RAGER)	0626-0630H	07/12/17	08/11/17	A	120.70	TX113, PARATAXI REIMBURSE 6/26-6/30/17
07-17	TX123 (OLGA PRINZ)	0613-0711H	07/28/17	08/27/17	A	91.16	TX123, PARATAXI REIMBURSE 6/13-7/11/17
07-17	TX133 (SAROJA IYER)	0607-0623	07/12/17	08/11/17	A	59.50	TX133, PARATAXI REIMBURSE 6/7-6/23/17
07-17	TX138 (SUSAN ZAPPE)	0419-0621	07/12/17	08/11/17	A	30.39	TX138, PARATAXI REIMBURSE 4/19-6/21/17
07-17	TX139 (ROBERT MONAGHAN)	0502-0629	07/12/17	08/11/17	A	387.55	TX139, PARATAXI REIMBURSE 5/2-6/29/17
07-17	TX143 (KIM BRETOI)	0501-0624H	07/12/17	08/11/17	A	199.71	TX143, PARATAXI REIMBURSE 5/1-6/24/17

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AGENDA

ITEM 5 C

STAFF REPORT

SUBJECT: Memorandum of Understanding with the City of Dublin for the Transit Signal Priority Upgrade Project (Express Bus Phase 2 Project)

FROM: Christy Wegener, Director of Planning and Operations

DATE: September 11, 2017

Action Requested

Approve an MOU with the City of Dublin for use of Tri-Valley Transportation Council funds for the Transit Signal Priority upgrade and expansion project.

Background

In March, staff briefed the Projects and Services Committee on the Transit Signal Priority (TSP) upgrade and expansion project (Attachment 1). The project, which will upgrade the TSP network to GPS-based technology and expand to new locations in Pleasanton and Livermore, is a critical element in ensuring that the Rapid bus routes operate quickly through the Tri-Valley and remain travel-time competitive with the single-occupant vehicle. On July 17, 2017, staff requested an appropriation of \$1.14M in Tri-Valley Transportation Council (TVTC) funds for this project, which was approved contingent on the City of Dublin and LAVTA signing an MOU detailing how the funds will be managed. The TVTC Resolution approving the project (TVTC Resolution #2017-07) is included as Attachment 2.

Discussion

The City of Dublin is a signatory agency to TVTC and is the project sponsor for the TSP upgrade project/Express Bus Phase 2. Accordingly, an MOU detailing how the TVTC funds will be requested and passed through to LAVTA in order to execute this project has been developed (Attachment 3). The MOU was approved by the Dublin City Council on September 5th. After execution of the MOU by both parties, staff will move forward with finalizing the details of a contract for project management services, and will return to the Committee and Board for approval of that contract in September/October.

Recommendation

The Projects and Services Committee recommends the Board approve the MOU with the City of Dublin.

Attachments

1 – March 2017 TSP Staff Report

- 2 – TVTC Resolution #2017-07
- 3 – MOU with the City of Dublin
- 4 – Resolution # 29-2017

Approved: _____

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**S T A F F R E P O R T**

SUBJECT: Traffic Signal Priority Upgrade

FROM: Christy Wegener, Director of Planning and Operations

DATE: March 27, 2017

Action Requested

None – Information Only

Background

This is a briefing of a project to upgrade the Transit Signal Priority to GPS-enabled technology.

Discussion

As a part of the 2011 Rapid plan and deployment, Transit Signal Priority (TSP) was introduced into the Wheels bus network along the Rapid corridor in Livermore, Pleasanton, and Dublin. The TSP technology implemented as a part of the Rapid deployment utilized infrared (IR) optical technology from Global Traffic Technology (GTT) Opticom, which interfaced with the Emergency Vehicle Priority (EVP) sensors/emitters utilized by the Tri-Valley cities for emergency vehicles. TSP software was also installed by the Tri-Valley city traffic engineers.

The TSP implemented for the Rapid deployment allowed buses to extend green lights or shorten red lights when approaching the signals. A buffer of 8-10 minutes was put in place to prevent bus-bunching. Because of the near-side placement of certain bus stops, a provision was implemented to cancel the TSP “call” to the signal when the bus door is open, preventing unnecessary signal timing changes when passengers are boarding or alighting the vehicle. Included in the TSP plan were two queue jump lanes for the Rapid line, one located at westbound Stanley and Murrieta, and one located at westbound Dublin and Dougherty. Queue jump signals allow the bus to receive a special bus-only signal and travel through the intersection ahead of the queue of cars.

Reports from the TSP software indicate that the system appears to be working as calls are made and granted; however, no reports are available to indicate whether the bus actually makes it through the intersection when extended greens or shortened reds are granted. Accordingly, it is hard to determine what impact TSP has on the overall travel time of the buses.

Since the Rapid project was implemented in 2011, the TSP technology commercially available has improved both with accuracy of bus-to-intersection controller signals, but also reports. The newest TSP products are embedded with GPS-technology that offers improved functionality; additionally, the newest models have improved software that only turns the GPS “on” when the buses run late, but keep the TSP “off” when the buses are on-time or bunching. The new technology is installed in parallel to the optical IR technology utilized for EVP. The newest technology removes the need for buffer in-between TSP calls, can more accurately measure the travel time improvement of the buses, and provides more accurate queue jump signals. Transit properties that have implemented the GPS-based technology typically see an improvement in operations immediately. Both San Francisco Muni and AC Transit have recently upgraded their TSP systems.

When the Rapid line (Route 30R) was realigned in August 2016, and when the old Route 10 became “Rapidized,” an opportunity arose to revisit the TSP plan. The new 10R has TSP throughout Livermore, but there is no TSP along Santa Rita Road, which is a key corridor that has been identified for increased ridership. Staff has reached out to the City of Pleasanton staff to discuss implementing TSP on Santa Rita Road, and staff was amenable to piloting the technology at three intersections on Santa Rita Road (Mohr, Valley, and Stoneridge).

Staff is proposing to upgrade the entire TSP network in the Tri-Valley to a GPS-based system, and staff has identified a local funding source that would fund the system-wide upgrade.

Budget Considerations

The Strategic Expenditure Plan (SEP) for the Tri-Valley Transportation Council (TVTC) includes a project (Project A-11, Attachment 1) to implement, enhance, and expand “Rapid” BRT service throughout the Tri-Valley. Project A-11 describes enhancements such as upgraded bus shelters, turn-outs/bulb-outs, off-vehicle fare collection, as well as enhanced TSP as elements eligible for funding. Total available funding is \$1.1 million. Funding a TSP upgrade would be well within the scope of the project.

Next Steps

Staff has reached out to Kimley-Horn, LAVTA’s on-call engineering firm, to discuss the project. Staff expects to request funding from TVTC in early FY2018 to fund the upgrade. Staff will return to the Committee in early 2018 with a recommendation for a contract award.

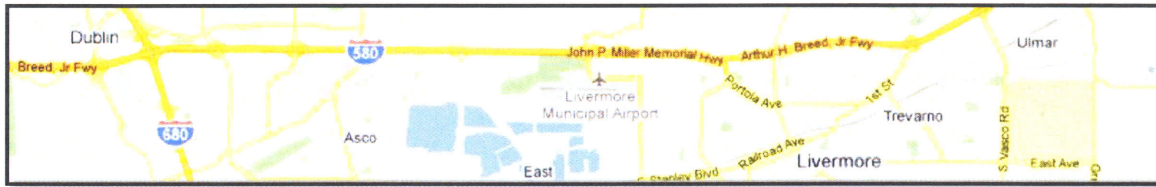
Recommendation

None – Information only

Attachments

1 – TVTC SEP Project A-11

A-11. EXPRESS BUS/BUS RAPID TRANSIT (BRT) – PHASE 2



TVTC PROJECT SPONSOR

City of Dublin

LEAD AGENCY

Livermore Amador Valley Transit Authority (LAVTA)

OTHER INVOLVED PARTIES

City of Livermore, City of Pleasanton

PROJECT DESCRIPTION *(UPDATED FALL 2015)*

Project A-11 is Phase 2 of the Express Bus/BRT, which consists of two phases. The express bus route associated with Phase 1 of the project has been operating since January 2011.

Phase 2 includes upgrades to and expansion of the initial Rapid Project, as well as some project refinements, updates, and maintenance/replacement of original project elements and equipment based on evaluation of the existing components and conditions at the time of funding. The transit system priorities include the following elements:

- A technologically advanced transit system
- A multi-modal transportation system that supports the local economy
- Prioritized regional transfers and connections
- Reliability and efficiency that maximizes value to taxpayers and the community

Phase 2 will consist of five key potential elements (based upon conditions at time of funding):

1. **Advanced Technology** – Design and installation of advanced technologies and road features allowing rapid transit to operate quickly and efficiently, and help to mitigate delay in dwell times, boardings, and travel times. Some of the advanced technologies and road features that LAVTA is considering for Phase 2 are: transit signal priority, enhanced stations, queue jumps, environmentally friendly coaches and advanced onboard technology, advanced fare collection systems, level boarding, dedicated travel lanes, and better integrated park and ride facilities and transit centers. Element 1 is currently budgeted at \$2 Million.
2. **North/South Express Bus/Rapid Service** – In keeping with the Alameda Countywide Transit Plan, and in order to provide a strong foundation for LAVTA's System, I-680 service expansion, North/South Express Bus/BRT service, and other Express/Rapid service options, will be explored and considered. Element 2 is currently budgeted at \$6.5 Million.
3. **Dublin Extension** – Continued study and planning will be done on how best to integrate the planned extension of Dublin Boulevard and the planned Livermore BART Extension into LAVTA's Express Bus/BRT service. Element 3 is currently budgeted at \$6.5 Million.

4. **Pleasanton Alignment** – Complete “Rapidization,” of the Livermore to Pleasanton alignment will be evaluated, with advanced technology and improved service elements planned for the south side of I-580, and possible connection to the existing Rapid service. Element 4 is currently budgeted at \$1.5 Million.
5. **Park and Ride Lots** – In working with local cities and Alameda County, LAVTA will consider improved park and ride elements to support bus, biking, and walking access in the Tri-Valley, and to improve the accessibility of transportation alternatives that would ease congestion on I-580. These options might include: construction of new lots, smart signage, improved bicycle storage, increased pedestrian accessibility and safety, enhanced multi-modal elements on coaches, and increased or revised bus service to rail stations and regional transit connections. Element 5 is currently budgeted at \$2 Million.

STATUS

Phase 1 is fully completed and operational, as of January 2011.

Phase 2 is in the research, design, and planning stage. In August 2016, LAVTA realigned the Express Bus/BRT Route (Route 30R) to serve Las Positas College, and transformed existing Route 10 into an Express Bus/BRT (Route 10R) operating through Pleasanton to BART. The transformation of Route 10 into Route 10R was the first step in implementation of the Phase 2 Pleasanton Alignment. LAVTA intends to implement additional items from Phase 2 (Advanced Technology) to both Routes 10R and 30R in 2017, which includes upgrading the traffic signal priority onboard the buses and at key intersections along both Rapid routes.

PHASING AND SCHEDULE

Costs for Phase 2 have been updated to reflect current pricing for the project elements listed above. Phase 2 Scope of work, schedule, and full funding parameters are not known at this time.

COST ESTIMATE AND FUNDING SOURCES

Phase 2:	
Cost (Millions, 2015)	\$18.50
Funding (Millions, 2015)	
TVTDF	\$1.14
Total Funding (Millions, 2015)	\$1.14
Total Funding Shortfall (Millions, 2015)	\$17.36

**TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2017-07**

**A RESOLUTION OF THE TRI-VALLEY TRANSPORTATION COUNCIL
APPROPRIATING \$1,140,000 IN TRI-VALLEY TRANSPORTATION
DEVELOPMENT FEE (TVTDF) FUNDS FOR THE PURPOSES OF FUNDING
ADVANCED TECHNOLOGY EXPRESS BUS/BRT PHASE 2**

WHEREAS, in 1995, the Tri-Valley Transportation Council (TVTC) adopted the "Tri-Valley Transportation Plan/Action Plan (TVTP/AP) for Routes of Regional Significance; and

WHEREAS, the TVTP/AP identified 11 specific transportation improvements to be given high priority for funding; and

WHEREAS, in 1998, the TVTC, and entered into a Joint Exercise Powers of Agreement (JEPA) to provide authority to collect a Tri-Valley Transportation Development Fee (TVTDF) to collect impact fees for the traffic mitigation to be applied to the 11 high priority projects; and

WHEREAS, in 1999, the TVTC prepared and approved a Strategic Expenditure Plan (SEP), which guides the expenditure of revenue collected from TVTDF; and

WHEREAS, the SEP identifies priorities, project sponsors, and funding for TVTDF projects; and

WHEREAS, in 2004, the TVTC adopted an update to the SEP that reflected an update to the regional and sub-regional transportation outlook for the Tri-Valley; and

WHEREAS, in 2011, the TVTC prepared and approved the 2011 TVTDF Funding Plan that provides guidance for expenditure of the TVTDF on 22 projects (List A and List B) including Express Bus/BRT Phase 2 (Project A-11); and

WHEREAS, in 2017, the TVTC prepared and approved an update of the 2011 SEP, and provided a funding plan for the remaining projects; and

WHEREAS, the 2017 update of the SEP programmed \$1.00 million in fiscal year 17/18 and \$0.140 million in fiscal year 16/17 for a total of \$1.140 million to Express Bus/BRT Phase 2 (Project A-11); and

WHEREAS, the City of Dublin ("Dublin") a signatory agency to the 1991 Joint Powers Agreement governing the TVTC and is the TVTC-member sponsor Agency for the purposes of administering the appropriation of TVTD Fees to the Express Bus/BRT Phase 2 Project; and

WHEREAS, the Livermore Amador Valley Transit Authority ("LAVTA") is the Lead Agency for the implementation of Express Bus/BRT Phase 2 Project; and

WHEREAS, Dublin and LAVTA will enter into a Memorandum of Understanding (2017 MOU), which outlines how the funds will flow from TVTC through the City of Dublin to LAVTA, who will be managing the Express Bus/BRT Phase 2 Project; and

WHEREAS, sufficient revenue in the Joint TVTDF Fee Account is available for the FY 17/18 drawdown of \$1,140,000 for the Express Bus/BRT Phase 2 Project.

NOW THEREFORE BE IT RESOLVED THAT the Tri-Valley Transportation Council adopts:

1. The Tri-Valley Transportation Council authorizes an appropriation from the Tri-Valley Transportation Development Fee Account for the Express Bus/BRT Phase 2 TSP Upgrade (Project No. A-11) of \$1,140,000, as programmed in the Strategic Expenditure Plan for fiscal years 2017/18 and 16/17, subject to Dublin and LAVTA's approval and execution of the 2017 MOU. Funds are to be dispersed in accordance with the TVTC Strategic Expenditure Plan.
2. Upon confirmation of Dublin and LAVTA's approval and execution of the 2017 MOU, the Tri-Valley Transportation Council authorizes the TVTC Treasurer to transmit \$1,140,000 in funds in the Tri-Valley Transportation Development Fee Account to the City of Dublin, which will, in turn, pass the funds through to the Livermore Amador Valley Transit Authority, the party responsible for the management and construction of the Express Bus/BRT Phase 2 Project.
3. The Tri-Valley Transportation Council authorizes any related action to further the intent of this Resolution.

PASSED, APPROVED, AND ADOPTED at the meeting of July 17, 2017 by the following votes:

AYES: 6 (Spedowfski, Perkins, Biddle, Stepper, Haggerty, Anderson)

NOES: 0

ABSENT: 1 (Olson)

ABSTAIN: 0



Steven Spedowski, Chair
Tri-Valley Transportation Council

ATTEST:



Debbie Bell, TVTC Administrative Staff

**MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF DUBLIN
AND THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY FOR THE
IMPLEMENTATION OF EXPRESS BUS/RAPID BUS TRANSIT PHASE 2 PROJECT**

This Memorandum of Understanding (MOU) is entered into as of September _____, 2017 between the City of Dublin, a municipal corporation (DUBLIN) and the Livermore Amador Valley Transit Authority, a joint powers authority (LAVTA).

RECITALS

- A. WHEREAS, DUBLIN, as one of the members of the Tri-Valley Transportation Council (“TVTC”) is a signatory to the Joint Exercise of Powers Agreement pertaining to the Tri-Valley Transportation Development Fee (TVTDF) for Traffic Mitigation; and
- B. WHEREAS, DUBLIN has cooperatively participated in the development and adoption of the TVTC Strategic Expenditure Plan (SEP) and the TVTDF Funding Plan, which provide guidance for expenditure of the TVTDF on 22 projects (List A and List B); and
- C. WHEREAS, the Express Bus/BRT Phase 2 Project (“PROJECT”) is one of the “List A” projects in the SEP (project A-11); and
- D. WHEREAS, DUBLIN serves as the TVTC Project Sponsor of the PROJECT identified in the TVTC SEP 2017 Update; and
- E. WHEREAS, LAVTA is the lead agency responsible for management and implementation of the PROJECT; and
- F. WHEREAS, the PROJECT is listed in the TVTC SEP 2017 update with \$1.14 million from TVTDF in fiscal years 2016/17 and 2017/18; and
- G. WHEREAS, using TVTDF funds, LAVTA wishes to fund part of the PROJECT construction in accordance with the terms and conditions set forth herein; and
- H. WHEREAS, as a member of the TVTC, DUBLIN intends to ensure that funds set aside for PROJECT in the TVTDF Funding Plan are appropriated as expeditiously as feasible for the PROJECT;

- I. NOW, THEREFORE, in consideration of the promises herein, the parties agree as follows:

SECTION I

DUBLIN AGREES:

- A. To initiate a request from the TVTC for the disbursement of TVTDF funds in the amount of \$1.14 million in accordance with the TVTDF funding plan.
- B. To, upon receipt of the funds from the TVTC, pass the funds through to LAVTA, the party responsible for the management and construction of the PROJECT.

SECTION II

LAVTA AGREES:

- A. To receive TVTC pass-through funds from DUBLIN in the amount of \$1.14 million.
- B. To oversee the construction of the PROJECT, in accordance with LAVTA policy.

SECTION III

IT IS MUTUALLY AGREED:

- A. This MOU constitutes the entire agreement between the parties regarding the subject matter hereof and any oral discussions or written or oral agreements with respect thereto preceding the effective date of this MOU are superseded hereby. No amendment, alteration, or variation of the terms of the MOU shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
- B. DUBLIN and LAVTA each render their services under this MOU as independent agencies. None of the agents or employees of either shall be deemed agents or employees of the other.
- C. Any notice given under this MOU shall be in writing and shall be deemed given if delivered personally or mailed by registered or certified mail or commercial overnight courier, return receipt or confirmation of delivery requested, or by facsimile transmission with voice confirmation of receipt, the parties at the following addresses (or at such other address for a party as shall be specified by like notice):

If to DUBLIN:

Obaid Khan, P.E.

Public Works
100 Civic Plaza, Dublin ca 94568
Obaid.khan@dublin.ca.gov
Fax: 925-829-9248

If to LAVTA:

Christy Wegener
1362 Rutan Court, Suite 100
Livermore, CA 94551
cwegener@lavta.org
Fax: 925-443-1375

THIS AGREEMENT executed the date and year first above written.

LIVERMORE AMADOR VALLEY
TRANSPORTATION AUTHORITY

CITY OF DUBLIN

Michael Tree, Executive Director

Christopher L. Foss, City Manager

ATTEST:

Caroline Soto, City Clerk

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Michael Conneran
Legal Counsel to LAVTA

John Bakker, City Attorney

RESOLUTION NO. 29-2017

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
APPROVING A MEMORANDUM OF UNDERSTANDING WITH THE CITY OF
DUBLIN FOR THE IMPLEMENTATION OF EXPRESS BUS/RAPID BUS
TRANSIT PHASE 2 PROJECT**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) is the Lead Agency for the implementation of Express Bus/BRT Phase 2 Project identified in the Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP); and

WHEREAS, the City of Dublin (Dublin) a signatory agency to the 1991 Joint Powers Agreement governing the TVTC and is the TVTC-member sponsor Agency for the purposes of administering the appropriation of Tri-Valley Transportation Developer Fees (TVTD) funds to the Express Bus/BRT Phase 2 Project; and

WHEREAS, at their July 17, 2017 meeting, the TVTC authorized an appropriation of TVTD funds for the Express Bus/Rapid Bus Transit Phase 2 Project, contingent on LAVTA and the City of Dublin signing a Memorandum of Understanding (MOU) that details how the TVTD funds will be requested and passed through for the project; and

WHEREAS, LAVTA and Dublin staff have cooperatively finalized the MOU for the project.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore/Amador Valley Transit Authority that the Executive Director may enter into a MOU with the City of Dublin for this project.

PASSED AND ADOPTED this 11th day of September 2017

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 5 D

STAFF REPORT

SUBJECT: LAVTA Annual Organizational Review

FROM: Tamara Edwards, Director of Finance

DATE: September 11, 2017

Action Requested

Approve the proposed organization chart and Resolution 28-2017 resulting from the annual review of the LAVTA organization and of salary bands as required by LAVTA Human Resources Policy.

Background

LAVTA's Human Resources Policy states that "As part of the annual budget approval process, salary ranges will be established in accordance with procedures in the Human Resources Manual, which includes adherence to the Executive Director Compensation Policy and an annual salary survey for all established positions within the Authority." LAVTA also reviews the organization for any changes that have occurred over the last fiscal year or that are recommended to the Board for the next fiscal year. Last year, LAVTA's Board approved an adjustment to the salary bands for FY2017 based on the update to the salary survey conducted by a third party contractor, and in November changed the agency organizational chart.

Discussion

Organization Chart

The proposed FY2018 budget that was presented to the Committee, and Board includes the positions as reflected in the attached organization chart. For FY2018 Staff recommends no changes to the organization chart.

Salary Bands

A thorough compensation study conducted by the third part contractor was completed in 2014, with an update to the survey, including any adjustments subsequent to the study, was completed in 2015, 2016 and this year. These updates were made based on the same 11 comparator transit agencies.

Based on the update this year, there is no indication that salaries in the transit agency labor market have fluctuated enough to warrant more than a CPI-based increase in the salary bands (Table 10. Consumer Price Index for All Urban Consumers; selected areas all items index for the San Francisco-Oakland-San Jose, CA). Therefore, staff recommends 3.4% CPI increase in the

salary bands in order to ensure that the bands stay competitive in the labor market. The changes are summarized below.

Please note: Changes to the Salary Bands do not affect individual salaries which are increased based solely on performance and in accordance with the adopted budget.

Table of Proposed Monthly Salary Range Changes

Band	Current FY2017 Monthly Salary Range		Proposed FY2018 Monthly Salary Range	
1	\$3,334	\$4,668	\$3,447	\$4,827
2	\$4,167	\$5,835	\$4,309	\$6,033
3	\$5,002	\$7,003	\$5,172	\$7,241
4	\$6,002	\$8,402	\$6,206	\$8,688
5	\$7,202	\$10,083	\$7,447	\$10,426
6	\$8,643	\$12,099	\$8,937	\$12,510

Proposed Salary Band Ranges

Monthly Salary Ranges

Band 1 **\$3,447 - \$4,827**

Customer Service Representative

Band 2 **\$4,309 - \$6,033**

Administrative Assistant

Customer Service Supervisor

Band 3 **\$5,172 - \$7,241**

Paratransit Planning Specialist

Accounting Analyst

Band 4 **\$6,206 - \$8,688**

Senior Transit Planner

Senior Fleet & Technology Management Specialist

Senior Marketing and Communications Specialist

Senior Grants, Project Management and Contract Specialist

Band 5 **\$7,447 - \$10,426**

Marketing Manager

Band 6 **\$8,937 - \$12,510**

Director of Finance

Director of Planning and Operations

Budget Impact

These Salary Band Ranges and the Organizational Chart are consistent with the proposed FY2018 operating budget.

Recommendation

The Finance and Administration Committee forwards the attached organization chart and Resolution 28-2017 adjusting the rates of salary bands for LAVTA employees, to the Board for approval.

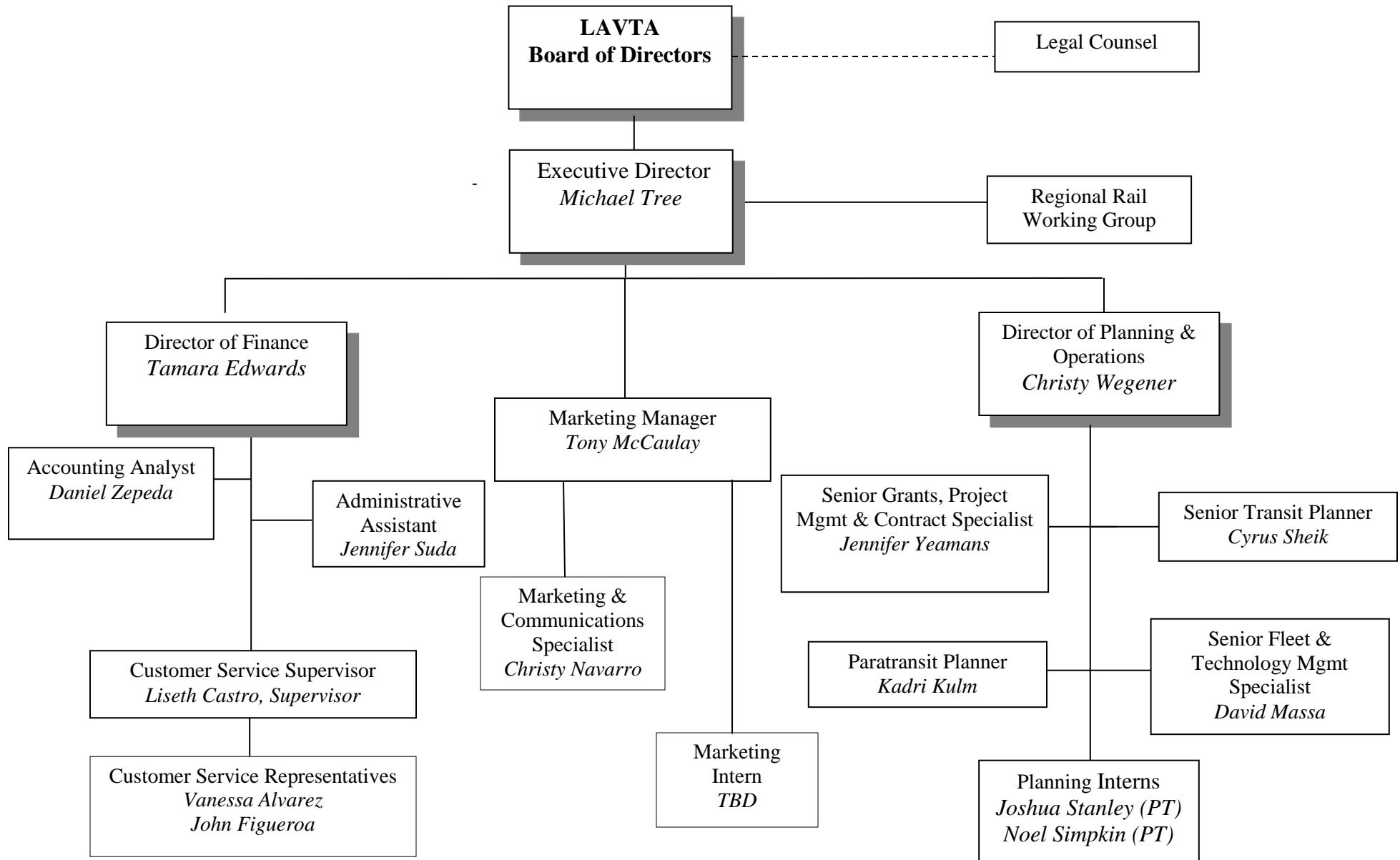
Attachments:

1. LAVTA Proposed Organization Chart
2. Resolution 28-2017 of the Board of Directors of the Livermore Amador Valley Transit Authority Establishing FY2018 Salary Bands

Approved: _____

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Organizational Chart



RESOLUTION NO. 28-2017**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
ESTABLISHING FY2017 SALARY BANDS**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 26-2014, which established the current Human Resources Policy; and

WHEREAS, Section 4.2, Rates of Pay, of the Human Resources Policy requires an annual review of the Salary Ranges as part of the annual budget process; and

WHEREAS, it is desirable and necessary to revise the Salary Bands.

NOW, THEREFORE, BE IT RESOLVED that the Salary Bands for FY2018 are revised as follows:

Salary Bands

The following salary bands represent the categories of employment within the agency. Bands will be adjusted annually as part of the budget process. Periodically the Board of Directors may make additional one time adjustments to the bands based on market conditions, or other relevant factors indicating that the bands have become non-competitive. The Executive Director will have the authority to set salaries for positions within each band based on adopted budget constraints.

Monthly salary ranges as of July 1, 2017.

Monthly Salary Ranges

<u>Band 1</u>	<u>\$3,447 - \$4,827</u>
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Customer Service Representative

<u>Band 2</u>	<u>\$4,309 - \$6,033</u>
---------------	--------------------------

Administrative Assistant

Customer Service Supervisor

<u>Band 3</u>	<u>\$5,172 - \$7,241</u>
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Paratransit Planning Specialist

Accounting Analyst

<u>Band 4</u>	<u>\$6,206 - \$8,688</u>
---------------	--------------------------

Senior Transit Planner

Senior Fleet & Technology Management Specialist

Senior Marketing and Communications Specialist

Senior Grants, Project Management and Contract Specialist

Band 5 \$7,447 - \$10,426

Marketing Manager

Band 6 \$8,937 - \$12,510

Director of Finance

Director of Planning and Operations

PASSED AND ADOPTED this 11th day of September, 2017.

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

Approved as to form:

Michael Conneran, Legal Counsel

AGENDA

ITEM 5 E

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Resolution of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Insurance Pool (CalTIP)

FROM: Tamara Edwards, Director of Finance

DATE: September 11, 2017

Action Requested

The attached resolution amends the agency's authorizing resolution with the California Transit Insurance Pool to change the titles of the employees who are designated as Director and Alternate Director to the Pool.

Background

In April 2000 LAVTA joined CalTIP for the purpose of pooling with other transit agencies throughout the state to provide liability and physical damage insurance. As part of membership in the pool the agency is entitled to a seat on the Board of Directors. Currently the Executive Director is designated as the Board Member and the Director of Administrative Services is designated as the alternate. This resolution revises the appointments to designate the Director of Finance as the appointee for the alternate Board Member. This change is being requested by Michael Tree, Executive Director. No other changes are being made to the agreement with CalTIP. Upon approval, this resolution will be forwarded to CalTIP.

Recommendation

Staff recommends the Board of Directors approve this Resolution 30-2017 revising the positions appointed to CalTIP, be approved.

Attachments:

1. Resolution 30-2017 of the Board of Directors of the Livermore Amador Valley Transit Authority Appointing Director and Alternate to the California Transit Insurance Pool (CalTIP)

Approved: _____

RESOLUTION NO. 30-2017

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY APPOINTING DIRECTOR AND
ALTERNATE TO THE CALIFORNIA TRANSIT INSURANCE POOL (CALTIP)**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution 03-2015 appointing Director (Executive Director) and Alternate (Director of Administrative Services) to the California Transit Insurance Pool (CalTIP); and

WHEREAS, it is desirable to revise the titles of the positions that are appointed as Alternate;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors that the Director of Finance is appointed as the Alternate Director of the CalTIP to serve at the pleasure of this Board of Directors.

APPROVED AND PASSED, this 11th day of September 2017.

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: Mobility Forward Presentation

FROM: Christy Wegener, Director of Planning and Operations

DATE: September 11, 2017

Action Requested

Receive an informational update on the Tri-Valley Paratransit Assessment/Mobility Forward study.

Background

In early 2017, LAVTA and the City of Pleasanton launched a comprehensive study of paratransit services throughout the Tri-Valley called *Mobility Forward: Tri-Valley Paratransit Assessment*. This report contains an update of study activities to date, and will be followed by a presentation of existing conditions and survey results by the Nelson Nygaard consultant team.

Discussion

The following activities have taken place since the study has kicked off:

- 1) Website update: There is a webpage dedicated for the study:
<http://www.wheelsbus.com/mobility-forward-tri-valley-paratransit-assessment-study/>
- 2) Data collection: The Study Team has compiled and analyzed data from LAVTA and Pleasanton Paratransit. A public survey has been administered throughout the Tri-Valley to learn about existing awareness of services, to understand needs and travel patterns, and to understand where gaps in services exist. An existing conditions report has been drafted and will be presented to various groups in June and July.
- 3) Stakeholder Advisory Committee (SAC): The SAC met on June 21st to hear a report on the existing conditions and to give feedback on their experiences.
- 4) Public Listening Sessions: The first round of public meetings took place in June.
 - a. June 24th – 10a-noon, Dublin Library
 - b. June 27th – 10a-noon, Livermore Community Center
 - c. June 27th – 2-4p, Pleasanton Senior Center
- 5) WAAC Outreach: A presentation to the WAAC took place at their July meeting.
- 6) Pleasanton Paratransit Task Force: A presentation to the PPTF took place in July.
- 7) Policy-Maker Outreach: Presentations to the LAVTA Board and Pleasanton City Council members will take place in September.

Next Steps

The consultant will develop alternatives which will be presented for public and stakeholder feedback in November or December. After collecting and analyzing public comment, agency specific alternatives will be developed for LAVTA and the City of Pleasanton and presented to both governing bodies in first quarter of 2018. After Pleasanton City Council and LAVTA Board of Directors review and provide direction as to which alternatives have been selected, consultant will prepare an implementation plan for each agency with a final plan to be presented for adoption by March 2018.

Action Requested

None – Information Only

Approved: _____

AGENDA

ITEM 7

STAFF REPORT

SUBJECT: BART to Livermore DEIR Comments

FROM: Christy Wegener, Director of Planning and Operations

DATE: September 11, 2017

Action Requested

Receive a brief presentation on the BART to Livermore Draft Environmental Impact Report;
Approve LAVTA comments on the BART to Livermore Draft Environmental Impact Report.

Background

BART recently released its BART to Livermore Draft Environmental Impact Report (DEIR) and is soliciting comments by October 16, 2017. The DEIR is evaluating four alternatives for the BART to Livermore Project: 1) A full BART extension to Isabel; 2) A diesel or electric multiple unit (DMU/EMU) extension to Isabel; 3) Express-bus service to Dublin/Pleasanton BART; and 4) Enhanced-bus service to Dublin/Pleasanton BART. Because each alternative includes recommendations to the Wheels bus network, LAVTA invited BART staff to give a presentation of the DEIR and the alternatives considered.

Discussion

Per the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), major projects must be evaluated to determine their impact on the environment. CEQA requires that significant impacts be identified and avoided or mitigated, if possible, through the completion of an Environmental Impact Report (EIR).

Currently the proposed BART to Livermore project is going through the CEQA process. The draft EIR was released for public review on July 17, 2017. Staff has reviewed the DEIR and prepared a draft letter summarizing key LAVTA comments (Attachment 1). Any additional comments received during the Board meeting will be included in the final letter.

Next Steps

Once feedback is collected from the Board and the comment letter is approved, staff will submit it to BART.

Recommendation

Staff recommends the Board of Directors approve LAVTA comments on the BART to Livermore Draft Environmental Impact Report.

Attachment

1 – Draft BART to Livermore DEIR Comment Letter

Approved: _____

September 11, 2017

Bay Area Rapid Transit District
Attention: BART to Livermore Extension Project
300 Lakeside, 21st Floor
Oakland, CA 94612

Dear Mr. Tang:

Thank you for providing LAVTA with the opportunity to provide comments on the BART to Livermore Draft Environmental Impact Report (DEIR). Our staff have reviewed the document thoroughly and offer the following comments:

- 1) According to the DEIR, the full BART extension to Isabel would require both a yard to store trains and a shop to maintain train cars. The yard would be constructed to hold 172 train cars (although only 36 train cards are needed to operate the Isabel extension), and the shop would be constructed to include 10 service bays (although only 3 are needed to support the Isabel extension). The justification for the size of both facilities is that the space would be needed eventually when the system shifts to 12-minute headways and 10-car trains by 2040. Accordingly, BART has assigned 25% of the cost of the new shop to the BART to Livermore project as only 3 of the 10 service bays would be used to directly support the Blue Line trains; however, 100% of the cost of the yard is allocated to the full BART to Livermore scenario even though only 20.9% of the capacity is needed to store trains for the Isabel extension service.

The yard will not just benefit the Livermore riders; it is a core upgrade for BART and the cost should be spread across the system accordingly. Therefore, the full cost of the yard should not be carried by this BART to Livermore project; LAVTA recommends assigning 20.9% of the cost of the yard to the project.

- 2) Table S-4 indicates that the Enhanced Bus alternative would have a negative impact on Greenhouse Gas emissions (GHG), as the ridership would be low and the bus would produce more GHG than the riders reduced. However, by the year 2040, shouldn't it be assumed that the fleet of transit buses are fully electric? What impact does this have on the GHG calculation for this alternative?
- 3) For the enhanced and express bus alternatives, the DEIR claims that additional Transit Signal Priority (TSP) would improve overall performance of these services. It remains unclear as to the specific TSP items or locations that are assumed for these two alternatives. For any bus alternative to become competitive and attractive to the rider, the TSP must be a significant upgrade from what exists in the LAVTA system today. LAVTA staff suggests examining bus-only lanes for any alternative that suggests keeping buses on local arterials.
- 4) Regarding the full BART alternative, the estimated ridership (boardings and exits) at the future Isabel BART Station is over 16,000 per day by the year 2040; however, only 3,500 parking spaces are planned. Given that Dublin/Pleasanton parking is full and that spaces rarely turn over throughout the day, what would the other access mode for the riders be?

The 2017 Alameda County Tri-Valley Integrated Park and Ride Study recommends a high-frequency shuttle (every 15-minutes) between the Airway P&R in Livermore and Dublin/Pleasanton BART as a precursor to a full BART to Isabel extension. The study also recommends a shuttle route from a future Laughlin/Greenville Road P&R lot to the Dublin/Pleasanton Station (and then to the future Isabel Station) by the year 2030. A Laughlin/Greenville Road P&R and high frequency shuttle service should be included with the full BART alternative, and also with the DMU/EMU option.

Respectfully,

Michael Tree
Executive Director

AGENDA

ITEM 8

STAFF REPORT

SUBJECT: Reject All Bids Received for LAVTA Bus Shelter Demolition and Movement Project #2017-16

FROM: Jennifer Yeamans, Senior Grants, Project Management & Contract Specialist

DATE: September 11, 2017

Action Requested

Staff recommends that the Board of Directors reject all bids received for the LAVTA Bus Shelter Demolition and Movement Project IFB #2017-16 and direct staff to re-scope the project and issue new a Notice Inviting Sealed Bids as LAVTA Bus Shelter Demolition and Movement Project IFB #2017-17.

Background

The implementation of LAVTA's Comprehensive Operational Analysis in August 2016 realigned the original Rapid route into two new Rapid service alignments, the 10R and the 30R. As a result, some bus stops previously served by the Rapid were either deactivated or now served only by Wheels service, while other locations that had previously had Wheels service now have new Rapid service. In November 2016, the Federal Transit Administration (FTA) notified LAVTA staff that the grant to construct the original Rapid facilities was in Inactive status and would be closed out at the end of the current Federal Fiscal Year and the funds deobligated back to FTA unless LAVTA began making significant drawdowns prior to September 30, 2017, of the remaining \$514,619 in FTA grant funds available for expenditure at that time.

According to FTA staff, eligible drawdowns for the remaining grant funds had to be applicable to the Rapid service improvements funded by the original grant. After consultation with FTA, LAVTA staff proposed to draw down the remaining grant balance by relocating four Rapid shelters no longer served by Rapid service to four locations identified on North Canyons Parkway in Livermore that had new Rapid service but did not have Rapid shelters or amenities, and FTA agreed to the proposed scope of work. In April 2017, LAVTA staff engaged the Authority's On-Call Engineering Services consultant to develop plans and specifications for the LAVTA Bus Shelter Demolition and Movement Project and develop an engineer's estimate, thereby beginning to incur eligible expenses on and draw down the grant.

This project encompasses removing Rapid shelters and amenities at the following locations:

- Stoneridge Drive & Foothill Rd. in Pleasanton (stop deactivated)
- Springdale Ave. & Stoneridge Drive in Pleasanton (stop no longer served by Rapid)
- West Jack London Blvd. @ Livermore Outlets WB (stop no longer served by Rapid)
- West Jack London Blvd. @ Livermore Outlets EB (stop no longer served by Rapid)

In addition, the project will remove and dispose of old, damaged plexiglass shelters and install the four relocated Rapid-style shelters and amenities at the following locations:

- North Canyons Parkway & Constitution Drive WB (new 30R service post-COA)
- North Canyons Parkway & Constitution Drive EB (new 30R service post-COA)
- North Canyons Parkway & Independence Drive WB (new 30R service post-COA)
- North Canyons Parkway & Independence Drive EB (new 30R service post-COA)

The map in Attachment 1 shows the locations of the work to be performed as described above. LAVTA staff intends to coordinate replacement of non-Rapid shelters/amenities at the three still-active Wheels stops under a separate contract to be procured this fall. Staff's intent is to coordinate that procurement closely with this project with the goal of providing for the best possible customer experience throughout all phases of the work at all affected locations.

LAVTA's Procurement Policy mandates the Authority follow a competitive procurement process for award of major contracts. On July 25, 2017, LAVTA released an Invitation for Bids (IFB) for the LAVTA Bus Shelter Demolition and Movement Project #2017-16, for qualified contractors to bid on the project plans and specifications developed by LAVTA's project engineer. An optional pre-bid conference was held at the Authority's Administrative Offices on August 7, 2017, at 10:00 a.m. Written Questions or Requests were due on August 11, 2017 at 4:00 p.m, and one Addendum was issued with answers to questions received on August 15, 2017. The responses to the IFB were due on August 18, 2017, at 2:00 p.m.

Discussion

Three bids were received in accordance with the requirements established in the IFB. The responding firms were:

Company Name	Location	Grand Total Amount
Sposeto Engineering	Livermore, CA	\$790,397.00
FBD Vanguard Construction Inc.	Livermore, CA	\$546,802.50
Cazadoro Construction Inc.	San Francisco, CA	\$576,605.00

LAVTA's Procurement Policy provides for the right of the Board of Directors to reject all bids received when the bids received are too high and the funds available in the budget are insufficient to cover the amount of the contract if it were awarded to the lowest responsible bidder.

In analyzing the bids received and differences from the Engineer's Estimate, LAVTA staff and the project engineer reviewed the original specifications for the project and identified cost savings that could bring the project within the budget available if re-scoped to reduce the quantities of certain materials and labor line items. As a result, staff is recommending the project be re-bid as IFB #2017-17 in order to identify responsible and responsive bidder(s) who can deliver a re-scoped project within the available budget.

Fiscal Impact

The source of funding for this project includes the current balance of FTA funding awarded to LAVTA for the original Bus Rapid Transit grant. By making eligible drawdowns for related equipment purchases and project engineering activities associated with this project in the current Federal Fiscal Year, LAVTA has reinstated the Active status of the grant with FTA in accordance with their requirements. If LAVTA re-bids the project as IFB #2017-17 and identifies a responsive and responsible low bidder who can deliver the Bus Shelter Demolition and Movement Project within the remaining budget available on the FTA grant, LAVTA will be responsible for providing 20% of the total project costs in Local Matching funds, which are currently budgeted from the agency's Transportation Development Act funds.

Next Steps

If Resolution 31-2017 is approved by the Board of Directors, staff will notify interested parties of the result and will anticipate releasing IFB #2017-17 for LAVTA's Bus Shelter Demolition and Movement Project on September 12, 2017.

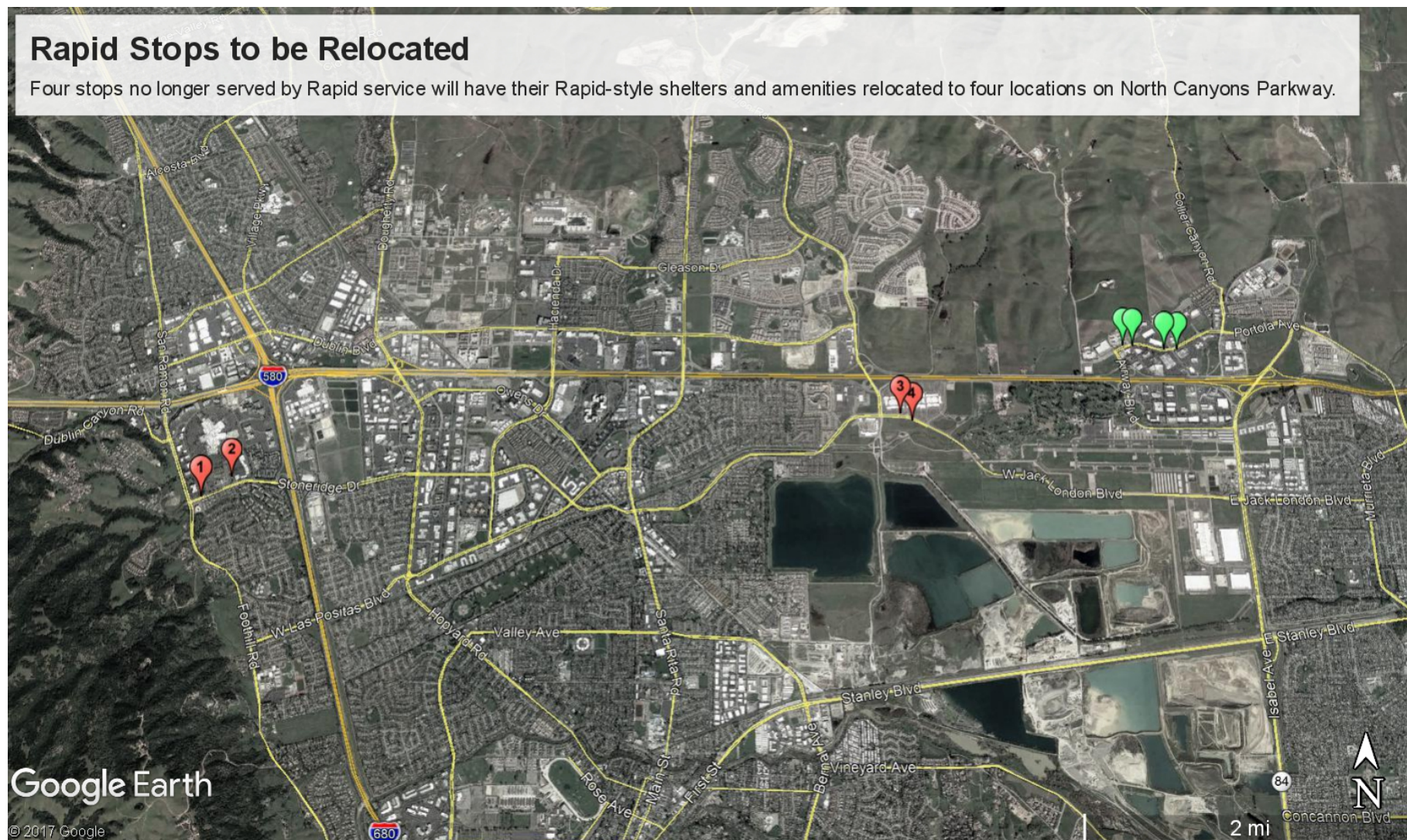
Recommendation

Staff recommends the Board: (1) approve Resolution 31-2017 to reject all bids for the LAVTA Bus Shelter Demolition and Movement Project #2017-16; and (2) direct staff to issue a Notice Inviting Sealed Bids IFB #2017-17 with a revised project scope to solicit responsive and responsible bidders who can deliver an eligible project within the budget available to LAVTA from previously committed FTA and Local Match sources.

Attachment:

1. Map of bus stop locations
2. Resolution 31-2017

Approved: _____



RESOLUTION NO. 31-2017

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REJECTING ALL BIDS FOR THE NORTH CANYONS BUS SHELTER
DEMOLITION AND MOVEMENT PROJECT #2017-16.**

WHEREAS, the Livermore/Amador Valley Transit Authority (LAVTA) requires the services of a third party contractor to perform the demolition and movement of bus shelters as described in LAVTA Invitation for Bids (IFB) #2017-16; and

WHEREAS, staff released IFB #2017-16 to solicit bids for the project; and

WHEREAS, three bids were received, all of which were substantially greater than LAVTA's available funds budgeted for the project; and

WHEREAS, LAVTA's Procurement Policy adopted by the Board of Directors as Resolution 19-2006 and as further detailed in LAVTA's Procurement Manual updated July 2015 provides for the right of the Board of Directors to reject all bids in such instances where the bids received were too high and the funds available in the budget are insufficient to cover the amount of the contract if it were awarded to the lowest responsible bidder; and

WHEREAS, staff has analyzed the project scope and bid lists received and identified potential cost savings were the project to be re-scoped; and

WHEREAS, staff recommends that the Board of Directors reject all bids received for IFB #2017-16 and direct staff to re-scope the project and issue a revised Notice Inviting Sealed Bids for the project with the aim of reducing the total cost so that the project may be completed within the budget available to LAVTA;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby rejects all bids for the LAVTA Bus Shelter Demolition and Movement Project #2017-16.

PASSED AND ADOPTED this 11th day of September 2017.

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 9

STAFF REPORT

SUBJECT: SB 595 (Beall) as amended: Metropolitan Transportation Commission: Toll Bridge Revenues – **SUPPORT**

FROM: Jennifer Yeamans, Senior Grants, Project Management & Contract Specialist

DATE: September 11, 2017

Action Requested

Approve a **SUPPORT** position for SB 595 (Beall) with language supporting additional amendments to the bill.

Background

On February 6, 2017, the Board of Directors approved LAVTA's 2017 Legislative Program to guide staff and the Board for legislative issues to support, watch and monitor, stay neutral, or oppose. On July 10, 2017, the Board of Directors approved a **WATCH** position on SB 595 (Beall), a bill sponsored by the Metropolitan Transportation Commission (MTC), which would authorize MTC to place a new bridge toll increase amount on the ballot in the nine Bay Area counties to fund congestion relief, rail connectivity, and improved mobility in the region's bridge corridors. In keeping with past voter-approved toll increases, the measure is currently known as Regional Measure 3, or RM3. This WATCH position reflected the lack of specificity previously available regarding the amount of toll increase to be sought or the potential amount of revenue that might be available for expenditure.

Between the June 27 Finance & Administration Committee meeting and the July 10 Board of Directors meeting, the bill was amended prior to its July 13 hearing in the Assembly Transportation Committee to include new key information, including the amount of the proposed toll increase. The bill as now drafted authorizes an increase of up to \$3, allowing MTC to select the amount to place on the ballot, as well as the phase-in period. After the toll increase is fully phased in, the bill authorizes the Bay Area Toll Authority to adjust the toll increase amount (i.e. up to \$3) by inflation. Staff relayed this information to the Board of Directors in light of the Finance & Administration Committee's WATCH recommendation then being considered by the Board.

Discussion

On July 13, the Assembly Transportation Committee approved SB 595 by a vote of 10-2. All but one Bay Area member on the committee voted in favor; Assembly Member Catharine Baker abstained and stated concerns related to the lack of formal oversight provided for in the bill's language and a lack of any sunset date to the measure's provisions if approved by voters. On July 19, the bill was amended again to include projects and programs and

proposed funding amounts, which was presented to the Assembly Transportation Committee during the July 13 hearing and included \$100 million for “Tri Valley Transit Access Improvements” but with no project sponsor identified. On September 1, the bill passed the Assembly Appropriations Committee on a mostly party-line 11-5 vote. On September 5, the bill was amended again in the Assembly to specify sponsors for the proposed projects and programs, include new projects and new funding amounts for proposed projects, and to add other provisions as highlighted in Attachment 1, including:

- Authorization for the independent Inspector General of the Department of Transportation to review policies, practices, and procedures and conduct audits and investigations of activities involving any toll revenues generated by RM3, in addition to an independent oversight committee to be established by the Bay Area Toll Authority (BATA);
- Discounts to toll-payers using electronic fare payments (such as FasTrak), in high-occupancy vehicles, and those making more than one bridge crossing in a single journey;
- Greater flexibility for both the timing and the amount of the proposed toll-increase measure to be placed on the ballot;
- Greater specificity in the \$100 million proposed for “Tri-Valley Transit Access Improvements,” to encompass “*interregional and last-mile transit connections in the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore,*” and further specifying in lieu of an identified project sponsor that “[t]he Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor.”

According to information provided by MTC staff, there will be one more final round of amendments that had already been sent to print as of this writing to be released on or around Friday, September 8, after which both houses will have the opportunity to vote on the bill in its final form. The deadline for all bills to be passed by both chambers for this calendar year is September 15.

General information provided by MTC at their July 26 Commission meeting about RM3 and other current bridge toll revenues, as well as public opinion polling about the proposed measure, are provided in Attachment 2. MTC’s Legislation Committee is also scheduled to receive an update on the bill’s progress at their September 8 meeting, but no written information was made publicly available to Committee members prior to that meeting.

SB 595 only authorizes MTC to put a toll increase before voters in all nine Bay Area counties; ultimately, voters would decide whether to enact any toll increase, though only a simple majority of voters region-wide would be required to do so, as bridge tolls are considered fees rather than taxes. Although there are not any LAVTA-specific projects identified in the current expenditure plan, there are potential sources of operating and capital funding available that are not agency-specific for which LAVTA could be eligible to receive future allocations.

Because the bill has been substantially amended to address the information lacking at the time staff initially recommended a WATCH position, and because LAVTA would potentially be eligible to receive capital and operating allocations from future toll bridge revenues to enhance and sustain transit service in the Tri-Valley, LAVTA staff is now recommending a **SUPPORT** position on SB 595.

At the August 22 Finance & Administration Committee, the Committee directed staff to incorporate the Tri-Valley delegation's expressed concerns about the bill's lack of formal oversight or sunset provisions into any formal support letter to be forwarded from the LAVTA Board of Directors, and to have the offices of Assembly Member Baker and Senator Glazer review the language for concurrence.

Given the Committee's direction to staff and the lack of a final version of the bill available at the time of this writing, staff will update the Board at your September 11 meeting regarding these outstanding amendments for the Board's consideration of any potential position change.

Recommendation

Staff recommends the Board of Directors approve a **SUPPORT** position on SB 595 (Beall) with language supporting additional amendments to the bill as reviewed with the Tri-Valley's state legislative delegation.

Attachments:

1. SB 595 (Beall) text as amended September 5, 2017
2. MTC Regional Measure 3 Follow-Up, July 26, 2017

Approved: _____

AMENDED IN ASSEMBLY SEPTEMBER 5, 2017

AMENDED IN ASSEMBLY JULY 19, 2017

AMENDED IN ASSEMBLY JULY 3, 2017

AMENDED IN SENATE MAY 26, 2017

AMENDED IN SENATE APRIL 18, 2017

AMENDED IN SENATE APRIL 5, 2017

AMENDED IN SENATE APRIL 3, 2017

SENATE BILL

No. 595

Introduced by Senator Beall

(Coauthors: Senators Hill, McGuire, Skinner, Wieckowski, and Wiener)

(Principal coauthors: Assembly Members Bonta, Chiu, Mullin, and Ting)

(Coauthors: Assembly Members Berman, Chu, *Kalra*, Low, Quirk, and Thurmond)

February 17, 2017

An act to amend Section 14461 of the Government Code, and to amend Sections 149.6, 30102.5, 30891, 30911, 30915, 30916, 30918, 30920, 30922, and 30950.3 of, and to add Sections 30914.7 and 30923 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. Metropolitan Transportation Commission: toll bridge—~~revenues~~: revenues: *Santa Clara Valley Transportation Authority: high-occupancy toll lanes.*

Existing

(1) *Existing* law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

This bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special ~~election~~ *election, to be known as Regional Measure 3*, on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs. The bill would require the BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize the BATA, beginning ~~January 1, 2019~~ *6 months after the election approving the toll increase*, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation ~~adjustment~~ *adjustment, providing funding to meet the requirements of voter approved regional measures*, and as otherwise specified in statute, the toll ~~schedule~~ *increase* adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. By requiring this election, the bill would impose a state-mandated local program. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure, it would make an appropriation.

Existing law creates the Independent Office of Audits and Investigations within the Department of Transportation, with specified powers and duties, under the direction of a person known as the Inspector General. Existing law requires the Inspector General to review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds administered by the department in consultation with all affected units and programs of the department and external entities.

This bill would authorize the Inspector General to review policies, practices, and procedures and conduct audits and investigations of activities involving any toll revenues generated by the Regional Measure 3 toll increase and would require the BATA to reimburse the Inspector General and the Office of Audits and Investigations for any review, audit, or investigation related to those revenues. The bill would also require the BATA to establish an independent oversight committee no later than January 1, 2020, within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill would require the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

(2) Existing law authorizes the BATA to vary the toll structure on each of the bay area state-owned toll bridges and to provide discounts for vehicles classified by the BATA as high-occupancy vehicles.

This bill would additionally authorize the BATA to provide discounts for vehicles that pay for tolls electronically or through other non-cash methods and to charge differential rates based on the chosen method.

This bill, with respect to the Regional Measure 3 toll increase, would require the BATA to provide a 50% discount on the amount of that toll increase on the 2nd bridge crossing for those commuters using a two-axle vehicle, who cross 2 bridges during commute hours, as specified.

Existing law, if the BATA establishes high-occupancy vehicle lane fee discounts or access for vehicles classified by the BATA as high-occupancy vehicles for any bridge, requires the BATA to collaborate with the Department of Transportation to reach agreement on how the occupancy requirements shall apply on each segment of highway that connects with that bridge.

This bill would instead require the BATA to establish those occupancy requirements in consultation with the department.

(3) Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in Santa Clara County. Existing law authorizes a HOT lane established as part of this program on State Highway Route 101 to extend into the County of San Mateo as far as the high-occupancy lane in the County of San Mateo existed as of January 1, 2011, subject to agreement of the City/County Association of Governments of San Mateo County.

This bill would delete the authorization for a HOT lane to extend into the specified portion of San Mateo County as part of a value pricing program established on 2 corridors in Santa Clara County. The bill would instead authorize the VTA to specifically conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 in San Mateo County in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed.

~~The~~

(4) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) The San Francisco Bay area's strong economy and growing
- 4 population are placing a tremendous burden on its aging
- 5 transportation infrastructure. Between 2010 and 2040, the
- 6 population is forecasted to grow by 2.3 million, while the number
- 7 of jobs are projected to grow by 1.3 million.
- 8 (b) Traffic congestion on the region's seven state-owned toll
- 9 bridges degrades the bay area's quality of life, impairs its economy,
- 10 and shows no signs of abating. Between 2010 and 2015, combined

1 volumes on the region's seven state-owned toll bridges grew by
2 11 percent, while volumes on just the Dumbarton Bridge, the
3 Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge
4 grew by 20 percent.

5 (c) In 2015, five of the region's top 10 worst congested roadways
6 were in the South Bay (San Mateo or Santa Clara Counties).

7 (d) In the San Francisco-Oakland Bay Bridge corridor from
8 Hercules to San Francisco, weekday traffic speeds average less
9 than 35 mph from 5:35 a.m. until 7:50 p.m.

10 (e) Weekday congestion on the west approach to the San
11 Francisco-Oakland Bay Bridge in the eastbound direction typically
12 begins before 1 p.m. and continues until 9:30 p.m.

13 (f) Weekday northbound traffic congestion on State Highway
14 Route 101 from Novato to Petaluma begins by 3 p.m. and typically
15 lasts over three hours.

16 (g) Daily peak-hour traffic on State Highway Route 37 between
17 Marin and Solano Counties jumped over 40 percent from 2010 to
18 2015.

19 (h) The region's only rail link across San Francisco Bay, the
20 Bay Area Rapid Transit District (BART), is 44 years old and faces
21 multibillion-dollar capital funding shortfalls to accommodate
22 growing ridership and achieve a state of good repair. Meanwhile,
23 BART ridership is at record levels, exceeding 128 million in fiscal
24 year 2016, a 27-percent increase from fiscal year 2010.

25 (i) Annual ridership on ferries from Alameda, Oakland, and
26 Vallejo to San Francisco and South San Francisco more than
27 doubled between 2010 and 2016, from 1.1 million to 2.5 million.

28 (j) Ridership on the weekday transbay bus service provided by
29 the Alameda-Contra Costa Transit District rose 33 percent between
30 2012 and 2016.

31 (k) Truck traffic in and out of the Port of Oakland grew by 33
32 percent since 2000 and contributes to worsening congestion on
33 the region's bridges and roadways. An estimated 99 percent of the
34 containerized goods moving through northern California are loaded
35 or discharged at the port.

36 (l) The last time bay area voters had the opportunity to approve
37 new funding for improvements in the bridge corridors was in 2004,
38 when voters approved Regional Measure 2, a \$1 toll increase.

39 (m) To improve the quality of life and sustain the economy of
40 the San Francisco Bay area, it is the intent of the Legislature to

1 require the Metropolitan Transportation Commission to place on
2 the ballot a measure authorizing the voters to approve an
3 expenditure plan to improve mobility and enhance travel options
4 on the bridges and bridge corridors to be paid for by an increase
5 in the toll rate on the seven state-owned bridges within its
6 jurisdiction.

7 ~~SEC. 2.—It is the intent of the Legislature to authorize or create~~
8 ~~a transportation inspector general to conduct audits and~~
9 ~~investigations of activities involving any toll revenues generated~~
10 ~~pursuant to the regional measure described in Section 30923 of~~
11 ~~the Streets and Highways Code, if the voters approve that measure.~~

12 *SEC. 2. Section 14461 of the Government Code is amended to*
13 *read:*

14 14461. (a) The Inspector General shall review policies,
15 practices, and procedures and conduct audits and investigations
16 of activities involving state transportation funds administered by
17 the department in consultation with all affected units and programs
18 of the department and external entities.

19 (b) *The Inspector General may review policies, practices, and*
20 *procedures and conduct audits and investigations of activities*
21 *involving any toll revenues generated under a regional tolling*
22 *measure approved pursuant to Section 30923 of the Streets and*
23 *Highways Code. The Bay Area Toll Authority shall reimburse the*
24 *Inspector General and the Independent Office of Audits and*
25 *Investigations for any review, audit, or investigation related to*
26 *revenues generated pursuant to Section 30923 of the Streets and*
27 *Highways Code that are used for projects, programs,*
28 *administration, or any other use by the Bay Area Toll Authority.*

29 *SEC. 3. Section 149.6 of the Streets and Highways Code is*
30 *amended to read:*

31 149.6. (a) Notwithstanding Sections—149 149, 149.7, and
32 30800, and Section 21655.5 of the Vehicle Code, the Santa Clara
33 Valley Transportation Authority (VTA) created by Part 12
34 (commencing with Section 100000) of Division 10 of the Public
35 Utilities Code may conduct, administer, and operate a value pricing
36 program on any two of the transportation corridors included in the
37 high-occupancy vehicle lane system in Santa Clara County in
38 coordination with the Metropolitan Transportation Commission
39 and consistent with Section 21655.6 of the Vehicle Code.—A
40 high-occupancy toll (HOT) lane established on State Highway

1 ~~Route 101 pursuant to this section may extend into San Mateo~~
2 ~~County as far as the high-occupancy vehicle lane in that county~~
3 ~~existed as of January 1, 2011, subject to agreement of the~~
4 ~~City/County Association of Governments of San Mateo County.~~

5 *(b) Notwithstanding Sections 149, 149.7 and 30800, and Section*
6 *21655.5 of the Vehicle Code, the VTA may conduct, administer,*
7 *and operate a value pricing program on State Highway Route 101*
8 *in San Mateo County in coordination with the City/County*
9 *Association of Governments of San Mateo County created pursuant*
10 *to Chapter 5 (commencing with Section 6500) of Division 7 of*
11 *Title 1 of the Government Code and with the San Mateo County*
12 *Transportation Authority created pursuant to Division 12.5*
13 *(commencing with Section 131000) of the Public Utilities Code,*
14 *as prescribed in subdivision (f), paragraph (3) of subdivision (g),*
15 *and paragraph (1) of subdivision (h).*

16 ~~(1)~~

17 *(c) (1) VTA, under the circumstances described in subdivision*
18 *subdivisions (a) and (b), may direct and authorize the entry and*
19 *use of those high-occupancy vehicle lanes by single-occupant*
20 *vehicles for a fee. The fee structure shall be established from time*
21 *to time by the authority. A high-occupancy vehicle lane may only*
22 *be operated as a HOT high-occupancy toll (HOT) lane during the*
23 *hours that the lane is otherwise restricted to use by high-occupancy*
24 *vehicles.*

25 *(2) VTA shall enter into a cooperative agreement with the Bay*
26 *Area Toll Authority to operate and manage the electronic toll*
27 *collection system.*

28 ~~(b)~~

29 *(d) With the consent of the department, VTA shall establish*
30 *appropriate performance measures, such as speed or travel times,*
31 *for the purpose of ensuring optimal use of the HOT lanes by*
32 *high-occupancy vehicles without adversely affecting other traffic*
33 *on the state highway system. Unrestricted access to the lanes by*
34 *high-occupancy vehicles shall be available at all times, except that*
35 *those high-occupancy vehicles may be required to have an*
36 *electronic transponder or other electronic device for enforcement*
37 *purposes. At least annually, the department shall audit the*
38 *performance during peak traffic hours and report the results of that*
39 *audit at meetings of the program management team.*

40 ~~(e)~~

1 (e) Single-occupant vehicles that are certified or authorized by
2 the authority for entry into, and use of, the high-occupancy vehicle
3 lanes in Santa Clara County, and, if applicable, San Mateo County
4 as provided in subdivision ~~(a)~~, (b), are exempt from Section
5 21655.5 of the Vehicle Code, and the driver shall not be in violation
6 of the Vehicle Code because of that entry and use.

7 ~~(d)~~

8 (f) VTA shall carry out the program in cooperation with the
9 department pursuant to an agreement that addresses all matters
10 related to design, construction, maintenance, and operation of state
11 highway system facilities in connection with the value pricing
12 program. *Any agreement related to State Highway Route 101 in*
13 *San Mateo County shall be subject to the review and approval by*
14 *the City/County Association of Governments of San Mateo County*
15 *and the San Mateo County Transportation Authority.*

16 ~~(e)~~

17 (g) (1) Agreements between VTA, the department, and the
18 Department of the California Highway Patrol shall identify the
19 respective obligations and liabilities of those entities and assign
20 them responsibilities relating to the program. The agreements
21 entered into pursuant to this section shall be consistent with
22 agreements between the department and the United States
23 Department of Transportation relating to this program. The
24 agreements shall include clear and concise procedures for
25 enforcement by the Department of the California Highway Patrol
26 of laws prohibiting the unauthorized use of the high-occupancy
27 vehicle lanes, which may include the use of video enforcement.
28 The agreements shall provide for reimbursement of state agencies,
29 from revenues generated by the program, federal funds specifically
30 allocated to the authority for the program by the federal
31 government, or other funding sources that are not otherwise
32 available to state agencies for transportation-related projects, for
33 costs incurred in connection with the implementation or operation
34 of the program.

35 (2) The revenues generated by the program shall be available
36 to VTA for the direct expenses related to the operation (including
37 collection and enforcement), maintenance, construction, and
38 administration of the program. The VTA's administrative costs in
39 the operation of the program shall not exceed 3 percent of the
40 revenues.

(3) All remaining revenue generated by the program shall be used in the corridor from which the revenues were generated exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities, transportation corridor improvements, and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the VTA. ~~To~~

~~(4) To the extent a corridor extends into the HOT lane operates in San Mateo County pursuant to subdivision (a), VTA and this section, VTA, the City/County Association of Governments of San Mateo County, and the San Mateo County Transportation Authority shall, by agreement, determine how remaining any revenue generated by the HOT lane in San Mateo County, after deducting any costs incurred pursuant to paragraph (2), shall be shared for expenditure in Santa Clara County and San Mateo County consistent with this paragraph. used exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities, transportation corridor improvements, and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.~~

~~(f)~~

~~(h)~~ (1) The VTA may issue bonds, refunding bonds, or bond anticipation notes, at any time to finance construction and construction-related expenditures necessary to implement the value pricing program established pursuant to subdivision (a) and construction and construction-related expenditures that are provided for in the expenditure plan adopted pursuant to paragraph (3) of subdivision (e), payable from the revenues generated from the program. *Revenues derived from the additional capacity created from bonding against proceeds from tolls within San Mateo County shall be used exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities, transportation corridor improvements, and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority.*

(2) The maximum bonded indebtedness that may be outstanding at any one time shall not exceed an amount that may be serviced from the estimated revenues generated from the program.

(3) The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable at intervals determined by the authority.

(4) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond.”

(5) Bonds shall be issued pursuant to a resolution of VTA adopted by a two-thirds vote of its governing board. The resolution shall state all of the following:

(A) The purposes for which the proposed debt is to be incurred.

(B) The estimated cost of accomplishing those purposes.

(C) The amount of the principal of the indebtedness.

(D) The maximum term of the bonds and the interest rate.

(E) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).

(F) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, the registration, conversion, and exchange privileges, if applicable, and the time when all of, or any part of, the principal becomes due and payable.

(G) Any other matters authorized by law.

(6) The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond shall not be required to mature on its anniversary date.

~~(g)~~

(i) Not later than three years after VTA first collects revenues from any of the projects described in paragraph (1) of subdivision ~~(a)~~, (c), VTA shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lanes.

~~SEC. 3.~~

SEC. 4. Section 30102.5 of the Streets and Highways Code is amended to read:

30102.5. Consistent with Section 30918, the Bay Area Toll Authority shall fix the rates of the toll charge, except as provided in Sections 30921 and 30923, and may grant reduced-rate and toll-free passage on the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission.

~~SEC. 4.~~

SEC. 5. Section 30891 of the Streets and Highways Code is amended to read:

30891. The commission may retain, for its cost in administering this article, an amount not to exceed one-quarter of 1 percent of the revenues allocated by it pursuant to Section 30892 and of the revenues allocated by it pursuant to Sections 30913, 30914, and 30914.7.

~~SEC. 5.~~

SEC. 6. Section 30911 of the Streets and Highways Code is amended to read:

30911. (a) The authority shall control and maintain the Bay Area Toll Account and other subaccounts it deems necessary and appropriate to document toll revenue and operating expenditures in accordance with generally accepted accounting principles.

(b) (1) After the requirements of any bond resolution or indenture of the authority for any outstanding revenue bonds have been met, the authority shall transfer on a regularly scheduled basis as set forth in the authority's annual budget resolution, the revenues defined in subdivision (b) of Sections 30913, 30914, and 30914.7 to the commission. The funds transferred are continuously appropriated to the commission to expend for the purposes specified in subdivision (b) of ~~Sections 30913, 30914, Section 30913 and Sections 30914~~ and 30914.7.

(2) For the purposes of paragraph (1), the revenues defined in subdivision (b) of Section 30913 and subdivision (a) of Section 30914 include all revenues accruing since January 1, 1989.

~~SEC. 6.~~

SEC. 7. Section 30914.7 is added to the Streets and Highways Code, to read:

30914.7. (a) If the voters approve a toll increase pursuant to Section 30923, the authority shall, consistent with the provisions

1 of subdivisions (b) and (c); *this section* fund the projects and
2 programs described in this subdivision that shall collectively be
3 known as the Regional Measure 3 expenditure plan by bonding or
4 transfers to the Metropolitan Transportation Commission. These
5 projects and programs have been determined to reduce congestion
6 or to make improvements to travel in the toll bridge corridors,
7 from toll revenues of all bridges:

8 (1) BART Expansion Cars. *Purchase new railcars for the Bay*
9 *Area Rapid Transit District (BART) to expand its fleet and improve*
10 *reliability. The project sponsor is the BART.* Five hundred million
11 dollars (\$500,000,000).

12 (2) ~~Bay Area Corridor Express Lanes: Interstate 80 between~~
13 ~~Alameda County and Contra Costa County, Alameda County~~
14 ~~Interstate 880, Alameda-Contra Costa Interstate 680, San Francisco~~
15 ~~Highway 101, San Mateo Highway 101, State Route 84, State~~
16 ~~Route 92, Solano Interstate 80 Express Lanes from Red Top Road~~
17 ~~to Interstate 505. Lanes. Fund the environmental review, design,~~
18 ~~and construction of express lanes to complete the Bay Area Express~~
19 ~~Lane Network, including supportive operational improvements to~~
20 ~~connecting transportation facilities. Eligible projects include, but~~
21 ~~are not limited to, express lanes on Interstate 80, Interstate 580,~~
22 ~~and Interstate 680 in the Counties of Alameda and Contra Costa,~~
23 ~~Interstate 880 in the County of Alameda, Interstate 280 in the City~~
24 ~~and County of San Francisco, Highway 101 in the City and County~~
25 ~~of San Francisco and the County of San Mateo, State Route 84~~
26 ~~and State Route 92 in the Counties of Alameda and San Mateo,~~
27 ~~Interstate 80 from Red Top Road to the intersection with Interstate~~
28 ~~505 in the County of Solano, and express lanes in the County of~~
29 ~~Santa Clara. Eligible project sponsors include the Bay Area~~
30 ~~Infrastructure Financing Authority, and any countywide or~~
31 ~~multicounty agency in a bay area county that is authorized to~~
32 ~~implement express lanes. The Metropolitan Transportation~~
33 ~~Commission shall make funds available based on performance~~
34 ~~criteria, including benefit-cost and project readiness. Three~~
35 hundred million dollars (\$300,000,000).

36 (3) Goods Movement and ~~Mitigation: Interstate 580 and~~
37 ~~Interstate 880 in Alameda County, Port of Oakland, Freight Rail~~
38 ~~Improvements. Mitigation. Provide funding to reduce truck traffic~~
39 ~~congestion and mitigate its environmental effects. Eligible projects~~
40 ~~include, but are not limited to, improvements in the County of~~

Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred twenty-five million dollars (\$125,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (\$150,000,000).

(5) Ferries: new vessels to add frequency to existing routes and service expansion in the Counties of Alameda, Contra Costa, San Mateo, San Francisco, and Solano, and the Antioch terminal. Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred twenty-five million dollars (\$325,000,000).

(6) BART to Silicon Valley: Phase Two. to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley Transportation Authority. Four hundred million dollars (\$400,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the City of Windsor. The project sponsor is the Sonoma-Marin Area Rail Transit District. Forty million dollars (\$40,000,000).

(8) Capitol Corridor Connection. Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and

1 *reliability. The project sponsor is the Capital Corridor Joint*
2 *Powers Authority. Ninety million dollars (\$90,000,000).*

3 ~~(9) Caltrain Downtown Extension: Transbay Terminal Phase~~
4 ~~Two: Extension. Extend Caltrain from its current terminus at~~
5 ~~Fourth Street and King Street to the Transbay Transit Center. The~~
6 ~~Metropolitan Transportation Commission shall allocate funding~~
7 ~~to the agency designated to build the project, which shall be the~~
8 ~~project sponsor. Three hundred fifty million dollars~~
9 ~~(\$350,000,000).~~

10 ~~(10) MUNI Expansion Vehicles: Fleet Expansion and Facilities.~~
11 ~~Fund replacement and expansion of the San Francisco Municipal~~
12 ~~Transportation Agency's MUNI vehicle fleet and associated~~
13 ~~facilities. The project sponsor is the San Francisco Municipal~~
14 ~~Transportation Agency. One hundred forty million dollars~~
15 ~~(\$140,000,000).~~

16 ~~(11) Core Capacity Transit Improvement Serving the Bay Bridge~~
17 ~~corridor: Improvements. Implement recommendations from the~~
18 ~~Core Capacity Transit Study and other ideas to maximize person~~
19 ~~throughput in the transbay corridor. Eligible projects include, but~~
20 ~~are not limited to, transbay bus improvements, including AC~~
21 ~~Transit's (Alameda-Contra Costa Transit District) Tier 1 and Tier~~
22 ~~2 projects identified in the study, and high-occupancy vehicle~~
23 ~~(HOV) lane access improvements. The project sponsors are AC~~
24 ~~Transit and the Metropolitan Transportation Commission. One~~
25 ~~hundred—forty eighty million dollars—(\$140,000,000).~~
26 ~~(\$180,000,000).~~

27 ~~(12) Alameda-Contra Costa Transit District (AC Transit): Rapid~~
28 ~~Bus Improvements: Transit) Rapid Bus Improvements. Fund bus~~
29 ~~purchases and capital improvements to reduce travel times and~~
30 ~~increase service frequency along key corridors. The project~~
31 ~~sponsor is AC Transit. Fifty million dollars (\$50,000,000).~~

32 ~~(13) New Transbay BART Tube and Approaches. Fifty million~~
33 ~~dollars (\$50,000,000).~~

34 ~~(13) Transbay Rail Crossing. Fund preliminary engineering,~~
35 ~~environmental review, and design of a second transbay rail~~
36 ~~crossing and its approaches to provide additional rail capacity,~~
37 ~~increased reliability, and improved resiliency to the corridor.~~
38 ~~Subject to approval by the Metropolitan Transportation~~
39 ~~Commission, funds may also be used for construction, and, if~~
40 ~~sufficient matching funds are secured, to fully fund a useable~~

1 *segment of the project. The project sponsor is the Bay Area Rapid*
2 *Transit District. Fifty million dollars (\$50,000,000).*

3 (14) Tri-Valley Transit Access Improvements. Provide
4 interregional and last-mile transit connections on the Interstate
5 580 corridor in the County of Alameda within the Tri-Valley area
6 of Dublin, Pleasanton, and Livermore. The Metropolitan
7 Transportation Commission shall consult with the Alameda County
8 Transportation Commission, the Bay Area Rapid Transit District,
9 and local jurisdictions to determine the project sponsor. One
10 hundred million dollars (\$100,000,000).

11 (15) Eastridge to BART Regional Connector. Extend Santa
12 Clara Valley Transportation Authority light rail from the Alum
13 Rock station to the Eastridge Transit Center. The project sponsor
14 is the Santa Clara Valley Transportation Authority. One hundred
15 thirty million dollars (\$130,000,000).

16 (16) San Jose Diridon Station. Redesign, rebuild, and expand
17 Diridon Station to more efficiently and effectively accommodate
18 existing regional rail services, future BART and high-speed rail
19 service, and Santa Clara Valley Transportation Authority light
20 rail and buses. The project sponsor shall consider accommodating
21 a future connection to Norman Y. Mineta San Jose International
22 Airport and prioritizing non-auto access modes. The project
23 sponsor is the Santa Clara Valley Transportation Authority. One
24 hundred twenty million dollars (\$120,000,000).

25 (17) Dumbarton Rail/Altamont Corridor Express
26 (ACE)/BART/Shinn Station. One hundred thirty million dollars
27 (\$130,000,000).

28 (18) Highway 101/State Route 92 Interchange. Fund
29 improvements to the interchange of Highway 101 and State Route
30 92 in the County of San Mateo. The project is jointly sponsored
31 by the City/County Association of Governments of San Mateo
32 County and the San Mateo County Transportation Authority. Fifty
33 million dollars (\$50,000,000).

34 (19) Contra Costa Interstate 680/State Route 4 Interchange
35 Improvements and Transit Enhancements. Fund improvements to
36 the Interstate 680/State Route 4 interchange and infrastructure to
37 facilitate express bus service in the corridor, including, but not
38 limited to, the purchase of buses, development or expansion of
39 park-and-ride lots, and a direct high-occupancy vehicle lane

- 1 *connector. The project sponsor is the Contra Costa Transportation*
2 *Authority. One hundred fifty million dollars (\$150,000,000).*
3 (20) ~~Marin-Sonoma Highway 101-Marin/Sonoma~~ Narrows.
4 *Construct northbound and southbound high-occupancy vehicle*
5 *lanes on Highway 101 between Petaluma Boulevard South in*
6 *Petaluma and Atherton Avenue in Novato. The project sponsors*
7 *are the Transportation Authority of Marin and the Sonoma County*
8 *Transportation Authority. One hundred twenty-five million dollars*
9 *(\$125,000,000).*
10 (21) ~~Solano County Interstate 80/Interstate 680/State Route 12~~
11 ~~Interchange Improvements.~~ *Project. Construct Red Top Road*
12 *interchange and westbound Interstate 80 to southbound Interstate*
13 *680 connector. The project sponsor is the Solano Transportation*
14 *Authority. One hundred seventy-five million dollars*
15 *(\$175,000,000).*
16 (22) ~~Solano West-Bound Interstate 80 Westbound Truck Scales.~~
17 *Improve freight mobility, reliability, and safety on the Interstate*
18 *80 corridor by funding improvements to the Interstate 80*
19 *Westbound Truck Scales in the County of Solano. The project*
20 *sponsor is the Solano Transportation Authority. One hundred*
21 *twenty-five million dollars (\$125,000,000).*
22 (23) ~~Highway State Route 37 Corridor Access Improvements~~
23 ~~from Highway 101 to Interstate 80 and Sea Level Rise Adaptation.~~
24 ~~Improvements.~~ *Fund near-term and longer-term improvements to*
25 *State Route 37 to improve the roadway's mobility, safety, and*
26 *long-term resiliency to sea level rise and flooding. For the purposes*
27 *of the environmental review and design, the project shall include*
28 *the segment of State Route 37 from the intersection in Marin*
29 *County with Highway 101 to the intersection with Interstate 80 in*
30 *the County of Solano. Capital funds may used on any segment*
31 *along this corridor, as determined by the project sponsors. The*
32 *project is jointly sponsored by the Bay Area Toll Authority, the*
33 *Transportation Authority of Marin, the Napa Valley Transportation*
34 *Authority, the Solano Transportation Authority, and the Sonoma*
35 *County Transportation Authority. Funds for this project may be*
36 *allocated to any of the project sponsors. One hundred fifty million*
37 *dollars (\$150,000,000).*
38 (24) ~~San Rafael Transit Center/SMART.~~ *Center. Construct a*
39 *replacement to the San Rafael (Bettini) Transit Center on an*
40 *existing or new site, or both, in downtown San Rafael. The selected*

1 *alternative shall be approved by the City of San Rafael, the Golden*
2 *Gate Bridge, Highway and Transportation District, the*
3 *Transportation Authority of Marin, and Marin Transit. The project*
4 *sponsor is the Golden Gate Bridge, Highway and Transportation*
5 *District. Thirty million dollars (\$30,000,000).*

6 ~~(25) Marin Highway 101/580 Interchange. One hundred~~
7 ~~thirty-five million (\$135,000,000).~~

8 (25) *Richmond-San Rafael Bridge Access Improvements. Fund*
9 *eastbound and westbound improvements in the Richmond-San*
10 *Rafael Bridge corridor, including, but not limited to, a direct*
11 *connector from northbound Highway 101 to eastbound Interstate*
12 *580 and westbound access and operational improvements. The*
13 *project sponsors are the Bay Area Toll Authority, the Contra Costa*
14 *Transportation Authority, and the Transportation Authority of*
15 *Marin. One hundred forty-five million dollars (\$145,000,000).*

16 (26) ~~North Bay Transit Improvements: Contra Costa, Marin,~~
17 ~~Napa, Solano, and Sonoma.~~ *Access Improvements. Provide funding*
18 *for transit improvements, including, but not limited to, bus capital*
19 *projects, including vehicles, transit facilities, and access to transit*
20 *facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano,*
21 *and Contra Costa. Priority shall be given to projects that are fully*
22 *funded, ready for construction, and serving rail transit or transit*
23 *service that operates primarily on existing or fully funded*
24 *high-occupancy vehicle lanes. The project sponsor is the*
25 *Metropolitan Transportation Commission. Eligible applicants are*
26 *any transit operator providing service in the Counties of Contra*
27 *Costa, Marin, Napa, Solano, or Sonoma. One hundred million*
28 *dollars (\$100,000,000).*

29 ~~(27) State Route 29, South Napa County.~~ 29. *Eligible project*
30 *expenses include State Route 29 major intersection improvements,*
31 *including Soscol Junction, and signal and signage improvements,*
32 *which may include multimodal infrastructure and safety*
33 *improvements between Carneros Highway (State Route 12/121)*
34 *and American Canyon Road. The project sponsor is the Napa*
35 *Valley Transportation Authority. Twenty million dollars*
36 *(\$20,000,000).*

37 (28) *Next-Generation Clipper Transit Fare Payment System.*
38 *Provide funding to design, develop, test, implement, and transition*
39 *to the next generation of Clipper, the bay area's transit fare*
40 *payment system. The next-generation system will support a*

1 universal, consistent, and seamless transit fare payment system
2 for the riders of transit agencies in the bay area. The project
3 sponsor is the Metropolitan Transportation Commission. Fifty
4 million dollars (\$50,000,000).

5 (b) Pursuant to subdivision (a) of Section 30923, if the authority
6 selects a toll increase to be placed on the ballot in an amount less
7 than three dollars (\$3), the funding assigned to the projects and
8 programs identified in subdivision (a) shall be adjusted
9 proportionately to account for reduced funding capacity. The
10 authority shall adopt a resolution detailing the updated Regional
11 Measure 3 capital and operating funding available and listing the
12 revised funding amounts for each project within 90 days of the
13 certification of the election by the last county to certify the election
14 on the toll increase. The authority shall update this resolution as
15 needed to reflect additional tolls approved in subsequent elections.

16 (b)

17 (c) (1) Not more than 16 percent percent, up to sixty million
18 dollars (\$60,000,000), of the revenues generated each year from
19 the toll increase approved by the voters pursuant to Section 30923
20 shall be made available annually for the purpose of providing
21 operating assistance for transit services as set forth in the
22 authority's annual budget resolution. resolution for the purposes
23 listed in paragraph (2). The funds shall be made available to the
24 provider of the transit services subject to the performance measures
25 described in paragraph (3). If the funds cannot be obligated for
26 operating assistance consistent with the performance measures,
27 these funds shall be obligated for other operations consistent with
28 this chapter.

29 (2) The Metropolitan Transportation Commission may annually
30 fund the following operating programs from the revenue generated
31 each year from the toll increase approved by the voters pursuant
32 to Section 30923 as another component of the Regional Measure
33 3 expenditure plan:

34 (A) The San Francisco Transbay Terminal. Five Eight percent
35 of the amount available for operating assistance pursuant to
36 paragraph (1), not to exceed five million dollars (\$5,000,000).
37 These funds are available for transportation-related costs
38 associated with operating the terminal. The Transbay Joint Powers
39 Authority shall pursue other long-term, dedicated operating
40 revenue to fund its operating costs. To the extent that a portion or

1 *all of the toll revenue provided pursuant to this subparagraph is*
2 *not needed in a given fiscal year, the Metropolitan Transportation*
3 *Commission shall reduce the allocation accordingly.*

4 ~~(B) Ferries. Thirty-five million dollars (\$35,000,000).~~

5 (B) (i) *Expanded Ferry Service. Fifty-eight percent of the*
6 *amount available for operating assistance pursuant to paragraph*
7 *(1), not to exceed thirty-five million dollars (\$35,000,000). These*
8 *funds shall be made available to the San Francisco Bay Area Water*
9 *Emergency Transportation Authority (WETA) to support expanded*
10 *ferry service, including increased frequencies of existing routes*
11 *and the operation of new routes.*

12 (ii) *To the extent that funds provided pursuant to clause (i) are*
13 *not requested for expenditure by WETA in a given year, the funds*
14 *shall be held by the authority in a reserve. Those funds shall be*
15 *made available to WETA for any capital or operating purpose.*
16 *Prior to receiving an allocation of those funds, WETA shall submit*
17 *a request to the Metropolitan Transportation Commission detailing*
18 *how the funds shall be used. An allocation of those funds shall*
19 *constitute an augmentation of the funding provided in paragraph*
20 *(5) of subdivision (a) and be treated as such in any reports by the*
21 *authority regarding the Regional Measure 3 expenditure plan.*

22 (C) *Regional Express Bus. ~~Twenty~~ Thirty-four percent of the*
23 *amount available for operating assistance pursuant to paragraph*
24 *(1), not to exceed twenty million dollars—(\$20,000,000).*
25 *(\$20,000,000), to be distributed for bus service in the bridge*
26 *corridors, prioritizing bus routes that carry the greatest number*
27 *of transit riders. To the extent that a portion or all of the toll*
28 *revenue provided pursuant to this subparagraph is not needed in*
29 *a given fiscal year, the Metropolitan Transportation Commission*
30 *shall reduce the allocation accordingly.*

31 (3) *Prior to the allocation of revenue for transit operating*
32 *assistance under paragraphs (1) and subparagraphs (A) and (C)*
33 *of paragraph (2), the Metropolitan Transportation Commission*
34 *shall:*

35 (A) *Adopt performance measures related to fare-box recovery,*
36 *ridership, or other indicators, as appropriate. The performance*
37 *measures shall be developed in consultation with the affected*
38 *project sponsors.*

39 (B) *Execute an operating agreement with the sponsor of the*
40 *project. This agreement shall include, but is not limited to, an*

operating plan that is consistent with the adopted performance measures. The agreement shall include a schedule of projected fare revenues *or other forecast revenue* and any other operating funding that will be dedicated to the ~~service~~. *service or terminal*.

For any individual project sponsor, this operating agreement may include additional requirements, as determined by the commission.

(C) In an operating agreement executed pursuant to subparagraph (B), the Metropolitan Transportation Commission shall grant a project sponsor at least five years to ~~establish new or enhanced service~~. *achieve the adopted performance measures*.

The Metropolitan Transportation Commission shall use a ridership forecast as the basis for performance measures adopted pursuant to subparagraph (A) and to establish performance measures in following years. If *the transit service of a project sponsor* does not achieve the performance ~~targets~~ *measures* within the timeframe granted to the project sponsor, the project sponsor shall notify the Metropolitan Transportation Commission, ~~agree to a new timeframe determined by the commission to achieve the performance targets, and take needed steps to remedy the transit service to meet the performance standards~~. *Commission*. The Metropolitan Transportation Commission may *revise the performance measures, extend the timeframe to achieve the performance measures, or take action to redirect* ~~reduce the funding to alternative project sponsors available for operations~~ if the performance ~~targets~~ *measures* are not met within the new timeframe.

(4) *Prior to the allocation of revenue for transit operating assistance under subparagraph (B) of paragraph (2), the Metropolitan Transportation Commission, in collaboration with the San Francisco Bay Area Water Emergency Transportation Authority, shall develop and adopt performance measures for ferry service.*

(e)

(d) (1) For all projects authorized under subdivision (a), the project sponsor shall submit an initial project report to the Metropolitan Transportation Commission ~~before July 1, ____.~~ *within six months of the election approving the toll increase.* This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the

project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The project sponsor shall update this report as needed or requested by the commission. No funds shall be allocated by the commission for any project authorized by subdivision (a) until the project sponsor submits the initial project report, and the report is reviewed and approved by the commission.

(2) If multiple project sponsors are listed for projects listed in subdivision (a), the commission shall identify a lead sponsor in coordination with all identified sponsors, for purposes of allocating funds. For any projects authorized under subdivision (a), the commission shall have the option of requiring a memorandum of understanding between itself and the project sponsor or sponsors that shall include any specific requirements that must be met prior to the allocation of funds provided under subdivision (a).

(e) If a program or project identified in subdivision (a) has cost savings after completion, taking into account construction costs and an estimate of future settlement claims, or cannot be completed or cannot continue due to delivery or financing obstacles making the completion or continuation of the program or project unrealistic, the commission shall consult with the program or project sponsor. After consulting with the sponsor, the commission shall hold a public hearing concerning the program or project. After the hearing, the commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign some or all of the funds to another project within the same bridge corridor. If a program or project identified in subdivision (a) is to be implemented with other funds not derived from tolls, the commission shall follow the same consultation and hearing process described above and may vote thereafter to reassign the funds to another project consistent with the intent of this chapter.

~~(d)~~

(f) If the voters approve a toll increase pursuant to Section 30923, the authority shall within 24 months of the election date include the projects in a long-range plan. The authority shall update its long-range plan as required to maintain its viability as a strategic plan for funding projects authorized by this section. The authority

shall, by January 1, 2020, submit its updated long-range plan to the transportation policy committee of each house of the Legislature for review.

(g) This section does not alter the obligations of the Metropolitan Transportation Commission with respect to the requirements of Section 65080 of the Government Code.

~~SEC. 7.~~

SEC. 8. Section 30915 of the Streets and Highways Code is amended to read:

30915. (a) With respect to all construction and improvement projects specified in Sections 30913, 30914, and 30914.7, project sponsors and the department shall seek funding from all other potential sources, including, but not limited to, the State Highway Account and federal matching funds. The project sponsors and department shall report to the authority concerning the funds obtained under this ~~section~~ *subdivision*.

(b) Local funds that have previously been committed to projects and programs identified in subdivision (a) of Section 30914.7 shall not be supplanted by the funding assigned to projects and programs pursuant to Section 30914.7 unless the project sponsor has secured a full funding plan for the project, or the local funds are needed to maintain transit service levels or fund a critical safety or maintenance need.

~~SEC. 8.~~

SEC. 9. Section 30916 of the Streets and Highways Code is amended to read:

30916. (a) The base toll rate for vehicles crossing the state-owned toll bridges within the geographic jurisdiction of the commission as of January 1, 2003, is as follows:

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

(b) If the voters approve a toll increase, pursuant to Section 30921, commencing July 1, 2004, the base toll rate for vehicles crossing the bridges described in subdivision (a) is as follows:

Number of axles	Toll
Two axles	\$ 2.00
Three axles	4.00
Four axles	6.25
Five axles	9.25
Six axles	10.00
Seven axles & more	11.50

(c) (1) If the voters approve a toll increase, pursuant to Section 30923, the authority shall increase the base toll rate for vehicles crossing the bridges described in subdivision (a) *from the toll rates then in effect* by the amount approved by the voters pursuant to Section 30923. The authority may, beginning ~~January 1, 2019~~, *six months after the election approving the toll increase*, phase in the toll increase over a period of time and may adjust the toll increase for inflation based on the California Consumer Price Index after the toll increase has been phased in completely.

(2) *Revenue generated from the adjustment of the toll to account for inflation pursuant to paragraph (1) may be expended for the following purposes:*

(A) *Bridge maintenance and rehabilitation necessary to preserve, protect, and replace the bridge structures consistent with subdivision (b) of Section 30950.3.*

(B) *Supplemental funding for the projects and programs authorized pursuant to subdivision (a) of Section 30914.7.*

(d) The authority shall increase the amount of the toll only if required to meet its obligations on any bonds or to satisfy its covenants under any bond resolution or indenture. The authority shall hold a public hearing before adopting a toll schedule reflecting the increased toll charge.

(e) Nothing in this section shall be construed to prohibit the adoption of either a discounted commute rate for two-axle vehicles or of special provisions for high-occupancy vehicles under terms and conditions prescribed by the authority in consultation with the department.

1 ~~SEC. 9.~~

2 ~~SEC. 10.~~ Section 30918 of the Streets and Highways Code is
3 amended to read:

4 30918. (a) It is the intention of the Legislature to maintain
5 tolls on all of the bridges specified in Section 30910 at rates
6 sufficient to meet any obligation to the holders of bonds secured
7 by the bridge toll revenues. The authority shall retain authority to
8 set the toll schedule as may be necessary to meet those bond
9 obligations. The authority shall provide at least 30 days' notice to
10 the transportation policy committee of each house of the
11 Legislature and shall hold a public hearing before adopting a toll
12 schedule reflecting the increased toll rate.

13 (b) The authority shall increase the toll rates specified in the
14 adopted toll schedule in order to meet its obligations and covenants
15 under any bond resolution or indenture of the authority for any
16 outstanding toll bridge revenue bonds issued by the authority and
17 the requirements of any constituent instruments defining the rights
18 of holders of related obligations of the authority entered into
19 pursuant to Section 5922 of the Government Code and,
20 notwithstanding Section 30887 or subdivision (d) of Section 30916
21 of this code, or any other law, may increase the toll rates specified
22 in the adopted toll schedule to provide funds for the planning,
23 design, construction, operation, maintenance, repair, replacement,
24 rehabilitation, and seismic retrofit of the state-owned toll bridges
25 specified in Section 30910 of this code, to provide funding to meet
26 the requirements of Sections 30884 and 30911 of this code, and
27 to provide funding to meet the requirements of voter-approved
28 regional measures pursuant to Sections ~~30914 and 30921~~ 30914,
29 30921, and 30923 of this code.

30 (c) ~~The~~ *Notwithstanding any other law, the* authority's toll
31 structure for the state-owned toll bridges specified in Section 30910
32 may vary from bridge to bridge and may include discounts for
33 vehicles ~~classified by the authority as high-occupancy vehicles,~~
34 ~~notwithstanding any other law.~~ *consistent with the following:*

35 (1) *The authority may include discounts for the following*
36 *vehicles:*

37 (A) *Vehicles classified by the authority as high-occupancy*
38 *vehicles.*

1 (B) Vehicles that pay for tolls electronically or through other
2 non-cash methods. The authority may charge differential rates
3 based on the chosen method.

4 (2) The authority shall provide a 50-percent discount on the
5 amount of the toll increase approved pursuant to Section 30923
6 on the second bridge crossing for those commuters using a two-axle
7 vehicle, who cross two bridges specified in Section 30910 during
8 commute hours. The authority shall establish reasonable and
9 practical operating rules to implement this paragraph.

10 (d) If the authority establishes high-occupancy vehicle lane fee
11 discounts or access for vehicles classified by the authority as
12 high-occupancy vehicles for any bridge or segments of a highway
13 that connect to the bridge, the authority shall ~~collaborate with the~~
14 ~~department to reach agreement on how~~ establish the occupancy
15 requirements that shall apply on each segment of highway that
16 connects with that ~~bridge~~. bridge, in consultation with the
17 department.

18 (e) All tolls referred to in this section and Sections 30916,
19 31010, and 31011 may be treated by the authority as a single
20 revenue source for accounting and administrative purposes and
21 for the purposes of any bond indenture or resolution and any
22 agreement entered into pursuant to Section 5922 of the Government
23 Code.

24 (f) It is the intent of the Legislature that the authority should
25 consider the needs and requirements of both its electronic and
26 cash-paying customers when it designates toll payment options at
27 the toll plazas for the toll bridges under its jurisdiction.

28 ~~SEC. 10.~~

29 SEC. 11. Section 30920 of the Streets and Highways Code is
30 amended to read:

31 30920. The authority may issue toll bridge revenue bonds to
32 finance any or all of the projects, including those specified in
33 Sections 30913, 30914, and 30914.7, if the issuance of the bonds
34 does not adversely affect the minimum amount of toll revenue
35 proceeds designated in Section 30913 and in paragraph (4) of
36 subdivision (a) of, and subdivision (b) of, Section 30914 for rail
37 extension and improvement projects and transit projects to reduce
38 vehicular traffic. A determination of the authority that a specific
39 project or projects shall have no adverse effect will be binding and
40 conclusive in all respects.

1 ~~SEC. 11.~~

2 *SEC. 12.* Section 30922 of the Streets and Highways Code is
3 amended to read:

4 30922. Any action or proceeding to contest, question, or deny
5 the validity of a toll increase provided for in this chapter, the
6 financing of the transportation program contemplated by this
7 chapter, the issuance of any bonds secured by those tolls, or any
8 of the proceedings in relation thereto, shall be commenced within
9 60 days from the date of the election at which the toll increase is
10 approved. After that date, the financing of the program, the issuance
11 of the bonds, and all proceedings in relation thereto, including the
12 adoption, approval, and collection of the toll increase, shall be held
13 valid and incontestable in every respect.

14 ~~SEC. 12.~~

15 *SEC. 13.* Section 30923 is added to the Streets and Highways
16 Code, to read:

17 30923. (a) For purposes of the special election to be conducted
18 pursuant to this section, the authority shall select an amount of the
19 proposed increase in the toll rate, not to exceed three dollars (\$3),
20 for vehicles crossing the bridges described in Section 30910 to be
21 placed on the ballot for approval by the voters.

22 (b) The toll rate for vehicles crossing the bridges described in
23 Section 30910 shall not be increased to the rate described in
24 subdivision (c) of Section 30916 prior to the availability of the
25 results of a special election to be held in the City and County of
26 San Francisco and the Counties of Alameda, Contra Costa, Marin,
27 Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine
28 whether the residents of those counties and of the City and County
29 of San Francisco approve the toll increase.

30 (c) The revenue derived from the toll increase shall be used to
31 meet all funding obligations associated with projects and programs
32 described in Section 30914.7. To the extent additional toll funds
33 are available from the toll increase, the authority may use them
34 for bridge rehabilitation and for projects and programs aimed at
35 reducing congestion and improving travel options in the bridge
36 corridors.

37 (d) (1) Notwithstanding any provision of the Elections Code,
38 the Board of Supervisors of the City and County of San Francisco
39 and of each of the counties described in subdivision (b) shall call
40 a special election to be conducted in the City and County of San

Francisco and in each of the counties that shall be consolidated with the November 6, 2018, general election: a statewide primary or general election, which shall be selected by the authority.

(2) The following question authority shall determine the ballot question, which shall include the amount of the proposed toll increase selected pursuant to subdivision (a) and a summary of the Regional Measure 3 expenditure plan. The ballot question shall be submitted to the voters as Regional Measure 3 and stated separately in the ballot from state and local measures: “Shall voters authorize the Regional Measure 3 expenditure plan that does the following: measures.

(A) Directs revenues generated through the collection of bridge tolls to provide the following projects:

(B) Approves a _____ toll increase and authorizes the Bay Area Toll Authority, beginning January 1, 2019, to phase in the toll increase and to adjust that amount for inflation after the toll increase has been phased in completely, on all toll bridges in the bay area, except the Golden Gate Bridge.”

(3) The blank provision in the portion of the ballot question described in subparagraph (B) of paragraph (2) shall be filled in with the amount of the toll increase selected pursuant to subdivision (a).

(e) The ballot pamphlet for the special election shall include a summary of the Regional Measure 3 expenditure plan regarding the eligible projects and programs to be funded pursuant to Section 30914.7. The Metropolitan Transportation Commission shall prepare a summary of the Regional Measure 3 expenditure plan.

(f) The county clerks shall report the results of the special election to the authority. If a majority of all voters voting on the question at the special election vote affirmatively, the authority may phase in the increased toll schedule beginning January 1, 2019, consistent with subdivision (c) of Section 30916.

(g) If a majority of all the voters voting on the question at the special election do not approve the toll increase, the authority may by resolution resubmit the measure to the voters at a subsequent statewide primary or general election. If a majority of all of the voters vote affirmatively on the measure, the authority may adopt the toll increase and establish its effective date and establish the completion dates for all reports and studies required by Sections 30914.7 and 30950.3.

(h) (1) Each county and city and county shall share translation services for the ballot pamphlet and shall provide the authority a certified invoice that details the incremental cost of including the measure on the ballot, as well as the total costs associated with the election.

(2) The authority shall reimburse each county and city and county participating in the election for the incremental cost of submitting the measure to the voters. These costs shall be reimbursed from revenues derived from the tolls if the measure is approved by the voters, or, if the measure is not approved, from any bridge toll revenues administered by the authority.

(i) If the voters approve a toll increase pursuant to this section, the authority shall establish an independent oversight committee ~~no later than January 1, 2020~~, *within six months of the effective date of the toll increase* to ensure that any toll revenues generated pursuant to this section are expended consistent with the applicable requirements set forth in Section 30914.7. The oversight committee shall include two representatives from each county within the jurisdiction of the commission. Each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and shall be limited to two terms. The oversight committee shall annually review the expenditure of funds by the authority for the projects and programs specified in Section 30914.7 and prepare *and submit* a report *to the transportation committee of each house of the Legislature* summarizing its findings. The oversight committee may request any documents from the authority to assist the committee in performing its functions.

(j) If voters approve a toll increase pursuant to this section, the authority shall annually prepare a report to the Legislature, in conformance with Section 9795 of the Government Code, on the status of the projects and programs funded pursuant to Section 30914.7.

(k) Except as provided in subdivision (c) of Section 30916 and Section 30918, the ~~toll rates contained in a toll schedule~~ *increase* adopted by the authority pursuant to this section shall not be changed without statutory authorization by the Legislature.

~~SEC. 13.~~

SEC. 14. Section 30950.3 of the Streets and Highways Code is amended to read:

1 30950.3. (a) The authority shall prepare, adopt, and from time
2 to time revise, a long-range *bridge toll* plan for the completion of
3 all projects within its jurisdiction, including those of the Regional
4 Traffic Relief Plan described in subdivision (c) of Section 30914
5 and the Regional Measure 3 expenditure plan described in
6 subdivision (a) of Section 30914.7.

7 (b) The authority shall give first priority to projects and
8 expenditures that are deemed necessary by the department *and the*
9 *authority* to preserve and protect the bridge structures.

10 ~~SEC. 14.~~

11 *SEC. 15.* If the Commission on State Mandates determines that
12 this act contains costs mandated by the state, reimbursement to
13 local agencies and school districts for those costs shall be made
14 pursuant to Part 7 (commencing with Section 17500) of Division
15 4 of Title 2 of the Government Code.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: July 21, 2017

FR: Executive Director

RE: SB 595 (Beall) – Regional Measure 3

Background

At the June 28 Commission meeting, staff was requested to provide additional information on a number of Regional Measure 3-related items and to place Senate Bill 595 (Beall) on the agenda for official Commission action. This agenda item includes the following elements:

1. A presentation highlighting the SB 595 expenditure plan adopted by the Assembly Transportation Committee and recommending a number of amendments to the bill.
2. A summary of the top-line results of the RM 3 poll conducted by the Bay Area Council.
3. A brief white paper on the congestion relief impact of transit-oriented affordable housing and options for how RM 3 funds could be leveraged to address the region's affordable housing shortage.
4. Information on the trip destination of Bay Area state-owned bridge users. We had provided trip origin data of bridge users at your June meeting.

Bill Update

On July 13, the Assembly Transportation Committee approved the Regional Measure 3 authorizing bill, SB 595 (Beall) by a vote of 10-2. This was a key milestone for the bill and took a great deal of effort by many Bay Area legislators and stakeholders. All but one Bay Area member on the committee voted in favor; Assembly Member Baker abstained. The bill has been referred to the Assembly Appropriations Committee, where it is expected to be voted on in late August. Currently, SB 595 simply lists project names and dollar amounts. Over the next few weeks, amendments will be drafted to provide project descriptions and identify project sponsors, a critical component of the legislation.

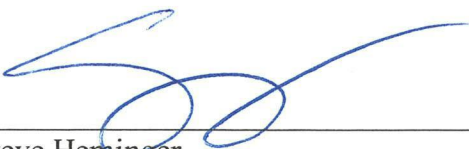
With respect to the toll increase amount, the bill authorizes an increase of up to \$3, allowing the commission to select the amount to place on the ballot, as well as the phase-in period. After the toll increase is fully phased in, the bill authorizes the Bay Area Toll Authority to adjust the toll increase amount (i.e. up to \$3) by inflation. At this time there is no other detail in the legislation with respect to the use of revenue generated by indexing, but discussions with Senator Beall and others suggest that the intent is to limit this to projects and programs authorized in the bill and bridge maintenance and rehabilitation.

In addition, at the request of Senator Beall, BATA's financial team has reevaluated the amount of revenue that could be generated by a \$3 toll increase – without indexing – under a reasonable set of assumptions about future interest rates, traffic projections, and the like. Our BATA team has concluded that up to an additional \$200 million could be generated under a slightly revised set of financial assumptions. We have communicated this information to Senator Beall.

Recommendation

Staff recommends the Commission adopt a “support and seek amendment” position on SB 595 as follows:

1. **FasTrak® Discount.** Authorize a financial incentive for more people to pay tolls via FasTrak to reduce delay at toll plazas and toll collection administrative costs. This is standard business practice at most toll authorities across the nation.
2. **Use of Toll Revenue.** Specify that any funds generated from the toll revenue increase are eligible for bridge rehabilitation/maintenance.
3. **Election Date.** Delete reference to November 2018 to provide flexibility on when a vote is held, as long as it is consolidated with a statewide election.
4. **Enable a Back-up Plan.** To avoid leaving funds unallocated with no option to be spent, allow toll revenue assigned to a specific project to be reduced or reassigned to a project within the same bridge corridor if the project has savings or cannot be competed, similar to RM 2. This provides needed flexibility to continue to improve mobility in a bridge corridor if the original project encounters insurmountable delivery obstacles. Any change would only be made after consultation with the project sponsor, a public hearing and Commission approval.
5. **Clipper 2.0 Funding.** The expenditure plan does not currently provide any funding for Clipper 2.0, the next generation of the region's transit fare collection system. We recommend the inclusion of Clipper 2.0 funding in RM 3.
6. **Additional Project Capacity.** In allocating the \$200 million described above, priority should be given to bridge corridors where current investment levels are lower on a per toll payer basis.
7. **Pro Rata Expenditure Plan Adjustment.** In the event that a \$3 toll increase is determined to be infeasible at the ballot, the bill should allow for a pro rata adjustment to the expenditure plan to account for a \$2 or \$1 toll request in the ballot measure.



Steve Heminger



Regional Measure 3 Follow-Up

Metropolitan Transportation Commission

July 26, 2017



Follow-Up Items from June Commission Meeting

- Polling results (attached)
- Bridge user destination data (attached)
- Housing policy discussion (attached)
- Update on development of an RM 3 expenditure plan
- Recommendation for action on SB 595



RM3 Status Update

- Senate Bill 595 (Beall) passed the Assembly Transportation Committee on July 14 with an amendment to incorporate an agreed-upon expenditure plan.
- The bill has been amended to include project names and amounts, but no detailed descriptions or other policy items yet.
- Subsequent – and final – amendments are anticipated to be made prior to the bill's vote in the Assembly Appropriations Committee, anticipated to be held in late August.



RM3 Expenditure Plan as Amended by Assembly Transportation Committee

PROGRAM CATEGORY	\$3 Toll Funding (in millions)	Percent of Capital Funding
Operating Program	\$60/year	--
Regional Capital Program	\$1,930	46%
Corridor-Based Capital Program	\$2,270	54%
Grand Total Capital Program	\$4,200	100%



Annual Operating Funding

OPERATING PROGRAM	Annual Amount \$60 million
ALL CORRIDORS	
Transbay Terminal	5
• Ferries	35
Regional Express Bus	20



RM3 Capital Program

REGIONAL

\$3 Toll
Project Amount
(\$ millions)

Bridge Rehabilitation (SFOBB & Richmond-San Rafael deck replacement, San Mateo-Hayward & Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward)

Top Priority of
Indexing

BART Expansion Cars (all BART-reliant counties)

500

Corridor Express Lanes (Eligible: Alameda/Contra Costa I-80, Alameda I-880, Alameda-Contra Costa I-680, San Francisco 101, San Mateo 101, SR 84, SR 92, Solano I-80 Express Lanes (Red Top Road to I-505))

300

Goods Movement and Mitigation (I-580 and I-880 in Alameda County, Port of Oakland, Freight Rail Improvements)

125

Bay Trail / Safe Routes to Transit (all bridges corridors eligible)

150

Ferries (New vessels to add frequency to existing routes and service expansions in the counties of Alameda, Contra Costa, San Mateo, San Francisco, Solano; Antioch terminal)

325

BART to Silicon Valley, Phase 2

400

SMART

40

Capitol Corridor Connection

90

Subtotal

1,930



RM3 Capital Program

CENTRAL CORRIDOR (SF-Oakland Bay Bridge)		\$3 Toll Project Amount (\$ millions)
Caltrain Downtown Extension (Transbay Terminal, Phase 2)		350
Muni Expansion Vehicles		140
Core Capacity Transit Improvements serving the Bay Bridge corridor		140
AC Transit - Rapid Bus Improvements		50
New Transbay BART Tube & Approaches		50
<i>Subtotal</i>		730



RM3 Capital Program

SOUTH CORRIDOR (San Mateo-Hayward, Dumbarton)		\$3 Toll Project Amount (\$ millions)
Tri-Valley Transit Access Improvements		100
Eastridge to BART Regional Connector		130
San Jose Diridon Station		120
Dumbarton Rail/ACE/BART/Shinn Station		130
San Mateo 101/92 Interchange		50
Subtotal		530



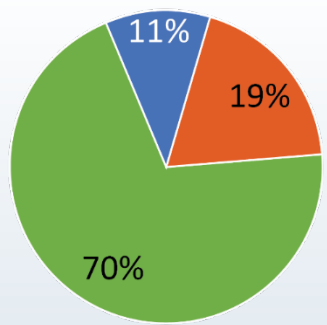
RM3 Capital Program

NORTH CORRIDOR (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	\$3 Toll Project Amount (\$ millions)
Contra Costa 680/4 Interchange Improvements & Transit Enhancements	150
Marin-Sonoma Narrows	125
Solano I-80/680/SR 12 Interchange Improvements	175
Solano West-Bound I-80 Truck Scales	125
Highway 37 Corridor Access Improvements from Highway 101 to I-80 and Sea Level Rise Adaptation	150
San Rafael Transit Center / SMART	30
Marin 101/580 Interchange	135
North Bay Transit Improvements (Contra Costa, Marin, Napa, Solano Sonoma)	100
SR 29 (South Napa County)	20
<i>Subtotal</i>	1,010



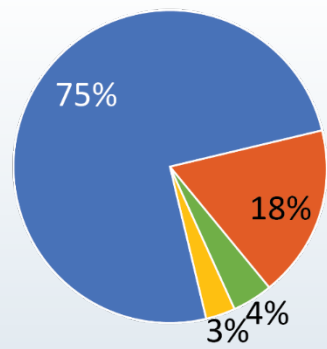
Voter Approved Bridge Toll Investments: By Mode

RM1 Capital Projects
by Category



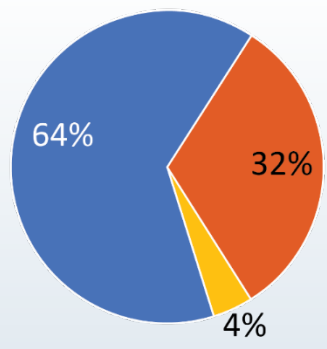
- Transit, 11%
- Roads/Highway, 19%
- Bike/Ped, 0%
- Bridge, 70%

RM2 Capital Projects
by Category



- Transit, 75%
- Roads/Highway, 18%
- Bike/Ped, 4%
- Bridge, 3%

RM3 Capital Projects
by Category

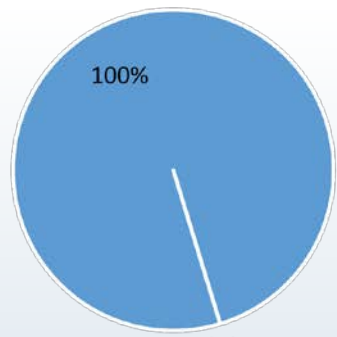


- Transit, 64%
- Roads/Highway, 32%
- Bike/Ped, 4%
- Bridge, 0%



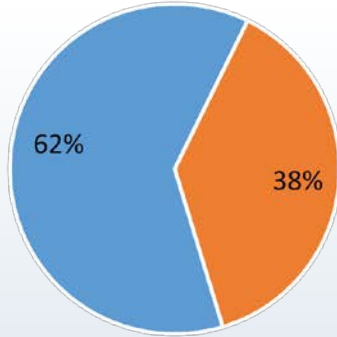
Voter Approved Bridge Toll Investments: Operating vs Capital

RM1 Capital vs.
Operating



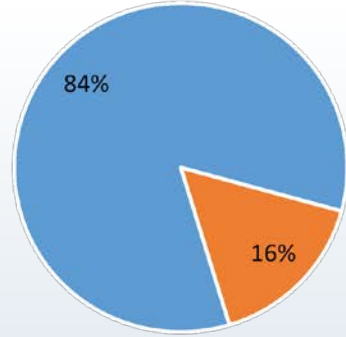
■ Capital, 100%
■ Operating, 0%

RM2 Capital vs.
Operating



■ Capital, 62%
■ Operating, 38%

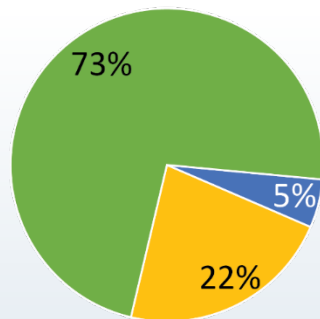
RM3 Capital vs.
Operating



■ Capital, 84%
■ Operating, 16%

Voter Approved Bridge Toll Investments: By Corridor

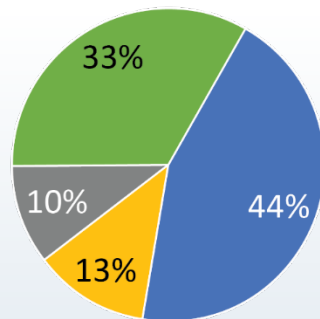
RM1 Capital Program -
By Corridor*



- North, 73%
- Central, 5%
- South, 22%
- Regional, 0%

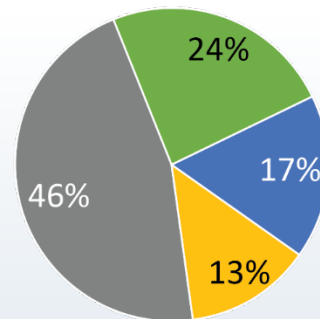
*Includes RM1 Program & Rail Reserves

RM2 Capital Program -
By Corridor



- North, 33%
- Central, 44%
- South, 12%
- Regional, 10%

RM3 Capital Program -
By Corridor

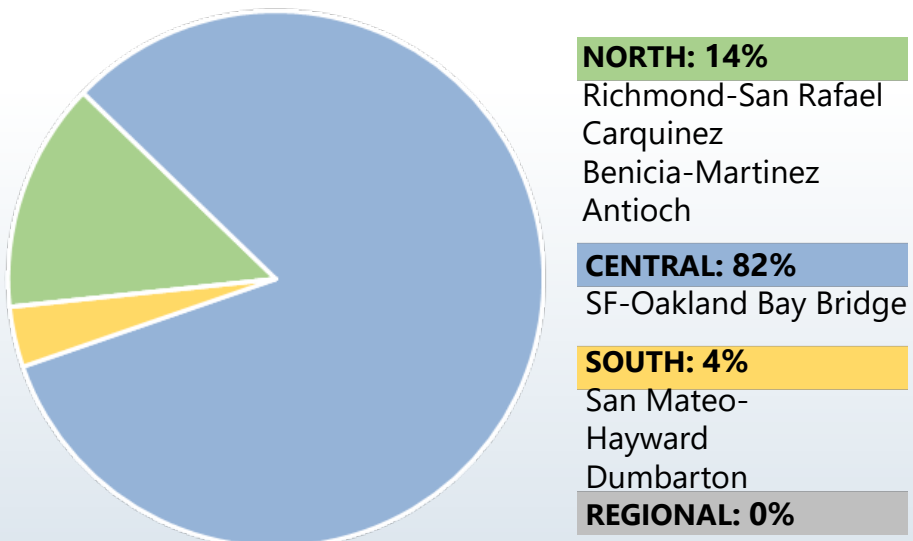


- North, 24%
- Central, 17%
- South, 13%
- Regional, 46%*

*BART to San Jose is classified
as regional

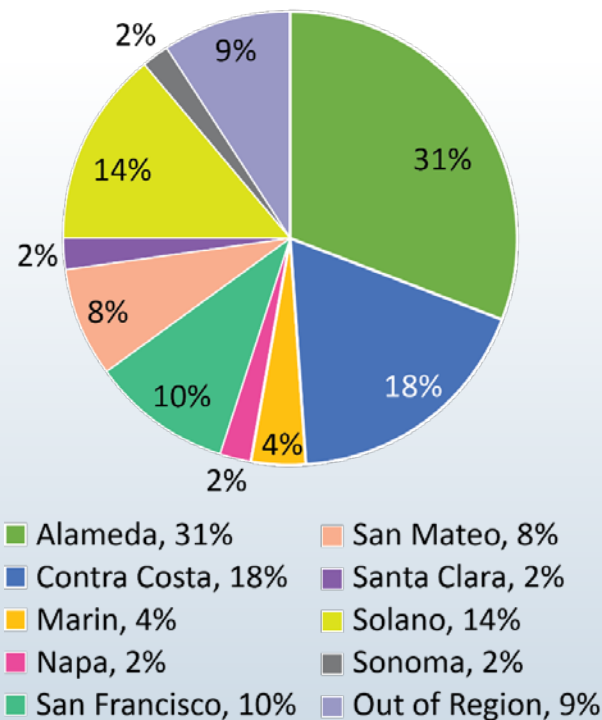


Toll Bridge Seismic Retrofit by Corridor

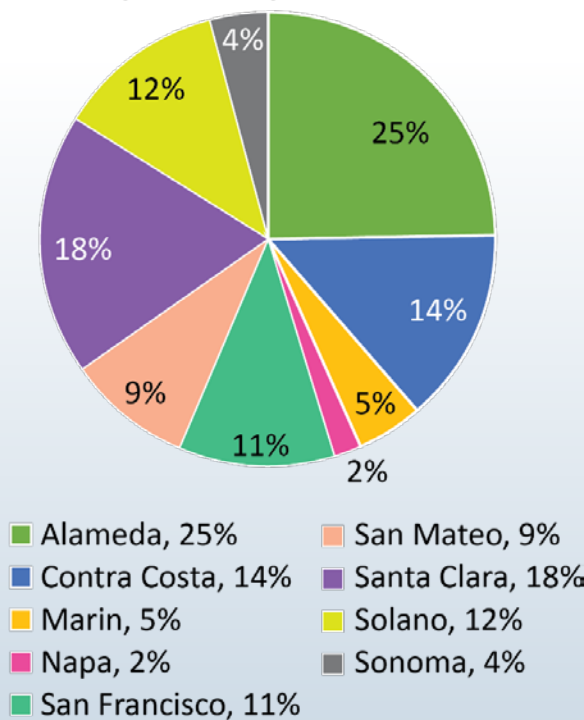


Tale of the Tape

Bridge Traffic by County



RM3 Capital Projects by County Benefit



Proposed Amendments to SB 595

- 1. FasTrak® Discount.** Authorize a financial incentive for more people to pay tolls via FasTrak to reduce delay at toll plazas and toll collection administrative costs.
- 2. Use of Toll Revenue.** Specify that any funds generated from the toll revenue increase are eligible for bridge rehabilitation/maintenance.
- 3. Election Date.** Delete reference to November 2018 to provide flexibility on when vote is held.
- 4. Enable a Back-up Plan.** To avoid leaving funds unallocated if a project has savings or encounters insurmountable obstacles, allow toll revenue assigned to a specific project to be reduced or reassigned within the same bridge corridor, similar to RM 2.

Proposed Amendments to SB 595 (cont'd)

5. **Clipper 2.0 Funding.** The expenditure plan should provide funding for Clipper 2.0, the next generation of the region's transit fare collection system.
6. **Additional Project Capacity.** In allocating the \$200 million, priority should be given to bridge corridors where current proposed investment levels are lower on a per toll payer basis.
7. **Pro Rata Expenditure Plan Adjustment.** In the event that a \$3 toll increase is determined to be infeasible at the ballot, the bill should allow for a pro rata adjustment to the expenditure plan to account for a \$2 or \$1 toll request in the ballot measure.



Recommendation

- Adopt a “support and seek amendment” position on SB 595 based on the amendments described on slides 15 and 16.

*Fairbank,
Maslin,
Maullin,
Metz &
Associates*

FM3

*Public Opinion Research
& Strategy*

TO: Interested Parties

FROM: Dave Metz, Curtis Below and Miranda Everitt
Fairbank, Maslin, Maullin, Metz & Associates

RE: Bay Area Voter Attitudes Toward Regional Measure 3

DATE: June 20, 2017

Fairbank, Maslin, Maullin, Metz & Associates (FM3) recently completed a survey of likely voters in the nine-county Bay Area to assess opinions of a potential Regional Measure 3 (RM3) and its components.¹

The study found that a \$3 bridge toll measure has a 13-point margin of support, on an initial ask. Voters overwhelmingly believe Bay Area traffic has gotten worse over the last year, and strongly support prioritizing new funding for large, regional transportation projects that often get overlooked. An alternative measure which would only raise tolls by \$2 gains support from an additional three percent of voters (for 59% support). Pegging the increase to inflation has a mild *positive* impact on support, with one-third of voters saying they would be more likely to support a measure that made small adjustments to keep pace with inflation.

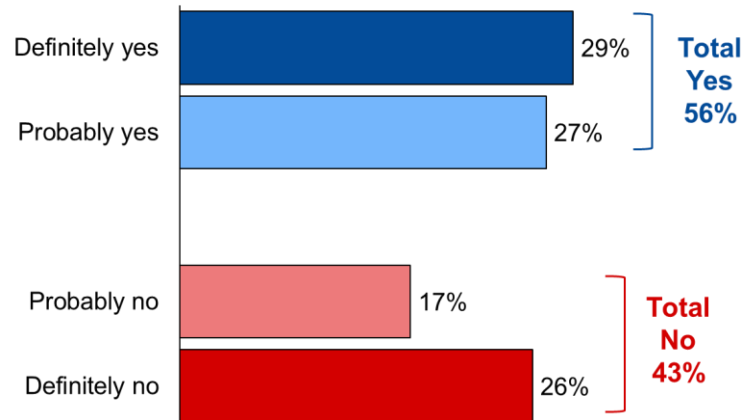
Detailed findings of the survey include:

- **A potential measure to increase by \$3 tolls for Bay Area bridges (except the Golden Gate Bridge) to fund transportation improvements in the region has a 13-point margin of support.** As shown in **Figure 1** on the next page, more than half (56%) of voters support the measure phasing in the \$3 toll over six years, with nearly three in ten (29%) who say they would “definitely” vote “yes” on the measure. Roughly one-quarter (26%) of voters expressed strong opposition.

¹ **Methodology:** From June 14-18, 2017, FM3 completed 9,369 online interviews with registered voters in the nine-county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties) who are likely to participate in the June 2018 election. The margin of sampling error is +/-2.2%. For complete Assembly Districts, the margin of sampling error is +/- 4.5% or lower. Data were weighted to reflect the demographic composition of the electorate in each assembly district within the nine-county Bay Area. Overall data were weighted to reflect the true geographic distribution of voters across assembly districts in the Bay Area. Due to rounding, not all totals will sum to 100%.

Figure 1: Support for RM3

BAY AREA REGIONAL TRAFFIC RELIEF PLAN. Shall voters authorize a plan that relieves traffic, improves transit and makes commutes faster and more reliable by clearing freeway bottlenecks by increasing capacity and closing carpool lane gaps; expanding and improving integration of BART, buses, ferries and commuter rail systems by gradually phasing in a \$3 toll increase by 2022, raising \$5 billion over 25 years, effective July 1, 2018, on all toll bridges in the Bay Area except the Golden Gate Bridge?

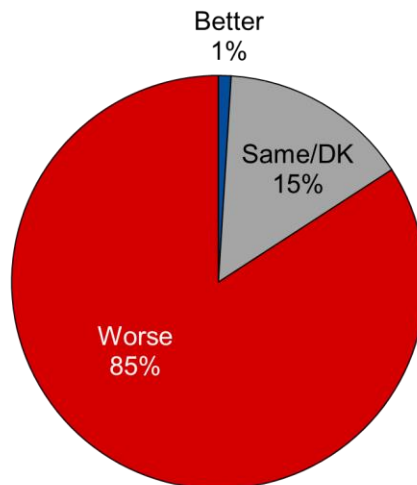


A measure that would raise tolls by \$2 – phased in over four years – is backed by three percent of the voters who did not favor a \$3 toll, raising support to 59%.

- **Support for the measure is driven by an overwhelming perception that Bay Area traffic has gotten worse in the last year.** Fully 85 percent say that traffic has gotten worse, while just 1 percent say it has improved (Figure 2). Fifteen percent say it has stayed the same, or didn't know enough to say.

Figure 2: Trend in Bay Area Traffic

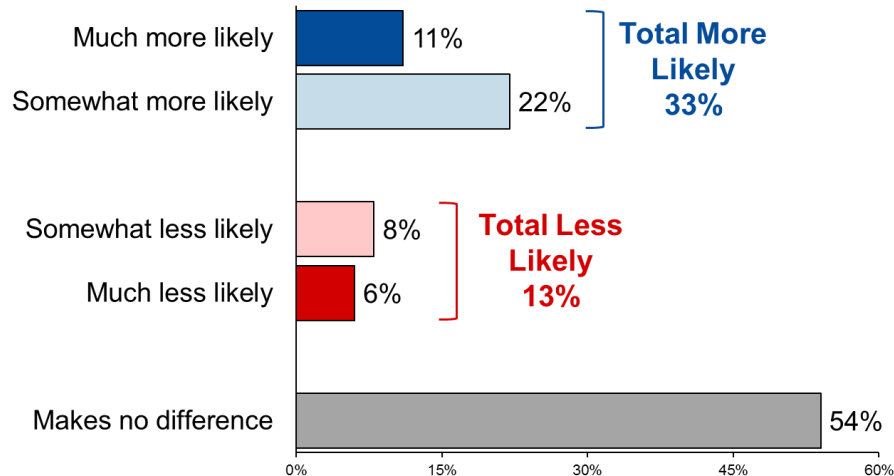
Thinking back over the last year, would you say the traffic in the Bay Area has gotten better or gotten worse?



- For most, inflation adjustments make no difference in support – and one-third say tying the tolls to the cost of living would make them more likely to support RM3. A majority (54%) says that including an adjustment for inflation makes no difference in their potential vote on RM3 (Figure 3). Among the remainder, a plurality say that this would make them *more likely* to support it – with just 13 percent even “somewhat less likely” to back the measure as a result.

Figure 3: Impact of Including Inflation Adjustment on Vote

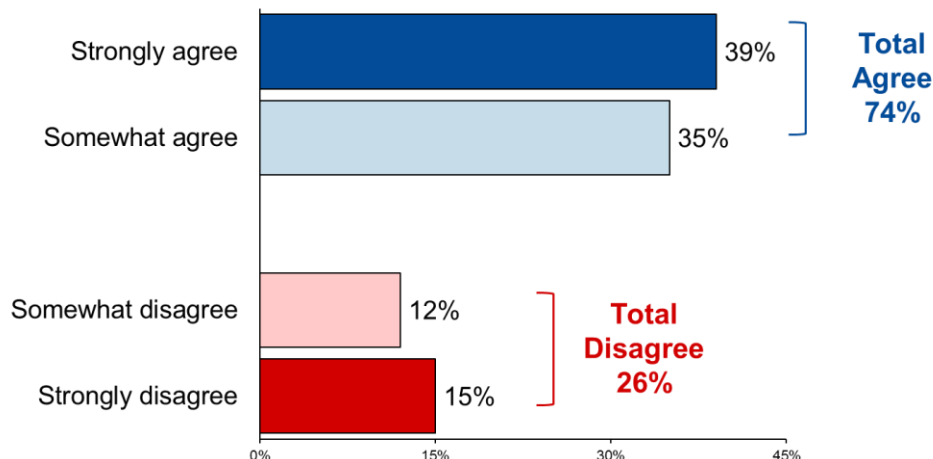
Next, suppose this measure were written to include small adjustments to the toll to keep pace with inflation. Would that make you more likely to vote for a measure, less likely to vote for it, or would it make no difference?



- Voters clearly prefer that the measure fund large-scale transportation projects. As shown in Figure 4, nearly three-quarters (74%) agree that *this measure should prioritize big regional projects that traditionally don’t get funded by local revenue measures*, and two in five (39%) “strongly agree.” Only about one-quarter (26%) disagree with the statement.

Figure 4: Preference for Regional Transportation Spending

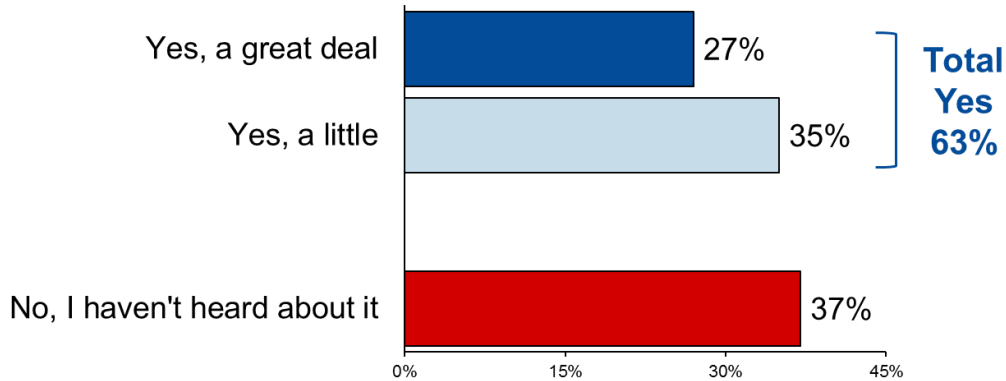
Next, whatever your position on the ballot measure you were just asked about, please indicate whether you agree or disagree with the following statement: “This measure should prioritize big regional transportation projects that traditionally don’t get funded by local revenue measures.”



- Nearly two-thirds (63%) of voters say they are familiar with SB 1, which raised the gas tax by 12 cents per gallon. Among voters who have heard at least a little about the gas tax, half (50%) nevertheless support RM3, with 26% saying they would “definitely” vote yes on the bridge toll measure.

Figure 5: Awareness of Senate Bill 1

Next, have you heard, seen or read anything about a state law that will increase the gas tax by 12 cents per gallon?



In sum, voters in the nine-county Bay Area clearly perceive traffic has worsened over the last year, and they favor large-scale, regional projects for new transportation funding streams. Additionally, voters appear comfortable indexing local tolls to keep pace with inflation, and their support for a smaller \$2 toll increase was only marginally higher.

Traffic Congestion Impacts of Transit-Oriented Development and RM 3 Options Related to Affordable Housing

July 21, 2017

Background

For the last two decades, MTC has implemented a variety of funding and policy strategies to encourage transit-oriented development (TOD) and walkable communities. This approach recognizes that sometimes the best solutions to transportation challenges are actually changes in land-use, such as new housing closer to jobs and within walking distance of public transit. Indeed, the nexus between vehicle-miles traveled (VMT) and the availability of housing close to public transit and jobs is the foundation on which our draft sustainable communities strategy, *Plan Bay Area 2040 (PBA 2040)*, is built.

But how does transit-oriented housing, and specifically affordable housing, affect traffic congestion in specific locations, such as bridge corridors? The answer partly depends on whether we are talking about reducing congestion from today's levels versus a point in the future. By comparison to today, if the region's growth is primarily decentralized development far away from jobs and public transit, traffic congestion on roadways connecting that housing to jobs would undoubtedly be worse than under a more focused TOD approach. But given forecast population and job growth, even an aggressive TOD approach to new housing is unlikely to significantly reduce traffic congestion from its current levels given the built environment that exists today. To have a significant impact on the current level of traffic congestion in the San Francisco-Bay Bridge corridor, for instance, the scale of the new housing close to jobs would need to be very large, with most of it concentrated in San Francisco.

This paper provides some background on the relationship between transit-oriented affordable housing and traffic congestion and offers some options for how Regional Measure 3 (RM 3) funds could be used to help address the region's housing crisis.

Transit-Oriented Affordable Housing and Traffic Congestion Impacts

Regional Mobility and Economic Benefits of TOD

As noted above, many of the benefits of TOD occur at a regional scale. TOD can reduce VMT per capita by encouraging transit use and provides housing opportunities that reduce the share of income residents spend on transportation. This can lead transit operators to operate service more frequently, thereby making transit an even more attractive option. Reduced household spending on transportation can also help boost the economy, including spurring retail development near TOD. Enhanced local shopping options helps reduce the VMT associated with discretionary trips and shifts them away from drive-alone as more trips can be taken on foot. While this virtuous cycle helps reduce regional VMT and improves the local and regional economy, at the local or specific bridge corridor level, traffic congestion can still increase, especially if the residents of TOD do not rely more on public transit than the average Bay Area resident.

Would Transit-Oriented Affordable Housing Reduce Transbay Traffic?

While TOD encourages a shift away from driving alone, in many parts of the Bay Area the impact of this change on overall traffic congestion and travel times is typically modest because the existing traffic volumes are so large. Taking Oakland and the San Francisco-Oakland Bay Bridge corridor (transbay corridor) as an example, a major increase in transit-oriented affordable housing in Oakland could result in thousands of additional housing units within an easy walk of the city's numerous train stations and high-quality bus lines. Relative to building this housing further east in the East Bay, new housing in Oakland could shorten commute times and reduce the growth of traffic congestion on the I-80, I-580, I-680 and SR

24 corridors leading to the Bay Bridge and regional VMT overall. But relative to *current* traffic levels on the bridge and bridge approach, new TOD affordable housing in Oakland would still result in some additional auto commuters in the transbay corridor and therefore would not be expected to reduce Bay Bridge traffic congestion from current levels.

Building Significant New TOD Housing in Job Rich Areas Could Reduce Growth in Traffic Congestion

However, MTC analysis has shown that substantial increases in transit-oriented affordable housing in job rich areas could reduce congestion on major bridge corridors. Placing additional TOD housing in San Francisco would significantly shift commutes toward transit, biking, and walking since all of these modes are much more viable in its dense urban environment. Additionally, the new auto commutes associated with these locations should not appreciably exacerbate congestion on the Bay Bridge. This type of job-oriented affordable TOD could be fruitful in the South Bay as well. For PBA 2040, staff analyzed a scenario forecasting an additional 130,000 TOD housing units (above the PBA 2040-adopted scenario) within select low-density employment areas of Silicon Valley. The analysis resulted in two major takeaways. First, this development pattern would help improve non-auto mode share in nearby corridors – in fact, future VTA light rail ridership would triple. Second, compared to PBA 2040, it would decrease auto travel in some East and South Bay bridge corridors. Specifically, this forecasted development pattern corresponds with a roughly 16 percent decrease in morning car commuters traveling southbound on the I-880 corridor just north of the Dumbarton Bridge and a 13 percent decrease in morning southbound commuters just north of the San Mateo-Hayward Bridge.

Housing Alternative Examined in 2002 Bay Crossing Study

Similarly, the 2002, the MTC Bay Crossing Study found that significantly increasing affordable housing supply in the Bay Area’s job centers could reduce bridge congestion and improve mobility. The study included a land use “sensitivity” analysis, simulating the impact of constructing more housing to better match job growth in Alameda, Santa Clara, San Mateo and San Francisco counties. The study assumed a *substantial* departure from baseline trends, increasing housing growth by two-thirds above base case and nearly doubling the number of units affordable to low- to moderate-income households – with major job centers absorbing nearly all of the shifted growth. Notably, this assumed housing increased by 597 percent above baseline in San Francisco, 119 percent in the inner East Bay and 56 percent in San Jose.¹ The results were significant — 50,000 fewer daily transbay vehicle-trips (8 percent decrease) and 17,000 more daily transit riders (6 percent increase) than the Baseline 2025 scenario. This translated into a 37 percent decrease in peak-period vehicle hours of delay on the bridges covered by the study area – the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, and the Dumbarton Bridge.²

¹ <http://www.abag.ca.gov/planning/smartgrowth/AltsReport/SmartGrowthStrategy.pdf>

² <http://files.mtc.ca.gov/library/pub/7441.pdf>

Regional Measure 3 Housing Policy Options

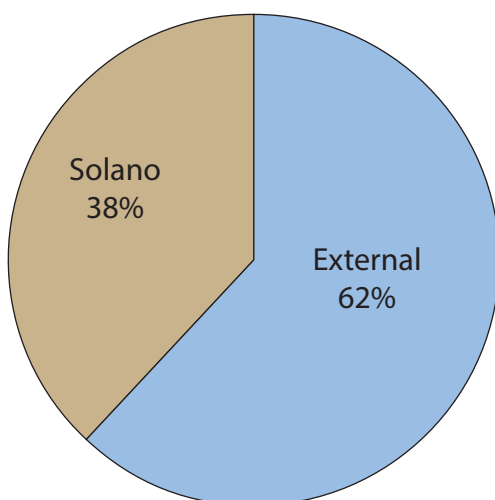
RM 3 offers a unique opportunity to address critical transportation challenges facing the Bay Area. The question debated by the commission over the past several months is whether the region's housing crisis should be accorded some policy status in RM 3 as well. Bay Area affordable housing advocates have expressed support for leveraging RM 3 funds to make progress on this issue. For example, the Non-Profit Housing Association of Northern California has proposed a \$300 million transit-oriented affordable housing and related infrastructure program for RM 3. The proposal notes that it would be tailored to "sites that will accommodate the production of new affordable housing and significantly decrease bridge traffic congestion."

Should the Commission choose to incorporate a housing focus in the RM 3 program, there are a variety of ways in which RM 3 could help play a role in the region's efforts to boost housing production (especially affordable), while also reducing congestion. Listed below are four concepts ranging from rewarding jurisdictions for permitting new housing with transportation incentive funds to providing transportation grants for transit-oriented development infrastructure.

- 1. TOD Funding Conditions** – Condition funding for transit expansion projects (e.g. BART to Silicon Valley, Tri Valley Transit Access Improvements, Eastridge to BART, new ferry terminals) on housing-supportive land use policies. This could include minimum transit-supportive housing, transit-supportive parking policy, performance in permitting new units, or completing upfront zoning and environmental review (see Option 4). An early prototype for this approach was MTC's Transit Oriented Development (TOD) policy for Resolution 3434.
- 2. Transit-Oriented Development Grants** – Dedicate a portion of RM 3 funds to pay for housing-supportive infrastructure that encourages greater development and lowers the cost of building affordable housing near public transit. Similar to MTC's Transportation for Livable Communities (TLC) program, eligible expenditures could be limited to transportation infrastructure, such as transit vehicles, station expansion and improvements and bicycle/pedestrian access improvements. These community-based transportation projects could bring vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors.
- 3. Reward Local Housing Production** – Award "Bay Trail/Safe Routes to Transit" funding to cities and counties that produce the most low- and moderate-income housing in Priority Development Areas. This program could either condition funding on housing-related performance metrics or limit funds to those jurisdictions producing (i.e. permitting) the most housing.
- 4. Incentive Funding for Streamlining** – Reserve a portion of "Bay Trail/Safe Routes to Transit" funding for jurisdictions that limit hurdles to new housing development near jobs and transit by completing upfront zoning and environmental review. This area planning approach could reduce delays and uncertainty by identifying and addressing local planning and environmental mitigation early in the development process. Housing developments that are consistent with locally-approved area plans should be able to take advantage of California Environmental Quality Act (CEQA) streamlining provisions already in place pursuant to SB 743 (Steinberg, 2013).

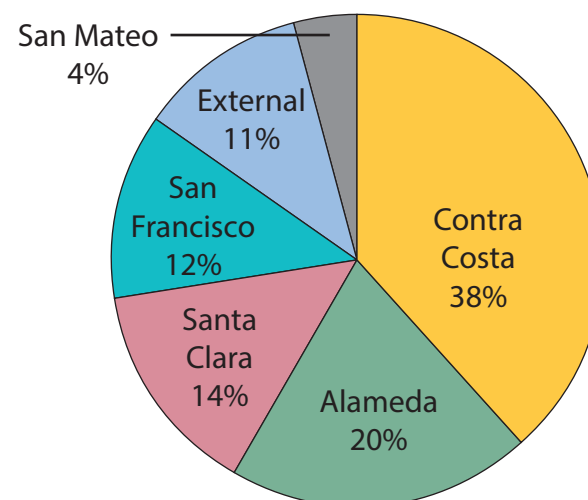
Antioch Bridge

Northbound
Destinations



County	Total	% Total
Grand Total	7K	100%
External	4K	62%
Solano	3K	38%

Southbound
Destinations

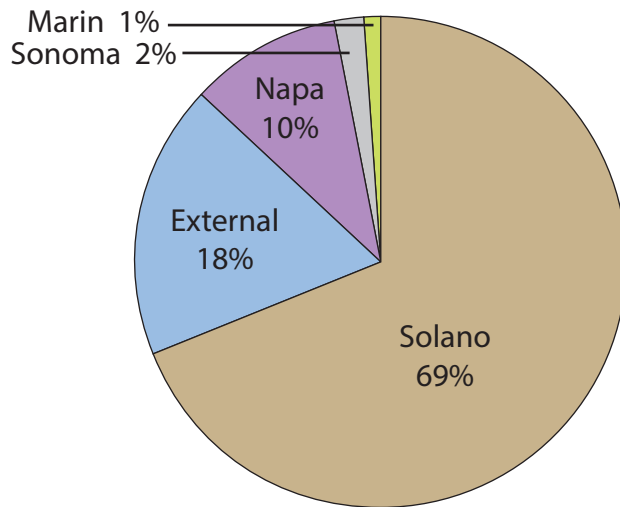


County	Total	% Total
Grand Total	7K	100%
Contra Costa	3K	38%
Alameda	1K	20%
Santa Clara	1K	14%
San Francisco	1K	12%
External	1K	11%
San Mateo	0K	4%

Source: MTC travel model run for *Plan Bay Area 2040*, 2015

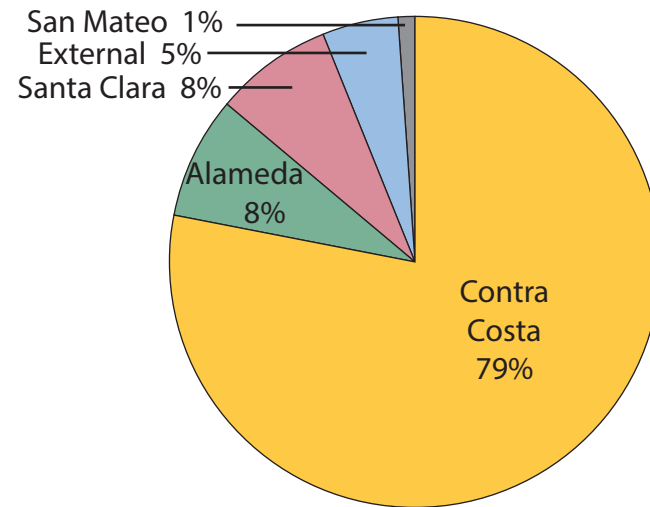
Benicia-Martinez Bridge

Northbound Destinations



County	Total	% Total
Grand Total	67K	100%
Solano	46K	69%
External	12K	18%
Napa	6K	10%
Sonoma	2K	2%
Marin	0K	1%

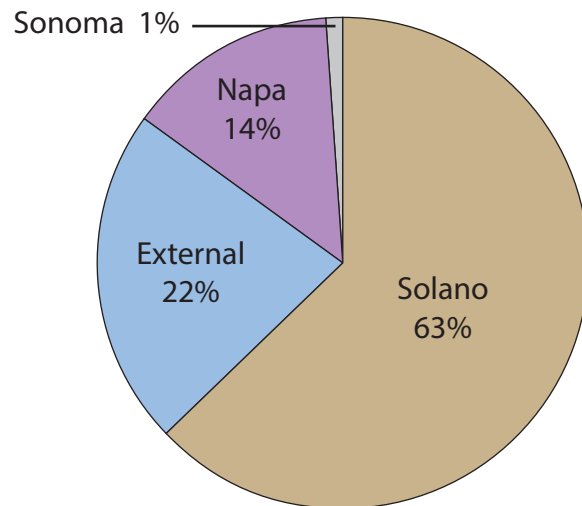
Southbound Destinations



County	Total	% Total
Grand Total	70K	100%
Contra Costa	55K	79%
Alameda	6K	8%
Santa Clara	5K	8%
External	3K	5%
San Mateo	0K	1%

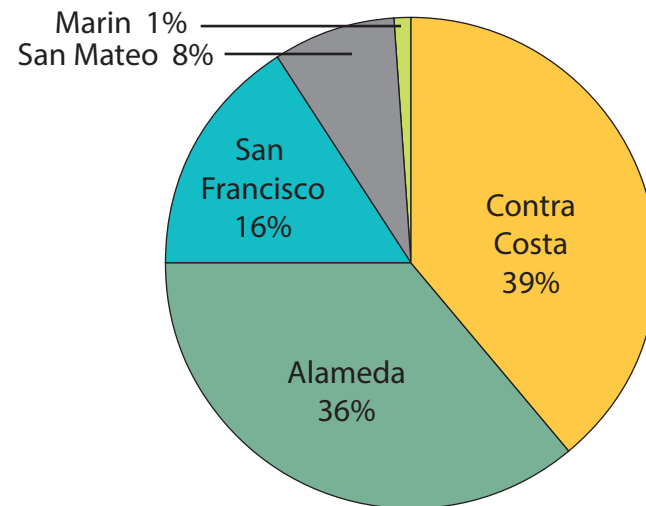
Carquinez Bridge

Northbound Destinations



County	Total	% Total
Grand Total	65K	100%
Solano	41K	63%
External	14K	22%
Napa	9K	14%
Sonoma	0K	1%

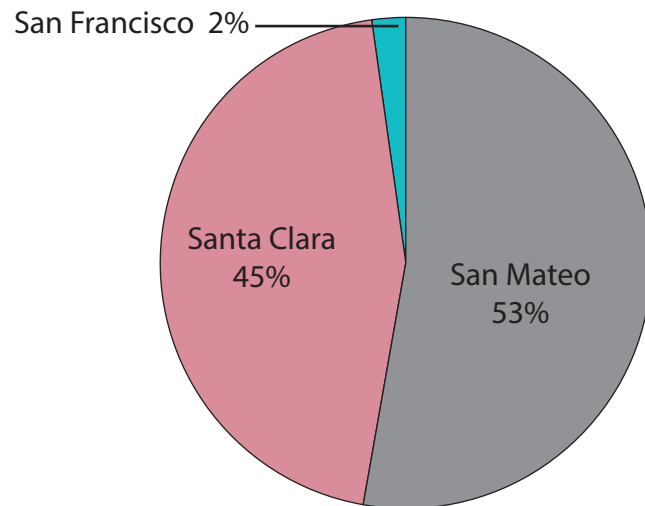
Southbound Destinations



County	Total	% Total
Grand Total	67K	100%
Contra Costa	26K	39%
Alameda	24K	36%
San Francisco	11K	16%
San Mateo	5K	8%
Marin	1K	1%

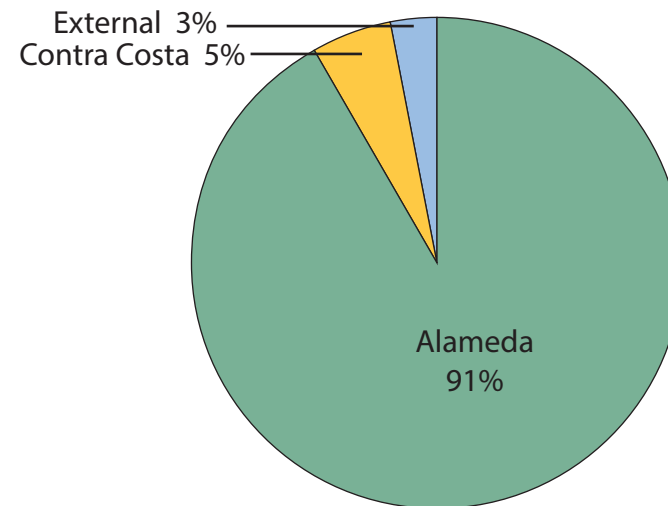
Dumbarton Bridge

Westbound Destinations



County	Total	% Total
Grand Total	27K	100%
San Mateo	15K	53%
Santa Clara	12K	45%
San Francisco	0K	2%

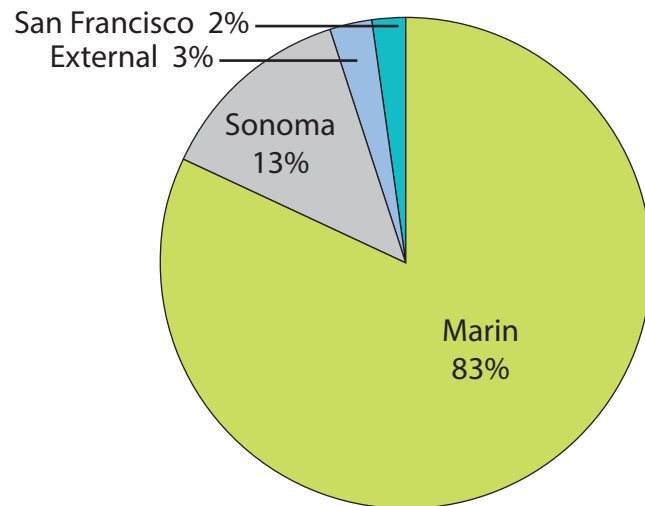
Eastbound Destinations



County	Total	% Total
Grand Total	66K	100%
Alameda	60K	91%
Contra Costa	4K	5%
External	2K	3%

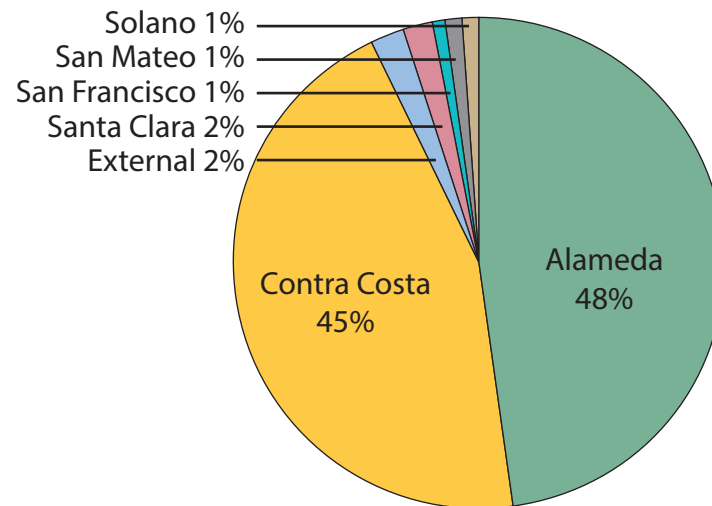
Richmond-San Rafael Bridge

Westbound Destinations



County	Total	% Total
Grand Total	45K	100%
Marin	37K	83%
Sonoma	6K	13%
External	1K	3%
San Francisco	1K	2%

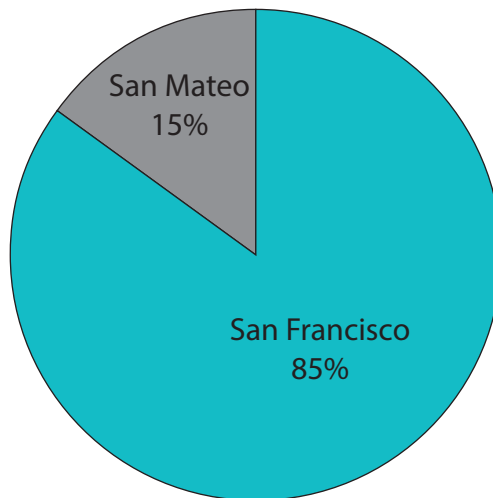
Eastbound Destinations



County	Total	% Total
Grand Total	49K	100%
Alameda	23K	48%
Contra Costa	22K	45%
External	1K	2%
Santa Clara	1K	2%
San Francisco	1K	1%
San Mateo	0K	1%
Solano	0K	1%

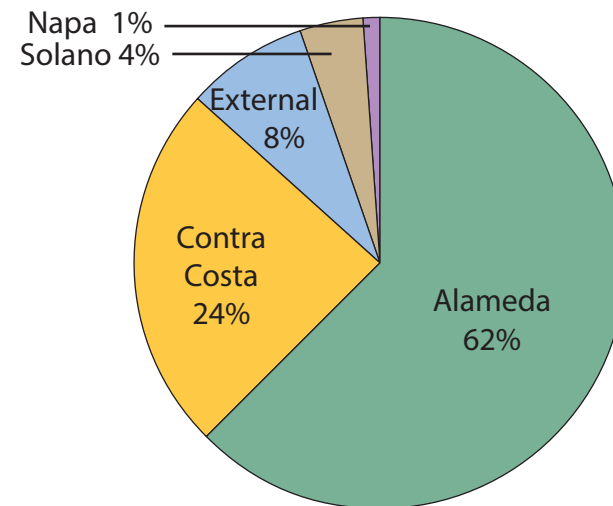
Bay Bridge

Westbound Destinations



County	Total	% Total
Grand Total	133K	100%
San Francisco	112K	85%
San Mateo	20K	15%

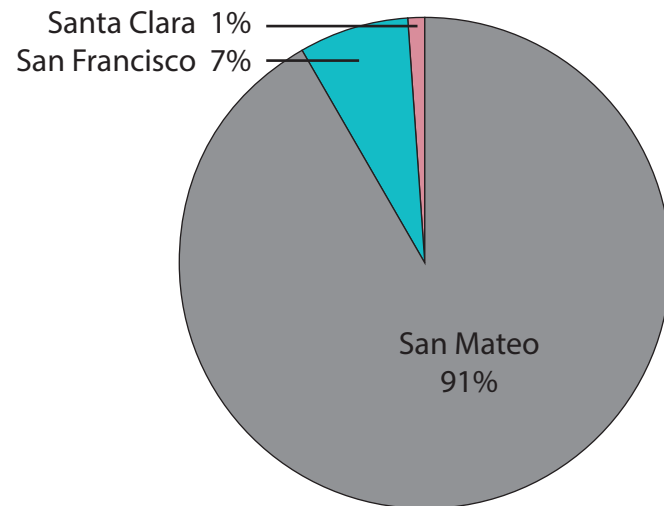
Eastbound Destinations



County	Total	% Total
Grand Total	146K	100%
Alameda	91K	62%
Contra Costa	36K	24%
External	11K	8%
Solano	6K	4%
Napa	1K	1%

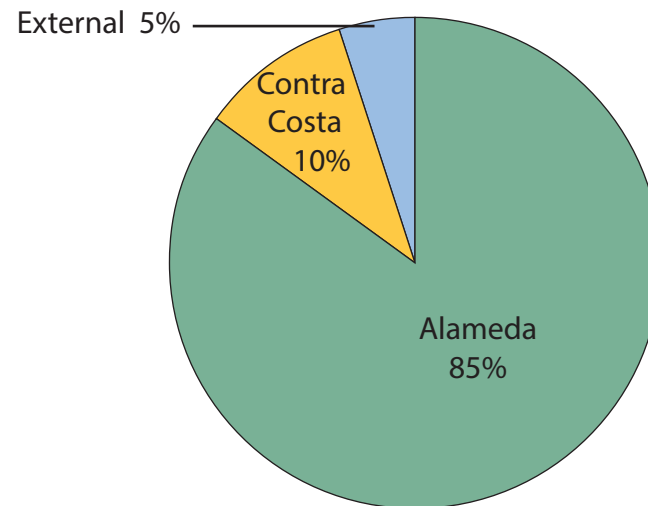
San Mateo-Hayward Bridge

Westbound Destinations



County	Total	% Total
Grand Total	59K	100%
San Mateo	54K	91%
San Francisco	4K	7%
Santa Clara	1K	1%

Eastbound Destinations



County	Total	% Total
Grand Total	54K	100%
Alameda	46K	85%
Contra Costa	6K	10%
External	3K	5%

AGENDA

ITEM 10

EXECUTIVE DIRECTOR'S REPORT

September 2017

Ridership Increasing

The month of August 2017 saw strong increases in ridership on the Wheels system as compared to August of 2016. Las Positas College ridership is up 72%. College students are expected to vote in November on a student fee that would establish a long-term Transit Pass. Ridership at Dublin Schools is up 42%, and ridership at Pleasanton Schools is up 6.5%. System wide ridership is up 10%.

Sacramento Legislation

AB 1444 (Baker) was approved by the Assembly and Senate and has been forwarded to the Governor's office for consideration. This is the agency's legislation to operate shared autonomous vehicles on public roads in Dublin. The Governor's staff anticipates that the Governor will be supportive of the bill.



AB 758 (Eggman) is currently being negotiated and is expected to be considered by the legislature before the September 15th deadline.

SB 1 and State Transit Assistance

MTC recently released a letter outlining two options for future expenditure of current State Transit Assistance (STA) funds and new STA funding brought to fruition by SB1. In all about \$1.2 M is at stake for LAVTA with the proposed expenditure plan. One options is for STA (both current and new) to flow to ACTC for decision making on how the funds would be spent by transit operators. The other option would be for STA (again both current and new) to be spent on a means-based fare program and the implementation of Clipper 2.0. LAVTA currently uses STA for operations and either of the options would create potential cuts in LAVTA service.

Operator Shortage

Operations and Maintenance Contractor MV continues to struggle with obtaining and retaining operators for Wheels bus services. Currently, the contractor is approximately 10 operators short of the optimal level for our system, which means there are very few on-call operators to cover vacations and sick days. To cover the required pull-outs in the morning MV is consistently using supervisors to operate buses. Staff is watching the issue closely and notes that MV is slowly improving the situation through aggressive marketing of job vacancies.

CHP Inspection

Annually, the CHP randomly inspects LAVTA buses and maintenance/operator files to ensure compliance with regulations and safety requirements. On Tuesday, September 5th the CHP performed their inspection for 2017 and provided LAVTA its highest rating.

Attachments

1. Management Action Plan w/Updates
2. Board Statistics June 2017
3. Board Statistics July 2017
4. FY18 Upcoming Committee Items
5. 4th Quarter Operations Update

FY2018 Goals, Strategies and Projects

Last Updated – September 1, 2017

MANAGEMENT ACTION PLAN (MAP)

Goal: Service Development

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Provide routes and services to meet current and future demand for timely/reliable transit service**
2. Increase accessibility to community, services, senior centers, medical facilities and jobs
- 3. Optimize existing routes/services to increase productivity and response to MTC projects and studies**
- 4. Improve connectivity with regional transit systems and participate in BART to Livermore project**
5. Explore innovative fare policies and pricing options
6. Provide routes and services to promote mode shift from personal car to public transit

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Long Range Transit Plan (Agency's 30 Year Plan)	<ul style="list-style-type: none"> Receive draft Long Range Plan from Nelson/Nygaard Present final draft to Board Approval 	DP	Projects/ Services	Apr 2018 May 2018 Jun 2018	→ Staff studying park and ride report, shared mobility and shared autonomous vehicle strategy. <u>Strategic Planning Workshop for Board being planned for spring of 2018.</u>	
Comprehensive Paratransit Assessment	<ul style="list-style-type: none"> Award of Contract Public Outreach Approval of Recommendations 	DP	Projects/ Services	Nov 2016 Jun 2017 Feb 2018	→ Nelson/Nygaard awarded contract. Kick-off meeting held in February. <u>Public meetings held in June. LAVTA Board presentation in September.</u>	X X
Fare Study	<ul style="list-style-type: none"> Draft Fare Study Public Hearing (proposed changes on fixed route) 	DP	Projects/ Services	May 2017 <u>Sept 2017</u>	→ Draft Fare Study complete. F&A reviewed in May. Decision made to hold study results a few months to see ridership trends on fixed route. Paratransit fare changes to be considered with paratransit study.	X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
	<ul style="list-style-type: none"> Board Approval 			<u>Sept 2017</u>		
Three Queue Jumps On Dublin Blvd	<ul style="list-style-type: none"> Award contract for queue jump Finish project 	DP	Projects/ Services	Jul 2016 <u>Oct 2017</u>	→ Board awarded contract queue jump project in March. Some delays in project. Currently 75% completed. Expect to be operational in October.	X X
Transit Signal Priority Project in Rapid corridors	<ul style="list-style-type: none"> Engineering Work Finish Project 	DP	Projects/ Services	Oct 2017 Jun 2018	→ Grant by TVTAC. <u>Board to consider MOU with Dublin in September for project.</u>	
Go Dublin Discount Program	<ul style="list-style-type: none"> Get clearance from FTA Implement Results of Program 	DP	Projects/ Services	Nov 2016 Dec 2016 Nov 2017	→ <u>Program providing over 1,000 rides/month. Fehr & Peers to evaluate program and present results in December.</u>	X X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
O&M Contract Request for Proposals	<ul style="list-style-type: none"> Develop RFP Award Contract 	DP	Project/ Services	Oct 2017 Mar 2018	→ RFP under development.	
<p>Goal: Marketing and Public Awareness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <p>1. Continue to build the Wheels brand image, identity and value for customers</p> <p>2. Improve the public image and awareness of Wheels</p> <p>3. Increase two-way communication between Wheels and its customers</p> <p>4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system</p> <p>5. Promote Wheels to New Businesses and residents</p>						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Website Upgrades	<ul style="list-style-type: none"> Update w/Rebranding Revise homepage for quicker access to commuter info 	MKT MGR	Projects/ Services	Oct 2017 Oct 2017	→ Rebranding and Commuter Box for homepage of website underway. To be completed in October 2017.	
LAVTA Rebranding Project	<ul style="list-style-type: none"> Selection by LAVTA Board of name/rebranding scheme. Public event to unveil rebranding 	MKT MGR	Projects/ Services	Jun 2016 Oct 2017	→ New design for buses approved. New logo approved. Unveiling event being scheduled for October 2017.	X
					→ SDG awarded contract. Collateral	

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Individualized Marketing	<ul style="list-style-type: none"> Award Contract Review of results 	MKT MGR	Projects/ Services	Oct 2016 Oct 2017	developed and distributed. <u>Program completed. Post program surveys being completed. Project report to Board in October.</u>	X
N Canyons Parkway Rapid Bus Stop Project	<ul style="list-style-type: none"> Engineering work Improvements to site Relocation of shelters 	DP	Projects/ Services	May 2017 Aug 2017 Sept 2017	→ FTA grant to upgrade stops in this corridor to Rapid style. Engineering work done. <u>Bids came in high. Board to consider rebid of project in September.</u>	X
Pleasanton SmartTrips Corridor Rapid Bus Stop Project	<ul style="list-style-type: none"> Engineering work Award of construction contract Finish project 	DP	Projects/ Services	Oct 2017 Dec 2017 Jun 2018	→ ACTC grant received to upgrade stops in this corridor to Rapid style.	
Dublin School Tripper Bus Shelter Project	<ul style="list-style-type: none"> Identify new locations for shelters Install new shelters 	ED	Projects/ Services	Sept 2016 Dec 2017	→ Five locations with high ridership identified. <u>IFB being developed to release in Sept to install shelters in Nov/Dec.</u>	X
Replace Shelters Past Useful Life That Are On Current Routes	<ul style="list-style-type: none"> Identify shelters Award contract Install 	ED	Projects/ Services	Nov 2016 Apr 2017 Sept	→ Shelters identified. Current plan in Livermore, where most shelters past useful life are located, is to replace them with metro style shelters to accommodate artwork. Brasco awarded contract to build 10 shelters that will accommodate art work.	X

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
				2017	<u>IFB for installation to take place in Sept for a Oct.</u>	
<p>Goal: Community and Economic Development</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Integrate transit into local economic development plans 2. Advocate for increased TOD from member agencies and MTC 3. Partner with employers in the use of transit to meet TDM goals & requirements 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
ACTC: Measure BB Transit Student Pass Program	<ul style="list-style-type: none"> • Assist ACTC in promoting the student passes • Monitor effectiveness of the program and capacity issues 	DP	Projects/ Services	Ongoing Ongoing	→ Four schools in Livermore to have free pass via Clipper for Wheels access. <u>Planning/Marketing Departments working with ACTC and school district to distribute and market Clipper Cards/bus system. Over 600 enrolled with Clipper Card as of September 5th.</u>	X
Las Positas College Student, Faculty, Staff Pass Program	<ul style="list-style-type: none"> • Marketing campaign on campus • Student Vote to retain Transit Pass on campus 	MKT MGR	Projects/ Services	Ongoing Nov 2017	→ Transit pass/marketing efforts ongoing. <u>Students to vote on student fee to continue pass in November.</u>	X
Historic Train Depot Relocation at Livermore Transit Center	<ul style="list-style-type: none"> • City Award of Project • Demo of TC Customers Service Buildings • Finish Relocation/Renovation 	DP	Projects/ Services	Jan 2017 Jul 2017 Feb 2018	→ FTA clearance given to demo current building. City Council awarded contract. Temporary facility installed. <u>Demo of LAVTA buildings done. Depot moved. Development of foundation in progress.</u>	X X

Underlined text indicates changes since last report.

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Rehab of Shade Structure and Replacement of Furniture at Livermore Transit Center. Rehab of Custom Shelter adjacent to Livermore TC next to Parking Garage.	<ul style="list-style-type: none"> • Bid Project • Project Completion 	DP	Projects/ Services	Nov 2017 Jan 2018	→In project planning stages.	
<p>Goal: Regional Leadership</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Advocate for local, regional, state, and federal policies that support mission of Wheels 2. Support staff involvement in leadership roles representing regional, state, and federal forums 3. Promote transit priority initiatives with member agencies 4. Support regional initiatives that support mobility convenience 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Alameda – San Joaquin Regional Rail Working Group	<ul style="list-style-type: none"> • AB 758 • Planning for connection of BART/ACE in Tri-Valley 	ED	Projects/ Services	Oct 2017 Ongoing	→ <u>AB 758 being negotiated in the legislature. September 15th is deadline for bill to move out of the legislature and onto Governor's office.</u>	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
2017 Legislative Plan	<ul style="list-style-type: none"> Creation of 2017 Legislative Plan and review/approval by the Board and provide support for key legislation. 	ED	Finance/ Admin	Feb 2017	→ Staff monitoring legislation to choose optimal time for correspondence of support. <u>F&A discussed SB 595 in Aug. Forwarded recommendations for LAVTA Board to consider.</u>	
State Legislation to Approve SAV Project in Dublin	<ul style="list-style-type: none"> Introduce SAV legislation 	ED	Finance/ Admin	Feb 2017	→ <u>AB1444 approved by legislature. Will be considered by Governor's office. MOUs being crafted with AQMD, CCCTA, CCTA.</u>	
<p>Goal: Organizational Effectiveness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> Promote system wide continuous quality improvement initiatives Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity HR development with focus on employee quality of life and strengthening of technical resources Enhance and improve organizational structures, processes and procedures to increase system effectiveness Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions 						
<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Performance Metrics Improvement	<ul style="list-style-type: none"> Staff setting up aggressive monitoring of key performance metrics: on-time performance, accidents and customer service. 	DP	Projects/ Services	Ongoing	→ Daily and weekly meeting to discuss key metrics at staff level. Baseline for key areas of routes established. OTP increasing into low 80%. Ridership increasing over last year.	

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
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Goal: Financial Management

Strategies (those highlighted in bold indicate highest Board priority)

- 1. Develop budget in accordance with strategic Plan, integrating fiscal review processes into all decisions**
2. Explore and develop revenue generating opportunities
3. Maintain fiscally responsible long range capital and operating plans

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
FY17 Comprehensive Annual Financial Report	<ul style="list-style-type: none"> Complete financial audit and all required reporting to Board, local, regional and state agencies. 	DF	Finance/ Admin	Sept 2017	→ Audit to be performed in November.	

Other:

Transit Center Bus Driving Isle Improvement Project	<ul style="list-style-type: none"> Perform demo of asphalt and construction new base and asphalt in driving isle. 	PD	Projects/ Services	Feb 2018	→ Utilizing City pavement contract. Asphalt to be removed and construction completed after the Transit Center cement work is completed. This project to tie in closely with Historic Depot Relocation project. Will be final phase of Depot project.	
SAV Project	<ul style="list-style-type: none"> Acquire funding to begin project Approve legislation to test SAVs. Enter into MOU for testing. 	ED	Projects/ Services	Oct 2016 Dec 2017 Feb 2018	→ AQMD awarded LAVTA \$1 million over 3 years in funding in exchange for advertising. LAVTA Board received a presentation on this project and next steps at Feb meeting. <u>AB1444 approved by legislature and being considered by Governor. Staff working with AQMD, CCCTA, CCTA on MOUs.</u>	X X

<i>Projects</i>	<i>Action Required</i>	<i>Staff</i>	<i>Board Committee</i>	<i>Target Date</i>	<i>Status</i>	<i>Task Done</i>
Triennial Audit	<ul style="list-style-type: none"> • Preparation for audit • Audit and report to board 	DF	Finance/ Adm	Ongoing May 2018	→Comprehensive audit on LAVTA from FTA	

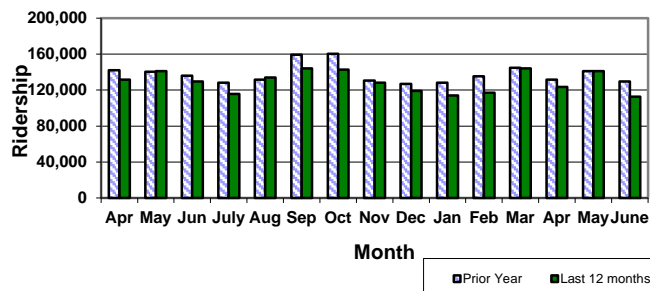
Monthly Summary Statistics for Wheels

June 2017

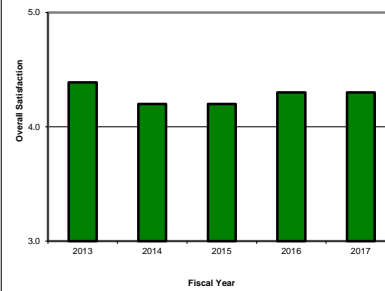
FIXED ROUTE

	June 2017			% change from one year ago		
Total Ridership FY 2017 To Date	1,536,084			-6.8%		
Total Ridership For Month	112,592			-13.1%		
Fully Allocated Cost per Passenger	\$10.02			19.8%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	4,577	1,675	1,297	-12.6%	-19.2%	-14.3%
Passengers Per Hour	11.0	10.5	8.1	-11.0%	-4.7%	-38.7%
	June 2017			% change from last month		
On Time Performance	83.6%			2.0%		

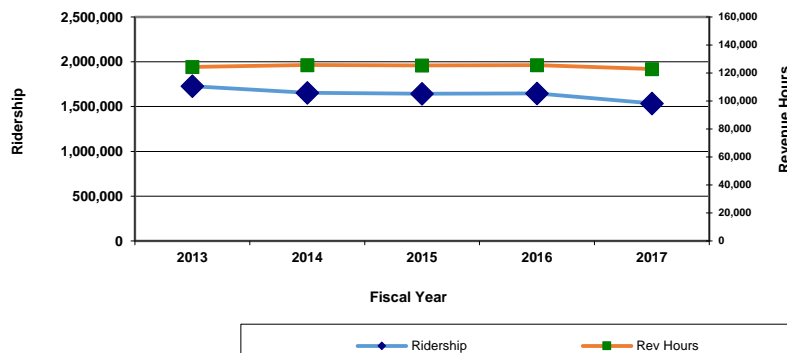
Monthly Unlinked Boardings and Revenue Hours
Last 24 Months



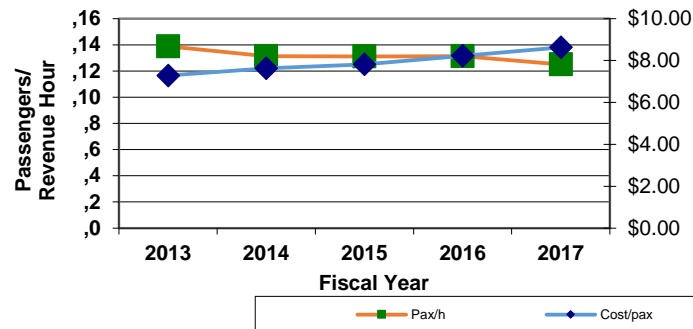
Historical Customer Service
Survey Results



Annual Unlinked Boardings and Revenue Hours
FY2013-2017



Full Cost Per Passenger and Passenger Per Hour
FY2013-2017



Monthly Summary Statistics for Wheels

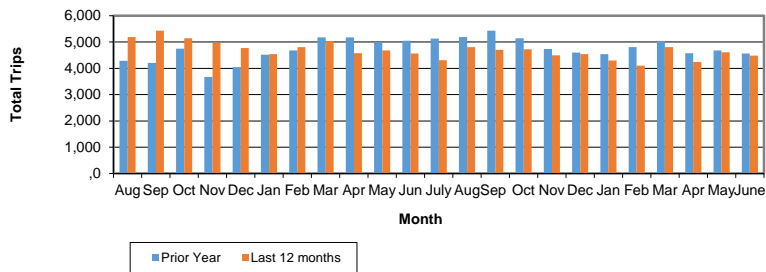
June 2017

PARATRANSIT

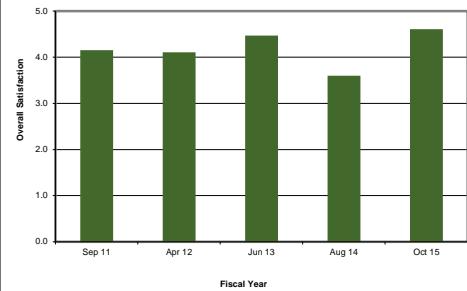
General Statistics	June 2017	% Change from last year	Year to Date
Total Monthly Passengers	4,480	-1.8%	54,112
Average Passengers Per Hour	2.00	17.6%	6
On Time Performance	95.0%	-0.6%	3
Cost per Trip	\$31.72	-2.4%	96
Number of Paratransit Applications	34	70.0%	404
Calls Answered in <1 Minute	76.34%	-11.7%	2

Missed Services Summary	June 2017	Year to Date
1st Sanction - Phone Call	1	70
2nd Sanction - Written Letter	0	4
3rd Sanction - 15 Day Suspension	0	2
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

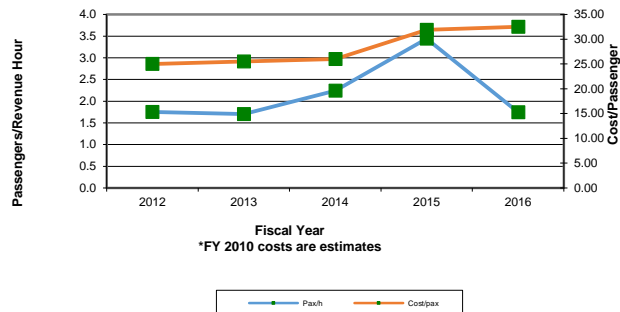
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2011-2015



Monthly Summary Statistics for Wheels

June 2017

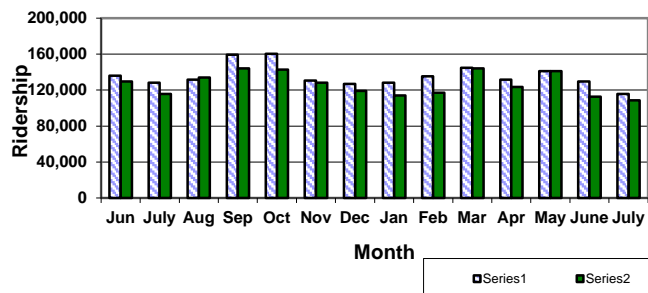
SAFETY								
ACCIDENT DATA	June 2017				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	0		0		19		3	
Preventable	3		0		15		0	
Non-Preventable	1		0		15		3	
Physical Damage								
Major	0		0		0		0	
Minor	4		0		30		2	
Bodily Injury								
Yes	0		0		2		1	
No	3		0		26		2	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$345.79							
To Date This Fiscal Year	\$95,091.53							
Budget	\$100,000.00							
% Expended	95%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	June 2017	Year To Date						
Praise	2	7						
Bus Stop	3	45						
Incident		2						
Trip Planning		10						
Fares/Tickets/Passes	1	12						
Route/Schedule Planning	6	185						
Marketing/Website	2	28						
ADA		5						
TOTAL	14	294						
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise	6			25				1
Safety		4	1	15			1	0
Driver/Dispatch Courtesy	4	4		24				0
Early	2			44		1		0
Late	1	2		74		2		2
No Show	1			27			1	1
Incident		2		4				3
Driver/Dispatch Training				14		1	1	3
Maintenance	2	2		7				0
Bypass	3	5		29		1		0
TOTAL	13	19	1	238	0	5	3	9
Valid Complaints								
Per 10,000 riders	1.15							
Per 1,000 riders					0.00			

Monthly Summary Statistics for Wheels July 2017

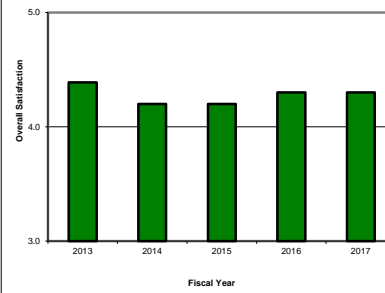
FIXED ROUTE

	July 2017			% change from one year ago		
Total Ridership FY 2018 To Date	108,720			-6.1%		
Total Ridership For Month	108,720			-6.1%		
Fully Allocated Cost per Passenger	\$9.93			14.4%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	4,498	1,904	1,538	-6.4%	-8.6%	-1.3%
Passengers Per Hour						
	July 2017			% change from last month		
On Time Performance	83.9%			0.4%		

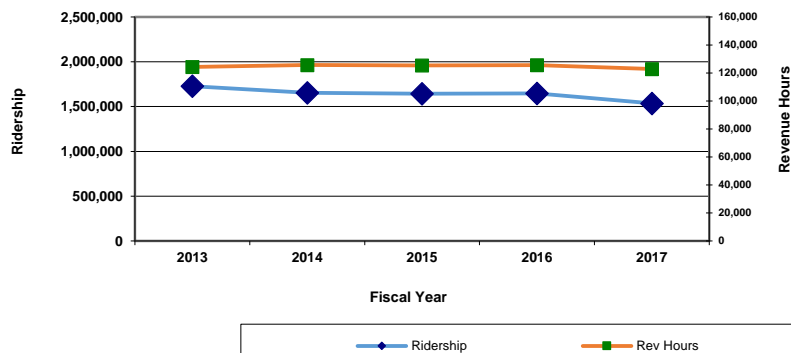
**Monthly Unlinked Boardings and Revenue Hours
Last 24 Months**



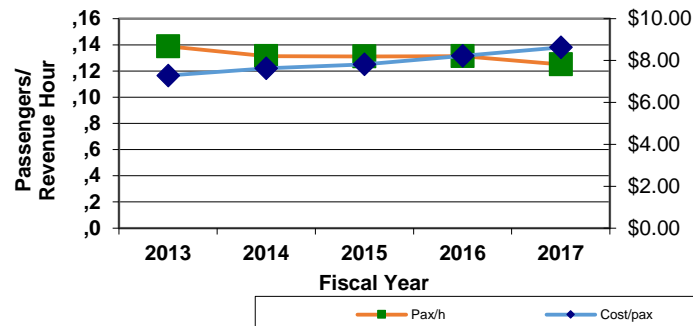
**Historical Customer Service
Survey Results**



**Annual Unlinked Boardings and Revenue Hours
FY2013-2017**



**Full Cost Per Passenger and Passenger Per Hour
FY2013-2017**



Monthly Summary Statistics for Wheels

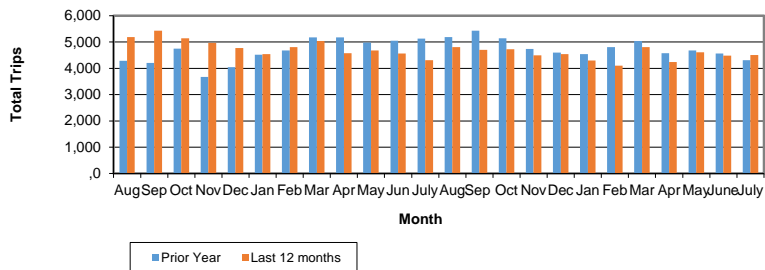
July 2017

PARATRANSIT

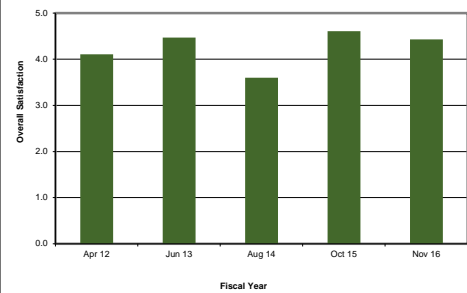
General Statistics	July 2017	% Change from last year	Year to Date
Total Monthly Passengers	4,503	4.4%	4,503
Average Passengers Per Hour	2.00	5.3%	2
On Time Performance	96.0%	-0.7%	1
Cost per Trip	\$32.35	-0.5%	32
Number of Paratransit Applications	20	-64.9%	20
Calls Answered in <1 Minute	74.79%	3.6%	1

Missed Services Summary	July 2017	Year to Date
1st Sanction - Phone Call	7	7
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	1	1
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

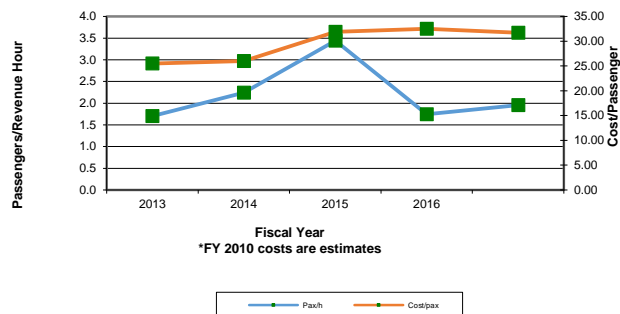
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2011-2015



Monthly Summary Statistics for Wheels
July 2017

SAFETY								
ACCIDENT DATA	July 2017				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	0		0		0		0	
Preventable	3		0		3		0	
Non-Preventable	1		0		1		0	
Physical Damage								
Major	0		0		0		0	
Minor	4		0		4		0	
Bodily Injury								
Yes	0		0		0		0	
No	4		0		4		0	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$1,213.82							
To Date This Fiscal Year	\$1,213.82							
Budget	\$100,000.00							
% Expended	1%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	July 2017	Year To Date						
Praise	1	1						
Bus Stop	3	3						
Incident		0						
Trip Planning	2	2						
Fares/Tickets/Passes	1	1						
Route/Schedule Planning	5	5						
Marketing/Website	2	2						
ADA		0						
TOTAL	14	14						
CUSTOMER SERVICE - OPERATIONS								
CATEGORY	FIXED ROUTE				PARATRANSIT			
	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE	VALID	NOT VALID	UNABLE TO VALIDATE	VALID YEAR TO DATE
Praise				0				0
Safety	2	2		2		1		0
Driver/Dispatch Courtesy	2	4	2	2				0
Early		1		0				0
Late	2	3		2		1	1	0
No Show	1			1				0
Incident		1		0	1			1
Driver/Dispatch Training				0				0
Maintenance				0				0
Bypass	1	6	1	1				0
TOTAL	8	17	3	8	1	2	1	1
Valid Complaints								
Per 10,000 riders	0.74							
Per 1,000 riders					0.22			

LAVTA COMMITTEE ITEMS - September 2017 - January 2018

Finance & Administration Committee

September

	Action	Info
Minutes	X	
Treasurers Report	X	
Conflict of Interest - even numbered years	X	
Financial Audit	X	

October

	Action	Info
Minutes	X	
Treasurers Report	X	
TDA Triennial Audit (last in '16)	X	

November

	Action	Info
Minutes	X	
Treasurers Report	X	
Quarterly Budget & Grants Report		X
CAFR	X	

December

	Action	Info
Minutes	X	
*Typically December committee meetings are cancelled		
Treasurers Report	X	
Meeting Dates	X	
Legislative Program	X	

January

	Action	Info
Minutes	X	
Treasurers Report	X	

LAVTA COMMITTEE ITEMS - September 2017 - January 2018

Projects & Services Committee

September

	Action	Info
Minutes	X	
TSP Project Management Contract Award	X	
Try Transit to School Results		X

October

	Action	Info
Minutes	X	
Winter Service Changes (effective February)	X	
Route Analysis		X

November

	Action	Info
Minutes	X	
Quarterly Operations		X
DAR Passenger Surveys Results	X	
Wheels on Demand Evaluation		X

December

	Action	Info
Minutes	X	
*Typically December committee meetings are cancelled		

January

	Action	Info
Minutes (November)	X	
Draft Long Range Transit Plan		X

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: FY 2017 4th Quarter Report – Operations

FROM: Christy Wegener, Director of Planning & Operations

DATE: August 28, 2017

Action Requested

This is an informational item.

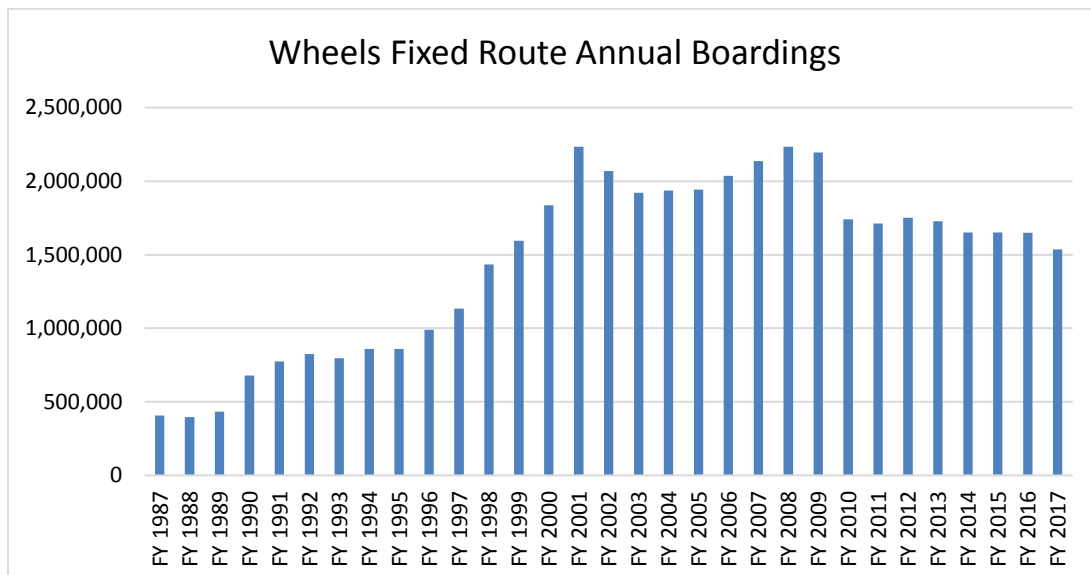
Background

This report is intended to provide the Committee with a summary and analysis of operations for the fourth quarter of FY2017 (April - June 2017), including fixed route, paratransit, and operational performance metrics.

Discussion

Fixed Route

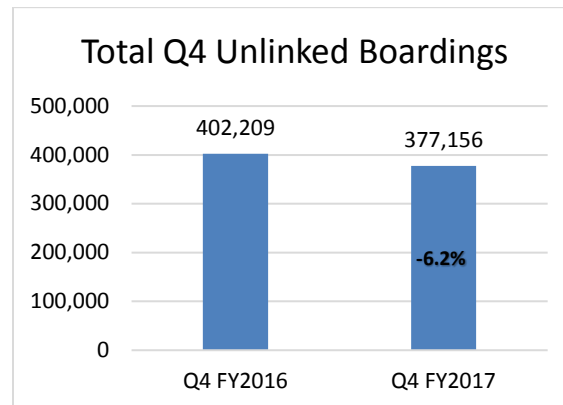
The graph below shows the long-term ridership trend for the Wheels service from the agency's inception through the fiscal year that just ended on July 30, 2017.



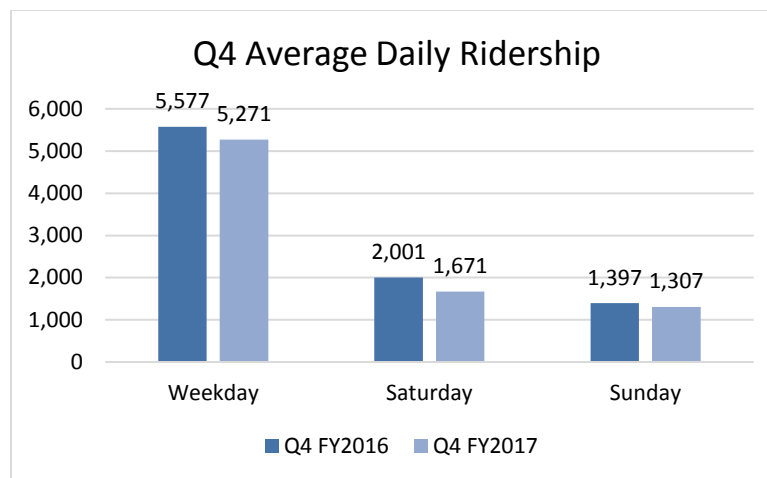
This systemwide indicator shows that the Wheels ridership saw an anticipated drop in FY 2017, which is the first full year of operations following the Wheels bus system redesign. Staff had anticipated a drop in ridership between 5% to 10%. The actual drop in ridership was 6.8%.

As outlined in the previous two quarterly reports, the initial trend from the first two full post-COA quarters was a ridership decrease of 6.6 and 8.2 percent, respectively, compared with the corresponding quarters of the prior year. For Q4 2017, this trend is improving slightly as the system saw a year-on-year ridership loss in the order of 6.2 percent for this quarter.

The chart below displays this trend and shows the total amount of boardings for Q4 of this year, compared with the same quarter of last year. A total of 377,156 Q4 boardings were seen this year, compared with 402,209 boardings from Q4 of last year.

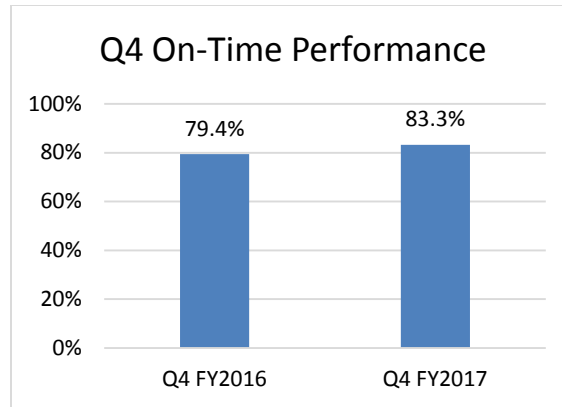


The next chart shows the ridership broken down by average boardings per service day during the quarter. This mirrored the trend of the quarter overall, with average weekday ridership decreasing from 5,577 to 5,271, or about 6%, compared to a year earlier. The same trend is also reflected in the weekend ridership.



During the month of May 2017, five of the non-school tripper routes saw weekday productivity increases, while eight routes lost in productivity compared with May 2016.

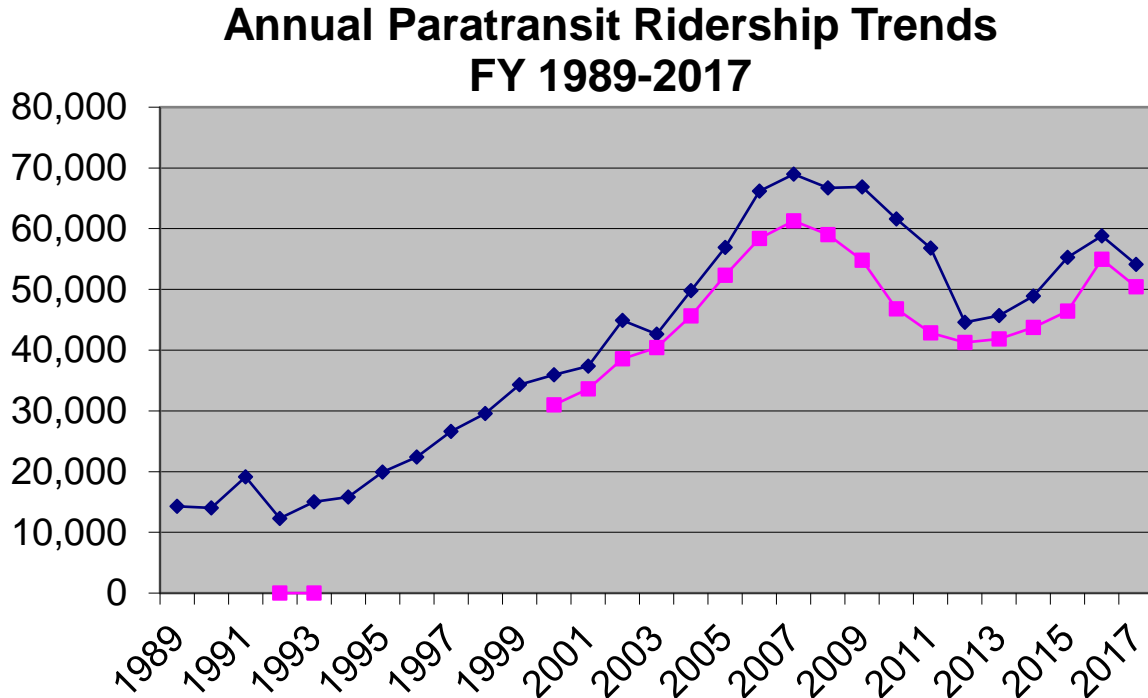
On the operational side, on-time performance (OTP) increased notably compared with same quarter of the previous year, ending at 83.3%. Within the quarter, the highest OTP monthly percentage was observed in April, with a reading of 84.2%.



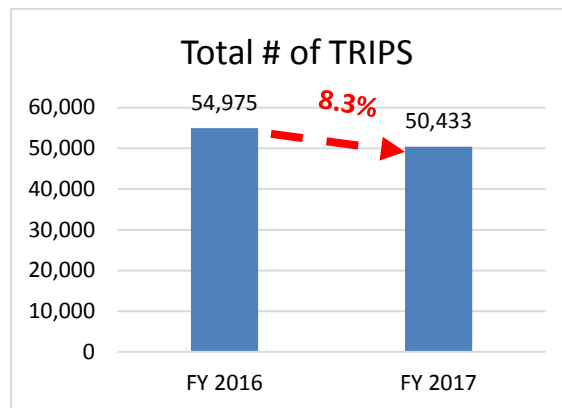
Among the large trunk routes – which contribute the most to systemwide OTP because they have the most total timepoint crossings – Route 10 ran the quarter at 79.1% on time, while Route 30 finished at 88.5% on time. Among the local routes, Route 3 operated the least on time at 82.3%, while Route 11 was the most on time at 91.8%.

Paratransit

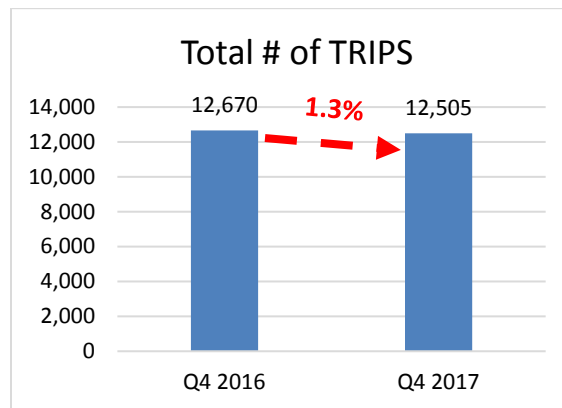
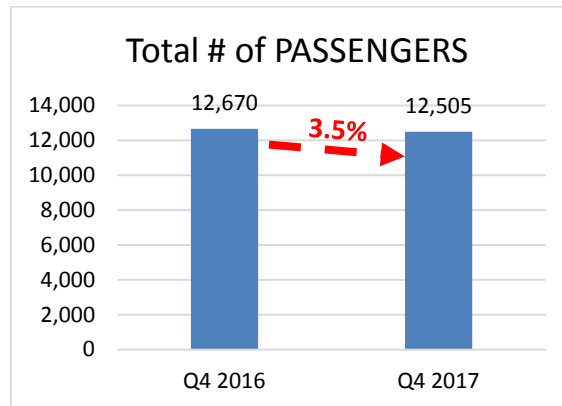
The graph below provides an overview of the historic paratransit ridership trend from the agency's inception thru the fiscal year FY2017:



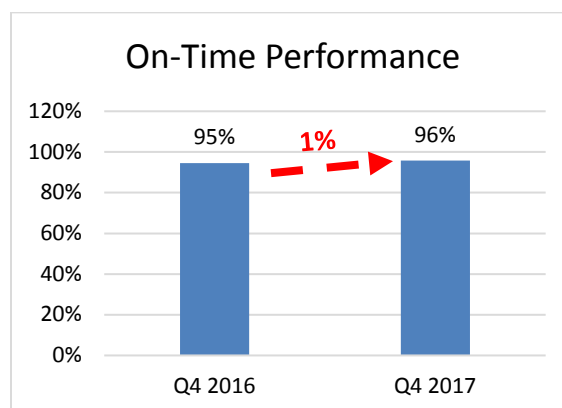
Between the FY2016 and FY2017 the agency experienced an 8.3% decrease in the percentage of trips from 54,975 trips provided in FY2016 to 50,433 trips in FY2017 as the chart below illustrates:



The trend of decreasing ridership continues in the fourth quarter of the current fiscal year. The FY2017 Q4 the total number of passengers served on paratransit, which includes personal care attendants (PCAs) and companions, decreased by 3.5% from 13,810 to down to 13,327 when compared to the same three months the year prior. The number of trips during the same time period decreased by 1.3% from 12,670 to 12,505, as the two charts below illustrate. LAVTA pays the contractor on the per trip bases.



On-time performance (OTP) has increased by 1% from 95% in Q4, FY16 to 96% in Q4, FY17. The OTP performance standard is 95%.

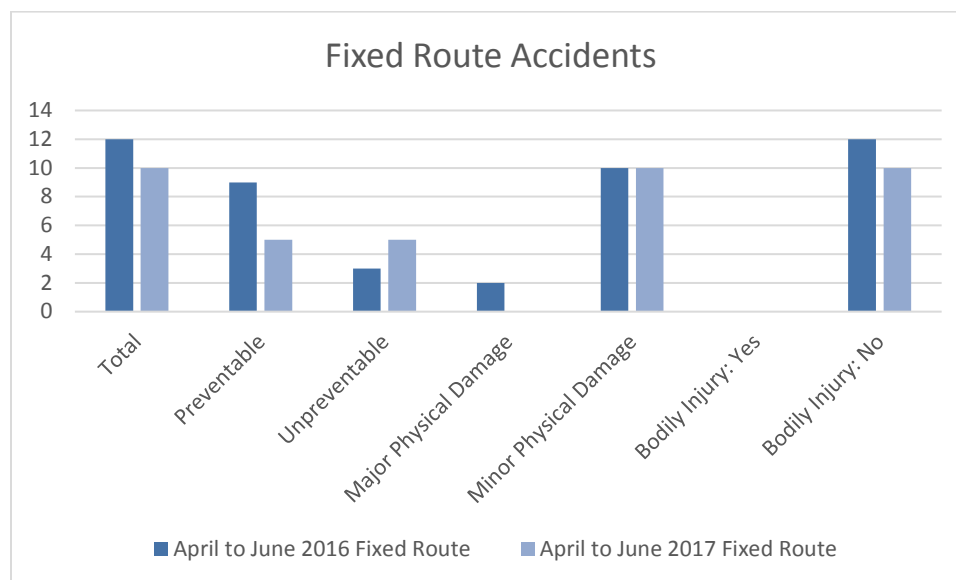


Accidents/Incidents

Fixed Route

Noted in the figure below for Fixed Route Accidents, in the fourth quarter, there have been ten (10) reportable accidents/incidents on the fixed route system, five (5) of which was determined

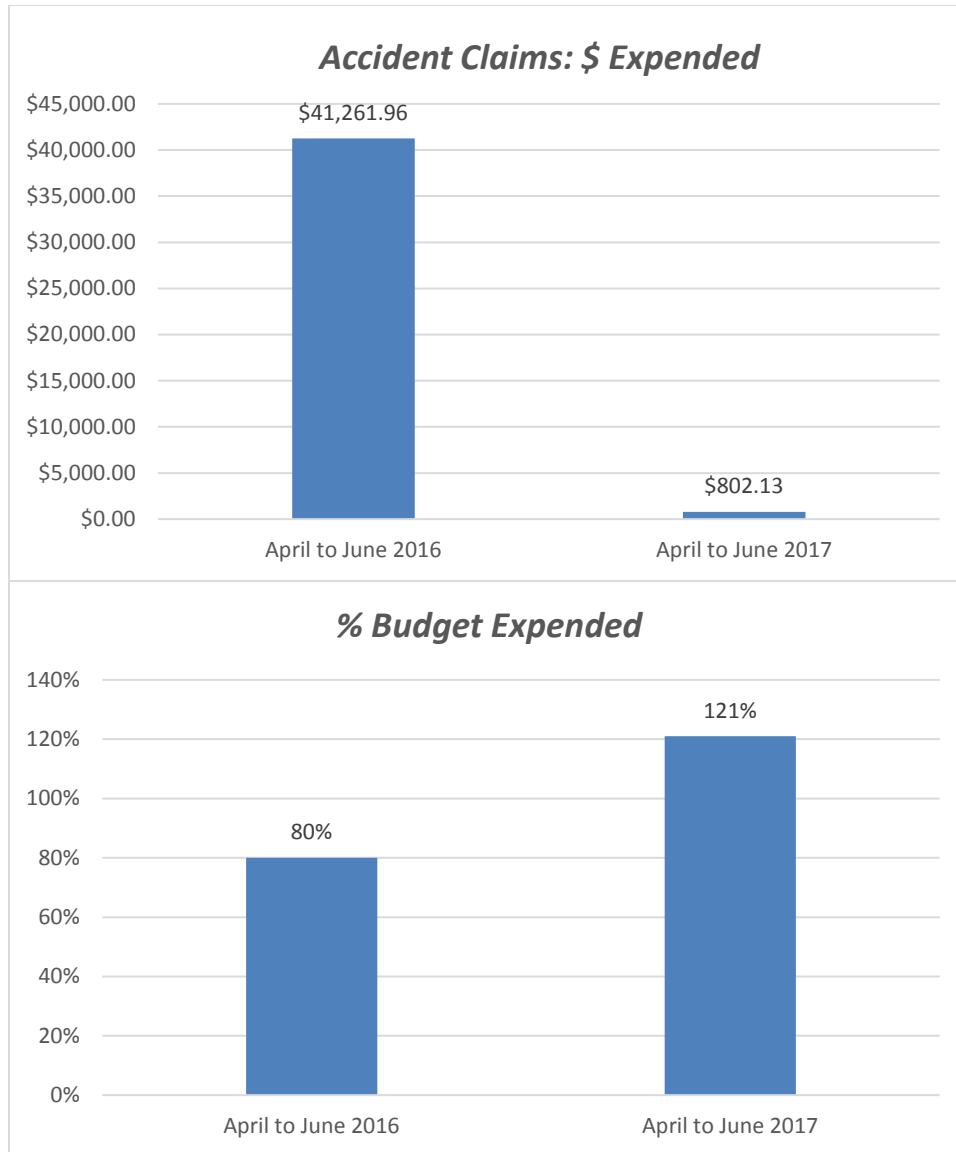
to be preventable, and five (5) deemed non-preventable. None of the accidents resulted in major damage, and all resulted in minor or no damage to the vehicles (only fixed route are LAVTA owned vehicles). None of the fixed route accidents resulted in bodily injury. Staff continues to work with the operations contractor to identify trends in preventable accidents.



Many contractor-operated transportation companies use 1 preventable accident per 100,000 total miles in fixed route service as a goal. Looking at preventable accidents per 100,000 total miles, MV comes in at .69 for a 12-month rolling period from July 1, 2016 – June 30, 2017. (This is a metric that was not included in this report prior to Q2 FY16)

Claims Activity

With respect to the monthly accident claim activity, the charts below highlight claims **for fixed route only**. It should be noted that some of the FY17 expenditures are for the prior fiscal year, as adjudication of claims can take some time after the actual accident/incident.



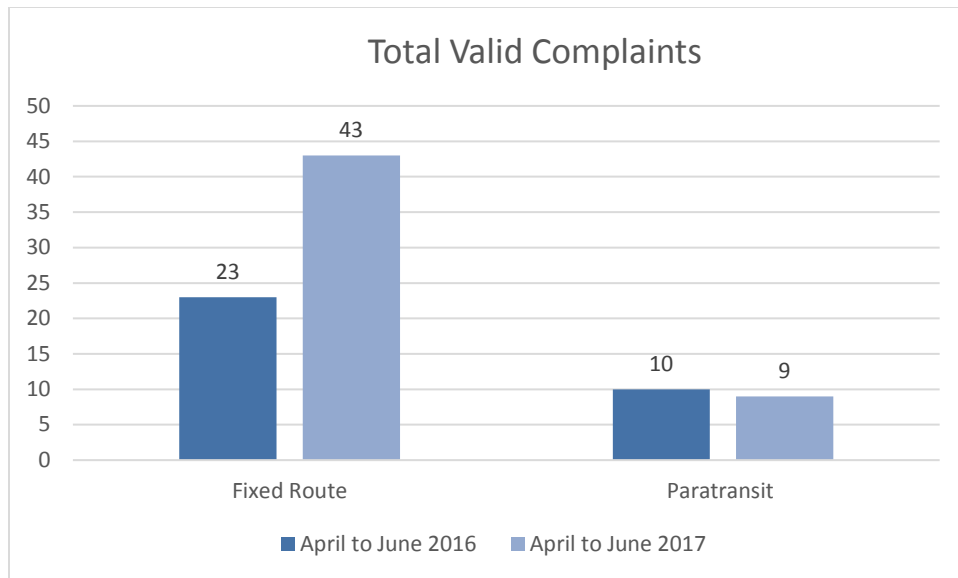
Accidents/Incidents

Paratransit

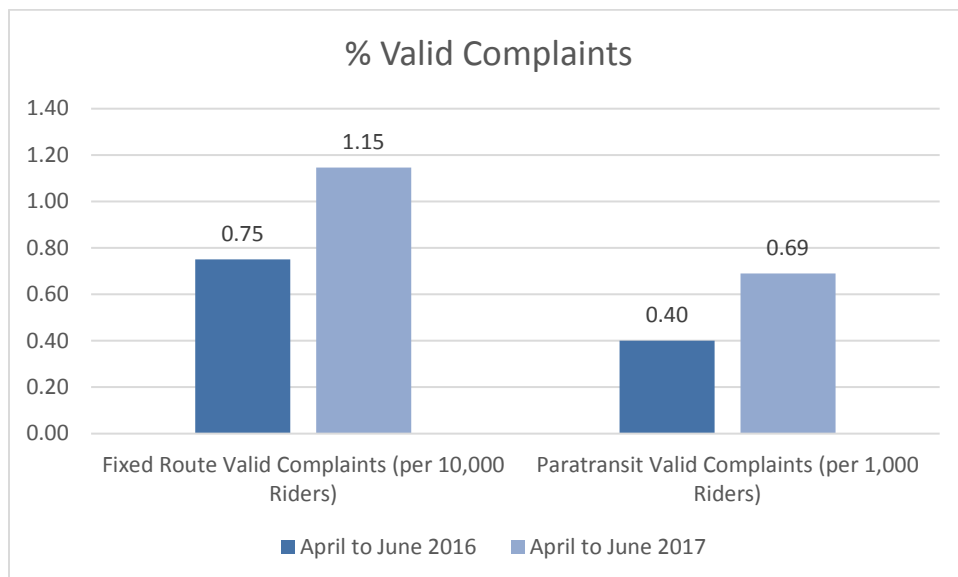
In the third quarter there was zero (0) paratransit accident/incidents compared to zero (0) paratransit accidents/incidents last year.

Customer Service

Customer Service staff processed a total of 121 customer requests for Q4 FY16 and a total of 176 for Q4 FY17. LAVTA's Service Quality Standards Index, a measurement of performance for fixed route and paratransit service providers, tracks the number of **valid** complaints for both fixed route and paratransit service, as noted for the quarter in the chart below.



The SQSI's established a standard of excellence for complaints of less than 1 per 10,000 rides for fixed route and 1 per 1,000 rides for paratransit.



Comparing the total valid complaints from FY16 and FY17, the number for fixed route has increased and staff continues to work with the fixed route contractor in the Fixed Route Task Force meetings held every other week, which allow for timely recognition of trends, and increased attention to the Customer Oversight Program which provides for assigning points to operators for valid complaints. The top valid complaints for fixed route for this quarter are in the

areas of “late” (7 complaints), “early” (11 complaints), and “driver/dispatcher courtesy” (9 complaints).

The paratransit valid complaints decreased overall but increased per 1,000 riders from last year. Staff and the contractor continue to work together in the Paratransit Task Force meetings to ensure that the complaints are dealt with timely, with zero (0) valid complaints.

Next Steps

None

Recommendation

None – information only.