

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

BOARD OF DIRECTORS MEETING

DATE: October 2, 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. September Wheels Accessible Advisory Committee Minutes Report

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. **Minutes of the September 11, 2017 Board of Directors meeting.**
- B. **Treasurer's Report for the month of August 2017**

Recommendation: Staff recommends approval of the August 2017 Treasurer's Report.

- C. **Transit Signal Priority Upgrade Project**
Scope of Work for Design and Project Management

Recommendation: The Projects and Services Committee recommends the Board approve Resolution 32-2017 awarding the TSP Upgrade Project task order contract to

LAVTA's on-call contractor Kimley Horn for a not-to-exceed amount of \$256,285.18 with a contingency amount of \$25,628.51 (10%).

6. MOU with Central Contra Costa Transit Authority

Recommendation: The Finance and Administration Committee recommends the Board approve the MOU with Central Contra Costa Transit Authority.

7. SB 1 and State Transit Assistance (STA) Population-Based Funds

Recommendation: Receive staff report and provide direction to staff.

8. Update on AB 758 and the Alameda – San Joaquin Regional Rail Working Group

Recommendation: Receive staff report and provide direction to staff.

9. Final Draft BART to Livermore DEIR Comments

Recommendation: None – Information only.

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: November 6, 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

LAVTA, Administrative Assistant

9/28/2017

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, September 6, 2017

PLACE: Dublin Library
200 Civic Center Plaza, Dublin, CA 94568

TIME: 3:30 p.m.

DRAFT MINUTES

1. Call to Order

The WAAC Jan Cornish called the meeting to order at 3:31 pm.

Agenda was approved.
Waltz/Tuite

Members Present:

Connie Mack	City of Dublin
Helen Buckholz	City of Pleasanton – Alternate
Sue Tuite	City of Pleasanton
Regina Linse	City of Pleasanton – Alternate
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
Esther Waltz	PAPCO Representative

Staff Present:

Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Juana Lopez	MTM
Christian Pereira	MV Transportation

Members of the Public:

Rachel Prater
Jeff Jacobsen

City of Pleasanton (Raymond Figueroa)
Pleasanton 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 July 5, 2017 meetings of the Committee**

Approved.

Hastings/Waltz

4. **Chair's Message**

The Chair Jan Cornish addressed the committee thanking the fellow members for having been elected for the Chair's position. Jan shared her vision for the committee and reminded the committee members of their roles.

With regret Jan announced her resignation from the committee Chair's position due to her unforeseen move from California to Florida. The committee members wished her well.

Connie Mack reminded the Committee that both the Chair and Vice Chair positions cannot be held by the same City or member agency, per the bylaws.

The committee members decided that the current Vice Chair Herb Hasting assume the duties of the Chair throughout the remainder of the FY18 and the committee elect a new Vice-Chair at their November 1, 2017 meeting.

Approved.

Waltz/Tuite

5. **Alameda County Fair - 2017**

Staff reported to the committee that Wheels ran a dedicated shuttle between BART and the Alameda County Fairgrounds (Route 52). Wheels carried approximately 4,000 passenger trips to the Fair. Staff will most likely recommend operating the shuttle again for 2018; however, it will be up to the Board to approve. One WAAC member commented that the 52 should be repositioned to be located at the bay closest to the BART station exit/entrance. Staff will return to the WAAC with a timeline for the 2018 Fair service discussion.

6. **3rd and 4th Quarter Dial-A-Ride Operations Report**

Staff reported on the 3rd and 4th quarter ridership data as well as OTP. The OTP in Q3 was 98% and in Q4 96%. The number of trips decreased by 8% when comparing FY17 to FY16. The Committee requested a summary of the eligibility

assessments to date, including the number of interviews/assessments scheduled, the number of cancelled appointments, and the number of approvals/denials/temporary/conditional.

7. PAPCO Report

Esther Waltz reported on the May 22nd PAPCO meeting.

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

Esther Waltz reported that the reservationist did not ask if her husband will be travelling with a PCA and when the driver came to pick them up his manifest did not include a PCA. The driver had then called the dispatch to confirm whether it would be ok to allow the PCA to board the vehicle, which the dispatcher approved. Esther could not recall when exactly this incident occurred, but it had been sometime in mid-Summer.

Sue Tuite said that the DAR driver had parked at the back of her apartment complex on the day of the WAAC meeting instead of the leasing office. Juana Lopez said she will add into the scheduling notes to have her picked up by the leasing office and not at the back of her complex where her apartment is.

Amy Mauldin was interested in mobile ticketing. Staff said that this is something that the Tri-Valley Paratransit assessment study is looking into. Esther Waltz added that mobile ticketing was also something that the countywide needs assessment study was looking into.

9. Fixed Route Issues – Suggestions for Changes

Helen Buckholz asked about the fixed route service in Dublin. She said she thinks the FR coverage in Dublin is not good and she thinks that the Go Dublin pilot program is too expensive for seniors. She suggested a survey that college students can conduct, which could potentially be basis for another pilot program in Dublin.

The WAAC and LAVTA staff discussed the process for changing bus service in Dublin. The LAVTA Board will be receiving an update of post-COA route changes during the month of October/November. At that time, the Board may elect to redirect resources to providing additional service in West Dublin. LAVTA staff indicated they do not have the resources to deploy a survey in Dublin at this time, but if the City wanted to survey residents about their transportation needs, LAVTA Staff would be happy to review the results.

Staff also said that the Mobility Forward study results, once received, can be a great starting point for a pilot project. Staff will be evaluating the Go Dublin pilot by the end of the 2017 year.

10. Adjourn

The meeting was adjourned at 4:51pm.

Approved

Buckholz/Waltz

AGENDA

ITEM 5 A

MINUTES OF THE SEPTEMBER 11, 2017 LAVTA BOARD MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair Karla Brown at 4:00pm

2. Roll Call of Members

Members Present

Don Biddle – Vice Mayor, City of Dublin
Karla Brown – Councilmember, City of Pleasanton
Kathy Narum – Councilmember, City of Pleasanton
Steven Spedowski – Vice Mayor, City of Livermore
Bob Coomber – Councilmember, City of Livermore
Scott Haggerty – Supervisor, County of Alameda
David Haubert – Mayor, City of Dublin

Members Absent

Jerry Pentin – Vice Mayor, City of Pleasanton

3. Meeting Open to Public

Robert S. Allen

Robert Allen addressed the Board of Directors regarding item 7 on the agenda. He read the following statement: BART, since it opened its Tri-Valley line over 20 years ago, has turned all of its trains back just east of the Dublin-Pleasanton station. This Project would move the turnback to east of Isabel. There would be no more daily turnback moves at Isabel than there have been for twenty years – at least until another BART route is added to downtown Oakland and the R Line. There appears to be no valid requirement for a maintenance facility just to extend the BART line to Isabel. Provide for three turnback tracks in a widened freeway median. The third track would provide operating flexibility if the line were extended later, opening the way for a train yard and maintenance facility at less cost and with fewer environmental issues. Until then, BART could continue turning trains back in the freeway median as it has done for twenty years. Keep BART tracks in this project within a widened freeway median.

John McPartland

BART Board of Director John McPartland addressed the Board of Directors regarding item 7 on the agenda. Mr. McPartland provided clarification on two items that Mr. Tang discussed during his presentation. Mr. McPartland thanked the LAVTA Board for drilling down in relationship to the size of the shop and the need for the capacity. Mr. McPartland stated that they will check into that further in relation to the capacity at San Jose's shop, so that Livermore's shop is proportional to the need. Mr. McPartland will report back to the individuals of LAVTA's Board. When the Chief of Transportation came up with a need for a shop, Mr. McPartland did not want to delay the EIR, and told the Chief of Transportation that he will pay for the vast majority of the shop. With that understood, if the DMU option is chosen then Livermore will pay for the shop. BART received push back from the community regarding light pollution and looking at the presentation today Mr. McPartland noticed the close proximity from the yard site to Las Positas College, which is also generating light pollution at night. Mr. McPartland will check into that further to see if he can mitigate those complaints.

4. July Wheels Accessible Advisory Committee Minutes Report

Wheels Accessible Advisory Committee (WAAC) Chair Jan Cornish stated that the Committee received a wonderful presentation from Nelson Nygaard regarding Mobility Forward and it was well received at the September meeting. Ms. Cornish also informed the Board that on the WAAC agenda for the July meeting was the nomination for a Chair and Vice Chair. Ms. Cornish gave a presentation to the WAAC as a nominee for Chair about change in the Committee and it was well received. Ms. Cornish was nominated as Chair and Herb Hastings remains as the Vice Chair. At the September meeting Ms. Cornish thanked the Committee for electing her and turned in her resignation to serve as WAAC Chair, due to moving out of state. Ms. Cornish explained that her goal was to make sure the seniors and disabled in our communities would thrive and new change would develop. Ms. Cornish hopes the new Chair Herb Hastings will continue with those goals.

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

The Board of Directors approved 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)

The Board of Directors approved the MOU with the City of Dublin. Resolution 29-2017

D. LAVTA Annual Organizational Review

The Board of Directors approved the organization chart and Resolution 28-2017 changing the rates of salary bands for LAVTA employees.

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)

The Board of Directors approved Resolution 30-2017 revising the position appointed to CalTIP Alternate.

Approved: Haubert/Biddle

Aye: Biddle, Haubert, Narum, Brown, Spedowski, Coomber, Haggerty

No: None

Absent: Pentin

6. Mobility Forward Presentation

Scott Haggerty, Supervisor from Alameda County, arrived during the Mobility Forward Presentation.

Staff introduced Mr. Joey Goldman of Nelson Nygaard to present Mobility Forward Tri-Valley Paratransit Study. Mobility Forward analyzed and studied data obtained during peer review, market analysis, and stakeholder/community outreach. Mr. Goldman explained that the study will look into the development of alternative options. After collecting and analyzing public comment there will be specific alternatives presented to the City of Pleasanton and LAVTA in the first quarter of 2018. Once the consultant is provided direction from the two governing bodies an implementation plan for each agency with a final plan will be presented for adoption by March 2018.

Councilmember Karla Brown asked if vehicle size would make a difference for riders that are physically impaired. Mr. Goldman stated that this study did not look into vehicle size, but it can be added into the next round of outreach. Councilmember Karla Brown also asked if Shared Autonomous Vehicles (SAV) were included in the study and how our customer would feel with a driverless vehicle. Mr. Goldman stated that our customers like our drivers and that they have not asked this in the study. Mr. Goldman explained that looking at the future generation of seniors they may expect or assume the usage of SAVs, since expectations are changing and adapting to technology.

This was informational only

7. BART to Livermore DEIR Comments

Staff introduced Mr. Andrew Tang of BART to present BART to Livermore Draft Environmental Impact Report (DEIR). The BART DEIR was released on July 31, 2017. Five alternatives for the BART to Livermore Project were provided for review: 1) A full BART extension to Isabel; 2) A diesel or electric multiple unit (DMU/EMU); 3) Express-bus service to Dublin/Pleasanton BART; and 4) Enhanced –bus service to Dublin/Pleasanton BART; 5) No Project completion. Currently the proposed BART to Livermore project is going through the California Environmental Quality Act (CEQA) process. The BART DEIR Comment period closes on October 16, 2017. If a full BART extension is selected the projected increase for additional systemwide boarding in 2040 will be 11,900 on a typical weekday. BART is projecting that 16,200 people will be getting on/off at the new Isabel BART Station, which is similar to the current boardings at the Dublin/Pleasanton Station. The DMU/EMU option will be part of BART with a platform to switch trains, so there will be no additional fare needed. BART will provide parking for 3,400 cars with the conventional BART option or 2,400 with the DMU/EMU option at the Isabel Station with construction that will allow expansion, if necessary. In order to build a BART extension to Isabel a yard and full size shop with ten bays is required to store BART cars and it will be located in North Livermore (currently open space). BART explained that the City of Livermore would be charged 25% of the cost for the yard and full size shop. For conventional BART the Year of Expenditure (YOE) is \$1.63 billion. There is \$533 million total committed design and construction funding available and some funding has not been included for this presentation. Annual operations and maintenance cost (year 2040) is about 22 million for conventional BART. Mr. Tang stated that when the comment period completes he will come back to Livermore and have discussions concerning what the community wants. When that completes all the information obtained will go to the BART Board so they can determine and approve the preferred project. The construction will be completed in 2026.

Vice Mayor Steven Spedowfski pointed out that the ridership change by different operators in 2040 was unnecessary in this presentation.

Vice Mayor Don Biddle asked how much wider the station will be for Alternative 2 and Alternative 3. Mr. Tang responded that for Alternative 2 it will be 36' wider and for Alternative 3 88' wider.

Supervisor Scott Haggerty suggested that the Board of Directors do not comment on anything at this meeting and to take the time to review everything, because there are other engineering schematic options on how the DMU comes up to the BART track. Supervisor Scott Haggerty stated that if BART wouldn't accept the twenty million dollars to build a parking garage in Dublin than they don't want to build this BART extension either. If a DMU option is built it will go beyond Greenville. Supervisor Scott Haggerty pointed out that this project is being manipulated to look bad. Supervisor Scott Haggerty has someone professionally reviewing the BART DEIR and would like to postpone any comment until they receive feedback from the Alameda-San Joaquin Regional Rail Working Group. Supervisor Scott Haggerty expressed the importance of being on the same page in regards to BART comments and the options available.

Mayor David Haubert stated that Dublin/Pleasanton has 9 trains that are full with passengers, so he wanted to know where eleven thousand more riders are going to sit in the year 2040. Mr. Tang explained that 36 more cars are needed for the additional passengers, but it will still be crowded. BART plans to utilize peaker trains when the cars are too crowded to relieve congestion, but explained passengers should not always expect seat during peak hours.

Councilmember Kathy Narum asked what would happen if BART did not extend to Isabel, does BART need another shop. Mr. Tang has asked BART staff what will happen if BART does not extend to Livermore on how they will deal with a shortage of shop space for BART trains. Currently BART does not know right now how they will handle the shortage of space. They know there is a problem and if nothing is done BART will become less and less reliable, because cars are not getting fixed as fast as they could.

Vice Mayor Steven Spedowfski expressed concern that if BART does not get the numbers correct for parking spaces BART riders will park in residential neighborhoods making them congested and that will have a negative impact on the residential neighborhood. Currently Dublin and Pleasanton are being impacted by BART riders parking in commercial/industrial areas and not residential. Supervisor Scott Haggerty stated that is why permit parking should be implemented. Vice Mayor Steven Spedowfski explained that with permit parking it will push BART parking to other neighborhoods.

Executive Director Michael Tree informed the Board of Directors that all comments will be collected and brought back to the Project and Services Committee and then to the Board.

Supervisor Scott Haggerty motioned to move this agenda item to the next Board of Director's meeting in October and per the Executive Directors recommendation to the Project and Services Committee in September after obtaining comments from the Alameda-San Joaquin Regional Rail Working Group and City Offices.

Approved: Haggerty/Narum

Aye: Biddle, Haubert, Narum, Brown, Spedowfski, Coomber, Haggerty

No: None
Absent: Pentin

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

The Board of Directors (1) approved Resolution 31-2017 to reject all bids for the LAVTA Bus Shelter Demolition and Movement Project #2017-16; and (2) directed 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.

Approved: Narum/Spedowski
Aye: Biddle, Haubert, Narum, Brown, Spedowski, Coomber, Haggerty
No: None
Absent: Pentin

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

The Board of Directors approved 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.

Approved: Biddle/Coomber
Aye: Biddle, Haubert, Narum, Brown, Spedowski, Coomber, Haggerty
No: None
Absent: Pentin

10. Executive Director's Report

Executive Director Michael Tree provided the Board of Directors the Executive Director's Report. Executive Director Michael Tree informed the Board that ridership is increasing and in the next 18-36 months LAVTA is optimistic this trend will continue. LAVTA is continually working on On-Time Performance (OTP) and customer service to continue increasing ridership. Assembly Bill (AB) 1444 is onto the Governor for signature and LAVTA is finishing the Memorandum of Understandings (MOU) and contracts that the Board will see during the October meeting. Assemblywoman Eggman and Assemblywoman Baker are working to get the rule waivers to get AB 758 through this week and dealing with last minute opposition from unions. LAVTA will meet with MTC in the near future regarding SB 1. LAVTA is currently challenged with a shortage in drivers and MV is improving the situation. Executive Director Michael Tree also stated that the California Highway Patrol finished their maintenance and operator file inspections to ensure compliance and provided LAVTA with their highest rating of satisfactory.

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

Meeting adjourned at 6:00pm.

AGENDA

ITEM 5 B

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for August 2017

FROM: Tamara Edwards, Finance and Grants Manager

DATE: October 2, 2017

Action Requested

Review and approve the LAVTA Treasurer's Report for August 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 August 1, 2017	\$3,996,062.94
Payments made	\$2,952,065.13
Deposits made	\$7,695,064.95
Transfer from Farebox	\$200,000.00
Ending balance August 31, 2017	\$8,939,062.76

Farebox account activity (106):

Beginning balance August 1, 2017	\$248,021.86
Deposits made	\$78,910.82
Transfer to General Checking	\$200,000.00
Ending balance August 31, 2017	\$126,932.68

LAIF investment account activity (135):

Beginning balance August 1, 2017	\$663,881.81
Ending balance August 31, 2017	\$663,881.81

Operating Expenditures Summary:

As this is the second 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 16.66%. The agency is at 16.15% overall.

Operating Revenues Summary:

While expenses are at 16.15%, revenues are at 37.9%, providing for a healthy cash flow

Recommendation

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

Attachments:

1. August 2017 Treasurer's Report

Approved: _____

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

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	8,939,063	
106 CASH - FIXED ROUTE ACCOUNT	126,933	
107 Clipper Cash	569,010	
120 ACCOUNTS RECEIVABLE	(1,217,371)	
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		51,870,166

LIABILITIES:

205 ACCOUNTS PAYABLE	(1,654,709)	
211 PRE-PAID REVENUE	1,630,291	
21101 Clipper to be distributed	402,139	
22000 FEDERAL INCOME TAXES PAYABLE	(6,102)	
22010 STATE INCOME TAX	(2,284)	
22020 FICA MEDICARE	(1,583)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(7,130)	
22030 SDI TAXES PAYABLE	(379)	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(974)	
22090 WORKERS' COMPENSATION PAYABLE	6,604	
22100 PERS-457	(881)	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	634,007	
23104 Deferred Inflow- Pension Related	103,992	
23103 INSURANCE CLAIMS PAYABLE	88,429	
23102 UNEMPLOYMENT RESERVE	12,028	
TOTAL LIABILITIES		1,203,447

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	2,434,425	
TOTAL FUND BALANCE		50,666,719
TOTAL LIABILITIES & FUND BALANCE		51,870,166

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

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,473,687	101,720	164,776	1,308,911	11.2%
4020000	Business Park Revenues	203,170	0	0	203,170	0.0%
4020500	Special Contract Fares	399,028	0	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	26,019	36,266	166,734	17.9%
4060100	Concessions	50,972	0	45	50,927	0.1%
4060300	Advertising Revenue	90,000	95,000	95,000	(5,000)	105.6%
4070400	Miscellaneous Revenue-Interest	6,000	0	0	6,000	0.0%
4070300	Non transportation revenue	56,400	6,792	6,792	49,608	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	6,497,265	6,497,265	3,281,305	66.4%
4099500	TDA Article 4.0-BART	98,995	21,723	21,723	77,272	21.9%
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	6,748,520	6,963,409	11,402,516	37.9%

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

		BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02	Salaries and Wages	\$1,362,014	\$99,892	\$224,957	\$1,137,057	16.52%
502 00	Personnel Benefits	\$942,989	\$54,651	\$171,743	\$771,246	18.21%
503 00	Professional Services	\$936,878	\$23,190	\$23,790	\$913,088	2.54%
503 05	Non-Vehicle Maintenance	\$636,214	\$13,660	\$180,585	\$455,629	28.38%
503 99	Communications	\$9,500	\$406	\$503	\$8,997	5.29%
504 01	Fuel and Lubricants	\$1,174,700	\$42,911	\$70,359	\$1,104,341	5.99%
504 03	Non contracted vehicle maintenance	\$19,550	\$0	\$0	\$19,550	0.00%
504 99	Office/Operating Supplies	\$28,700	\$4,174	\$7,490	\$21,210	26.10%
504 99	Printing	\$54,500	\$973	\$973	\$53,527	1.78%
505 00	Utilities	\$276,000	\$19,854	\$23,293	\$252,707	8.44%
506 00	Insurance	\$637,238	\$329	\$435,769	\$201,469	68.38%
507 99	Taxes and Fees	\$302,000	\$3,971	\$6,454	\$295,546	2.14%
508 01	Purchased Transportation Fixed Route	\$9,338,719	\$774,617	\$1,495,278	\$7,845,296	16.01%
2-508 02	Purchased Transportation Paratransit	\$1,994,500	\$153,486	\$289,747	\$1,704,753	14.53%
508 03	Purchased Transportation WOD	\$75,000	\$1,234	\$1,234	\$73,766	1.65%
509 00	Miscellaneous	\$434,323	\$7,105	\$27,851	\$406,472	6.41%
509 02	Professional Development	\$38,100	\$2,378	\$2,429	\$35,671	6.38%
509 08	Advertising	\$95,000	\$1,322	\$1,377	\$93,623	1.45%
TOTAL		\$18,355,925	\$1,204,151	\$2,963,829	\$15,393,950	16.15%

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
August 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:
August 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	6,384	36,883	15,549,766	0.24%
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	6,384	36,883	21,688,112	0.17%
FUND BALANCE (CAPITAL)		0.00	(6,384)	(36,883)		
FUND BALANCE (CAPTIAL & OPERATING)		0.00	5,539,587	3,964,552		

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

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

September 21,
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](#)

August 2017 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	664,096.52
Total Withdrawal:	0.00	Ending Balance:	664,096.52

REPORT.: Sep 20 17 Wednesday
 RUN....: Sep 20 17 Time: 16:48
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 08-17 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
08-17	H7643	08/11/17	MVT01 (MV TRANSPORTATION, INC.)		347,235.80	.00	347,235.80	MVT01, 77311, AUG-17 1ST
	H7644	08/11/17	OAK01 (OAKS BUSINESS PK OWNERS)		2,766.00	.00	2,766.00	OAK01, 2017 TRUE UP QTRS
	H7645	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		36.13	.00	36.13	CIT07, 139399-00, ATLANTI
	H7646	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		49.48	.00	49.48	CIT07, 139361-00, ATLANTI
	H7647	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		135.95	.00	135.95	CIT07, 138430-01, ATLANTI
	H7648	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		31.85	.00	31.85	CIT07, 138431-00, ATLANTI
	H7649	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		26.65	.00	26.65	CIT07, 138432-00, ATLANTI
	H7650	08/11/17	CIT07 (CITY OF LIVERMORE - WATER)		133.75	.00	133.75	CIT07, 139388-00, BUS WAS
	H7651	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 4755555555, MOA FI
	H7652	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		85.71	.00	85.71	CAL04, 5755555555, CONTRA
	H7653	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		906.06	.00	906.06	CAL04, 0198655555, BUS WA
	H7654	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		286.20	.00	286.20	CAL04, 4616555555, TC IRR
	H7655	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		36.41	.00	36.41	CAL04, 3616555555, TC WAT
	H7656	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		64.28	.00	64.28	CAL04, 2575555555, TC FIR
	H7657	08/11/17	CAL04 (CALIFORNIA WATER SERVICE)		516.46	.00	516.46	CAL04, 9098655555, MOA WA
	H7658	08/11/17	PAC02 (PACIFIC GAS AND ELECTRIC)		8,983.16	.00	8,983.16	PAC02, 5809326332-3, MOA
	H7659	08/11/17	PAC02 (PACIFIC GAS AND ELECTRIC)		504.83	.00	504.83	PAC02, 7264840356-5, RAPI
	H7660	08/11/17	PAC02 (PACIFIC GAS AND ELECTRIC)		1,485.43	.00	1,485.43	PAC02, 6062256368-6, ATLA
	H7661	08/11/17	PAC02 (PACIFIC GAS AND ELECTRIC)		165.83	.00	165.83	PAC02, 7649646868-7, DOOL
	H7662	08/11/17	PAC02 (PACIFIC GAS AND ELECTRIC)		187.58	.00	187.58	PAC02, 9007202117-4, MOA
	H7663	08/11/17	PAC01 (AT&T)		160.44	.00	160.44	PAC01,ACCT #925-243-9029,
	H7664	08/11/17	PAC01 (AT&T)		350.45	.00	350.45	PAC01,ACCT #436-951-0106,
	H7665	08/11/17	PAC01 (AT&T)		32.94	.00	32.94	PAC01,ACCT #232-351-6260,
	H7666	08/11/17	WEG01 (CHRISTY WEGENER)		192.00	.00	192.00	WEG01, AUG-17 PER DIEM AP
	H7667	08/11/17	TRE01 (MICHAEL TREE)		28.64	.00	28.64	TRE01, JULY-17 EXPENSE RE
	H7668	08/11/17	MVT01 (MV TRANSPORTATION, INC.)		48,431.16	.00	48,431.16	MVT01, JUN-17 FIXED ROUTE
	H7669	08/11/17	MTM01 (MEDICAL TRANSPORTATION MANAG		120,332.90	.00	120,332.90	MTM01, JUN-17 MONTHLY SER
	H7670	08/11/17	AME06 (AMERICAN FIDELITY ASSURANCE		296.90	.00	296.90	AME06, JULY-17 SUPPLEMENT
	H7671	08/11/17	AME06 (AMERICAN FIDELITY ASSURANCE		962.48	.00	962.48	AME06, AUG-17 FLEX SPENDI
	H7672	08/11/17	VSP01 (VSP)		559.88	.00	559.88	VSP01, AUG-17 VISION INSU
	H7673	08/11/17	MUT01 (MUTUAL OF OMAHA)		1,023.64	.00	1,023.64	MUT01, AUG-17 LIFE & LTD
	H7674	08/11/17	EMP01 (EMPLOYMENT DEVEL DEPT)		3.96	.00	3.96	EMP01, STATE TAX 7/15-7/3
	H7675	08/11/17	EFT01 (ELECTRONIC FUND TRANSFERS)		102.34	.00	102.34	EFT01, FEDERAL TAX 7/15-7
	H7676	08/11/17	PER01 (PERS)		3,704.48	.00	3,704.48	PER01, PERS NEW CONTRIBUT
	H7677	08/11/17	PER01 (PERS)		3,094.72	.00	3,094.72	PER01, PERS CLASSIC CONTR
	H7678	08/11/17	PER04 (CALPERS RETIREMENT SYSTEM)		881.17	.00	881.17	PER04, PERS 457 CONTRIBUT
	H7679	08/11/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,601.59	.00	7,601.59	EFT01, FEDERAL TAX 7/15-7
	H7680	08/11/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,644.81	.00	2,644.81	EMP01, STATE TAX 7/15-7/2
	H7681	08/11/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,346.67	.00	35,346.67	DIR02, PR DIRECT DEPOSIT
	H7682	08/11/17	TAX96 (THOMAS R. LEONARD)		95.63	.00	95.63	TAX96, PARATAXI REIMBURSE
	H7683	08/11/17	WEG01 (CHRISTY WEGENER)		123.83	.00	123.83	WEG01, AUG-17 APTA EXPENS
	H7684	08/11/17	VER01 (VERIZON WIRELESS)		1,330.60	.00	1,330.60	VER01, 9789746120, WIFI &
	H7685	08/11/17	OAK01 (OAKS BUSINESS PK OWNERS)		3,548.00	.00	3,548.00	OAK01, 3RD QTR BUSINESS P
	H7686	08/11/17	TAX67 (CHRISTEL RAGER)		122.40	.00	122.40	TAX67, PARATAXI REIMBURSE
	H7687	08/11/17	TAX72 (JUSTIN HART)		200.00	.00	200.00	TAX72, PARATAXI REIMBURSE
	H7688	08/11/17	TX113 (RODGER RAGER)		121.55	.00	121.55	TX113, PARATAXI REIMBURSE
	H7689	08/11/17	TX177 (MARILYN LANE)		78.20	.00	78.20	TX177, PARATAXI REIMBURSE
	H7690	08/11/17	TAX91 (VIVIAN MARIE MILLER)		119.00	.00	119.00	TAX91, PARATAXI REIMBURSE
	H7691	08/11/17	TAX14 (KAREN ADAMS)		14.03	.00	14.03	TAX14, PARATAXI REIMBURSE
	H7692	08/11/17	TX123 (OLGA PRINZ)		79.69	.00	79.69	TX123, PARATAXI REIMBURSE
	H7693	08/25/17	PER03 (CAL PUB EMP RETIRE SYSTM)		38,502.04	.00	38,502.04	PER03, SEPT-17 HEALTH INS
	H7694	08/25/17	MUT01 (MUTUAL OF OMAHA)		1,089.73	.00	1,089.73	MUT01, SEPT-17 LIFE & LTD
	H7695	08/25/17	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,043.92	.00	2,043.92	DEL05, SEPT-17 DENTAL INS
	H7696	08/25/17	AME06 (AMERICAN FIDELITY ASSURANCE		962.48	.00	962.48	AME06, SEPT-17 FLEXIBLE S
	H7697	08/25/17	AME06 (AMERICAN FIDELITY ASSURANCE		296.90	.00	296.90	AME06, SEPT-17 SUPPLEMENT
	H7698	08/25/17	WEG01 (CHRISTY WEGENER)		127.25	.00	127.25	WEG01, AUG-17 TRAVEL REIM
	H7699	08/25/17	MER01 (MERCHANT SERVICES)		105.45	.00	105.45	MER01, JULY-17 MOA CC FEE
	H7700	08/25/17	MER01 (MERCHANT SERVICES)		120.17	.00	120.17	MER01, JULY-17 TRANSIT CE
	H7701	08/25/17	STA13 (STAPLES CREDIT PLAN)		617.98	.00	617.98	STA13, AUG-17 CC STATEMEN
	H7702	08/25/17	SHE05 (SHELL)		64.51	.00	64.51	SHE05, AUG-17 CC STATEMEN
	H7703	08/31/17	MVT01 (MV TRANSPORTATION, INC.)		347,235.80	.00	347,235.80	MVT01, 77315, AUG-17 2ND
	H7704	08/25/17	PER04 (CALPERS RETIREMENT SYSTEM)		881.98	.00	881.98	PER04, PERS 457 CONTRIBUT
	H7705	08/25/17	EMP01 (EMPLOYMENT DEVEL DEPT)		11.84	.00	11.84	EMP01, STATE TAX 7/29-8/1
	H7706	08/25/17	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		35,937.97	.00	35,937.97	DIR01, PR DIRECT DEPOSIT
	H7707	08/25/17	EFT01 (ELECTRONIC FUND TRANSFERS)		128.45	.00	128.45	EFT01, FEDERAL TAX 7/29-8
	H7708	08/25/17	PER01 (PERS)		3,704.48	.00	3,704.48	PER01, PERS NEW CONTRIBUT
	H7709	08/25/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,669.22	.00	2,669.22	EMP01, STATE TAX 7/29-8/1
	H7710	08/25/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,761.92	.00	7,761.92	EFT01, FEDERAL TAX 7/29-8
	H7711	08/25/17	PER01 (PERS)		3,094.78	.00	3,094.78	PER01, PERS CLASSIC CONTR
	H7712	08/25/17	MCC01 (TONY MCCAULAY)		168.10	.00	168.10	MCC01, JULY & AUG-17 EXPE
	H7713	08/25/17	CAL15 (CALTRONICS BUSINESS SYS)		568.65	.00	568.65	CAL15, 2331007, BIZHUB TH
	H7714	08/25/17	KUL01 (KADRI KULM)		75.20	.00	75.20	KUL01, 5/11-6/30/17 TRAVE
	H7715	08/25/17	TAX32 (SUE TSANG)		396.36	.00	396.36	TAX32, PARATAXI REIMBURSE
	H7716	08/25/17	TX180 (SONJA BEN-DOR)		9.56	.00	9.56	TX180, PARATAXI REIMBURSE
	H7717	08/25/17	VSP01 (VSP)		559.88	.00	559.88	VSP01, SEPT-17 VISION INS
	H7718	08/31/17	BID01 (DON BIDDLE)		100.00	.00	100.00	BID01, BOD STIPEND AUG-17
	H7719	08/31/17	BRO03 (KARLA SUE BROWN)		100.00	.00	100.00	BRO03, BOD STIPEND AUG-17
	H7720	08/31/17	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, BOD STIPEND AUG-17
	H7721	08/31/17	PEN01 (JERRY PENTIN)		100.00	.00	100.00	PEN01, BOD STIPEND AUG-17
	H7722	08/31/17	SPE04 (STEVEN G. SPEDOWFSKI)		100.00	.00	100.00	SPE04, BOD STIPEND AUG-17
	H7723	08/31/17	COO03 (BOB COOMBER)		100.00	.00	100.00	COO03, BOD STIPEND AUG-17
	H7724	08/31/17	PER04 (CALPERS RETIREMENT SYSTEM)		881.17	.00	881.17	PER04, PERS 457 CONTRIBUT
	H7725	08/31/17	EFT01 (ELECTRONIC FUND TRANSFERS)		7,719.31	.00	7,719.31	EFT01, FEDERAL TAX 8/12-8
	H7726	08/31/17	EMP01 (EMPLOYMENT DEVEL DEPT)		2,653.50	.00	2,653.50	EMP01, STATE TAX 8/12-8/2
	H7727	08/31/17	PER01 (PERS)		3,094.78	.00	3,094.78	PER01, PERS CLASSIC CONTR
	H7728	08/31/17	PER01 (PERS)		3,704.48	.00	3,704.48	PER01, PERS NEW CONTRIBUT
	H7729	08/31/17	SUD01 (JENNIFER SUDA)		18.99	.00	18.99	SUD01, AUG-17 EXPENSE REI
	H7730	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		135.70	.00	135.70	CIT07, 138430-01, ATLANTI
	H7731	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		130.25	.00	130.25	CIT07, 139388-00, BUS WAS
	H7732	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		66.68	.00	66.68	CIT07, 139361-00, ATLANTI
	H7733	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		37.92	.00	37.92	CIT07, 138431-00, ATLANTI

REPORT.: Sep 20 17 Wednesday
 RUN....: Sep 20 17 Time: 16:48
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 08-17 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
08-17	H7734	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		18.74	.00	18.74	CIT07, 138432-00, ATLANTI
	H7735	08/31/17	CIT07 (CITY OF LIVERMORE - WATER)		19.75	.00	19.75	CIT07, 139399-00, ATLANTI
	H7736	08/31/17	BAN03 (BANKCARD CENTER)		5,946.91	.00	5,946.91	BAN03, JULY-17 CC STATEME
	H7737	08/31/17	PAC02 (PACIFIC GAS AND ELECTRIC)		357.58	.00	357.58	PAC02, 9800031052-8, TRAN
	H7738	08/31/17	BAN03 (BANKCARD CENTER)		1,699.33	.00	1,699.33	BAN03, JUN-17 CC STATEMEN
	020063	08/11/17	AIM01 (AIM TO PLEASE JANITORIAL SER		34,591.03	.00	34,591.03	Automatic Generated Check
	020064	08/11/17	CAL13 (CALIFORNIA TRANSIT)		1,213.82	.00	1,213.82	Automatic Generated Check
	020065	08/11/17	CAT01 (CAITLIN GRANT)		15.00	.00	15.00	Automatic Generated Check
	020066	08/11/17	CIT06 (CITY OF LIVERMORE SEWER)		179.73	.00	179.73	Automatic Generated Check
	020067	08/11/17	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	020068	08/11/17	EME01 (EMERALD LANDSCAPE CO INC)		1,565.00	.00	1,565.00	Automatic Generated Check
	020069	08/11/17	GEN05 (GENFARE)		42.95	.00	42.95	Automatic Generated Check
	020070	08/11/17	KIM02 (KIMLEY-HORN AND ASSOC, INC)		30,657.00	.00	30,657.00	Automatic Generated Check
	020071	08/11/17	KOF01 (KOFF & ASSOCIATES)		2,500.00	.00	2,500.00	Automatic Generated Check
	020072	08/11/17	LIV10 (LIVERMORE SANITATION INC)		2,315.68	.00	2,315.68	Automatic Generated Check
	020073	08/11/17	LYF01 (LYFT, INC)		1,898.68	.00	1,898.68	Automatic Generated Check
	020074	08/11/17	MET01 (METROPOLITAN TRANSPORT-)		218.02	.00	218.02	Automatic Generated Check
	020075	08/11/17	MRR02 (MR. ROOTER PLUMBING OF SOLAN		150.00	.00	150.00	Automatic Generated Check
	020076	08/11/17	OVE01 (ONE VISION ENTERPRISES)		35,000.00	.00	35,000.00	Automatic Generated Check
	020077	08/11/17	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	020078	08/11/17	QUI01 (QUILL CORPORATION)		317.19	.00	317.19	Automatic Generated Check
	020079	08/11/17	SCF01 (SC FUELS)		15,541.70	.00	15,541.70	Automatic Generated Check
	020080	08/11/17	SDG01 (STEER DAVIES & GLEAVE INC.)		78,017.00	.00	78,017.00	Automatic Generated Check
	020081	08/11/17	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	020082	08/11/17	TEL01 (TPx COMMUNICATIONS)		2,499.17	.00	2,499.17	Automatic Generated Check
	020083	08/11/17	TOM01 (TOM GREENE)		350.00	.00	350.00	Automatic Generated Check
	020084	08/11/17	TSP01 (TOWN SQUARE PUBLICATIONS)		695.00	.00	695.00	Automatic Generated Check
	020085	08/11/17	TX168 (EVELYN WRIGHT)		173.31	.00	173.31	Automatic Generated Check
	020086	08/11/17	TX176 (TERA BRINGHURST)		94.60	.00	94.60	Automatic Generated Check
	020087	08/11/17	TX178 (MARIE RYAN)		100.51	.00	100.51	Automatic Generated Check
	020088	08/11/17	TX183 (KEVIN PEHRSON)		27.20	.00	27.20	Automatic Generated Check
	020089	08/22/17	GIL01 (GILLIG LLC)		1,597,697.80	.00	1,597,697.80	Automatic Generated Check
	020090	08/25/17	ALA02 (ALANCO EQUIPMENT)		998.29	.00	998.29	Automatic Generated Check
	020091	08/25/17	ATT02 (AT&T)		399.32	.00	399.32	Automatic Generated Check
	020092	08/25/17	AVI01 (AMADOR VALLEY INDUSTRIES)		367.77	.00	367.77	Automatic Generated Check
	020093	08/25/17	CIT01 (CITY OF LIVERMORE)		1,356.44	.00	1,356.44	Automatic Generated Check
	020094	08/25/17	COR01 (CORBIN WILLITS SYSTEMS)		239.45	.00	239.45	Automatic Generated Check
	020095	08/25/17	DIR01 (DIRECT TV)		18.25	.00	18.25	Automatic Generated Check
	020096	08/25/17	DPS01 (DIGITAL PRINTING SYSTEMS)		944.26	.00	944.26	Automatic Generated Check
	020097	08/25/17	EME01 (EMERALD LANDSCAPE CO INC)		450.00	.00	450.00	Automatic Generated Check
	020098	08/25/17	FED01 (FedEx)		27.04	.00	27.04	Automatic Generated Check
	020099	08/25/17	HAN01 (HANSON BRIDGETT MARCUS)		4,721.50	.00	4,721.50	Automatic Generated Check
	020100	08/25/17	JTH01 (J. THAYER COMPANY)		157.44	.00	157.44	Automatic Generated Check
	020101	08/25/17	LYF01 (LYFT, INC)		1,233.88	.00	1,233.88	Automatic Generated Check
	020102	08/25/17	OFF01 (OFFICE DEPOT)		47.25	.00	47.25	Automatic Generated Check
	020103	08/25/17	PAC11 (PACIFIC ENVIROMENTAL SERV)		240.00	.00	240.00	Automatic Generated Check
	020104	08/25/17	PLA02 (PLANETERIA MEDIA LLC)		325.00	.00	325.00	Automatic Generated Check
	020105	08/25/17	PLE05 (PLEASANTON, CITY OF)		11,803.84	.00	11,803.84	Automatic Generated Check
	020106	08/25/17	RHT01 (PRIME MECHANICAL SERVICE INC		3,522.05	.00	3,522.05	Automatic Generated Check
	020107	08/25/17	SCF01 (SC FUELS)		29,798.13	.00	29,798.13	Automatic Generated Check
	020108	08/25/17	SDG01 (STEER DAVIES & GLEAVE INC.)		5,343.00	.00	5,343.00	Automatic Generated Check
	020109	08/25/17	SIN01 (SINGLEPOINT COMMUNICATIONS I		6,384.00	.00	6,384.00	Automatic Generated Check
	020110	08/25/17	SPE03 (SPECTRIO)		1,073.00	.00	1,073.00	Automatic Generated Check
	020111	08/25/17	TAX86 (DEBBIE LOPES)		20.00	.00	20.00	Automatic Generated Check
	020112	08/25/17	TRC01 (TRC ENGINEERING SERVICES LLC		552.00	.00	552.00	Automatic Generated Check
	020113	08/25/17	TX117 (CAROL ROSE)		80.00	.00	80.00	Automatic Generated Check
	020114	08/25/17	TX128 (KATHY HANDEL)		62.50	.00	62.50	Automatic Generated Check
	020115	08/25/17	UST01 (UST COMPLIANCE TESTING IN)		3,000.00	.00	3,000.00	Automatic Generated Check
	020116	08/25/17	WEL03 (WELLS SWEEPING)		377.00	.00	377.00	Automatic Generated Check
Total for Bank Account 105 ----->					2,951,555.21	.00	2,951,555.21	
Grand Total of all Bank Accounts ----->					2,951,555.21	.00	2,951,555.21	

REPORT.: Sep 20 17 Wednesday
 RUN....: Sep 20 17 Time: 16:49
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 08-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-17	AIM01 (AIM TO PLEASE JANITORIAL SE	1033	05/03/17	06/02/17	A	10500.00	AIM01, 1033, APR-17 BUS STOP CLEANING SERVIC
		1034	05/22/17	06/21/17	A	10500.00	AIM01, 1034, MAY-17 BUS STOP CLEANING SERVIC
		1035	06/29/17	07/29/17	A	10500.00	AIM01, 1035, JUN-17 BUS STOP CLEANING SERVIC
	23-JUL-17		08/03/17	09/02/17	A	3091.03	AIM01, JULY-17 MONTHLY JANITORIAL SERVICE
	Vendor's Total					34591.03	
08-17	ALA02 (ALANCO EQUIPMENT)	12184	08/15/17	09/14/17	A	998.29	ALA02, 12184, PO #6354 TIRE MACHINE MAINT
08-17	AME06 (AMERICAN FIDELITY ASSURANCE	FSA08-17H	07/12/17	08/11/17	A	962.48	AME06, AUG-17 FLEX SPENDING ACCOUNT
		FSA09-17H	08/02/17	09/01/17	A	962.48	AME06, SEPT-17 FLEXIBLE SPENDING ACCT
		SUPP07-17H	07/01/17	07/31/17	A	296.90	AME06, JULY-17 SUPPLEMENTAL INSURANCE
		SUPP08-17H	08/01/17	08/31/17	A	296.90	AME06, SEPT-17 SUPPLEMENTAL INSURANCE
	Vendor's Total					2518.76	
08-17	ATT02 (AT&T)	10088911	08/13/17	09/12/17	A	399.32	ATT02, PAYER #9391035694, 7/13-8/12/17
08-17	AVI01 (AMADOR VALLEY INDUSTRIES)	636603	07/31/17	08/30/17	A	367.77	AVI01, 636603, JULY-17 GARBAGE PICK UP SERVI
08-17	BAN03 (BANKCARD CENTER)	JUN-2017H	06/28/17	07/28/17	A	1699.33	BAN03, JUN-17 CC STATEMENT
		JULY-2017H	07/28/17	08/27/17	A	5946.91	BAN03, JULY-17 CC STATEMENT
	Vendor's Total					7646.24	
08-17	BID01 (DON BIDDLE)	AUG-2017H	08/31/17	09/30/17	A	100.00	BID01, BOD STIPEND AUG-17
08-17	BRO03 (KARLA SUE BROWN)	AUG-2017H	08/31/17	09/30/17	A	100.00	BRO03, BOD STIPEND AUG-17
08-17	CAL04 (CALIFORNIA WATER SERVICE)	198072017H	07/20/17	08/19/17	A	906.06	CAL04, 01986555555, BUS WASH 6/17-7/18/17
		257073117H	07/31/17	08/30/17	A	64.28	CAL04, 25755555555, TC FIRE 8/1-8/31/17
		361080117H	08/01/17	08/31/17	A	36.41	CAL04, 36165555555, TC WATER 6/30-7/31/17
		461080117H	08/01/17	08/31/17	A	286.20	CAL04, 46165555555, TC IRRG. 6/30-7/31/17
		475073117H	07/31/17	08/30/17	A	85.71	CAL04, 47555555555, MOA FIRE 8/1-8/31/17
		575073117H	07/31/17	08/30/17	A	85.71	CAL04, 57555555555, CONTRACTOR FIRE 8/1-8/31/17
		909071917H	07/19/17	08/18/17	A	516.46	CAL04, 90986555555, MOA WATER 6/17-7/18/17
	Vendor's Total					1980.83	
08-17	CAL13 (CALIFORNIA TRANSIT)	312017JUL	07/31/17	08/30/17	A	1213.82	CAL13, JULY-17 INSURANCE CLAIMS
08-17	CAL15 (CALTRONICS BUSINESS SYS)	2331007H	08/17/17	09/16/17	A	568.65	CAL15, 2331007, BIZHUB THRU 8/7/17
08-17	CAT01 (CAITLIN GRANT)	NS071717	07/17/17	08/16/17	A	15.00	CAT01, NS071717, PO #6324 NOTARY FOR GRANTS
08-17	CIT01 (CITY OF LIVERMORE)	1294-FY18	08/10/17	09/09/17	A	1356.44	CIT01, PERMIT #1294, RUTAN WASTEWATER PERMIT
08-17	CIT06 (CITY OF LIVERMORE SEWER)	BW071817	07/18/17	08/17/17	A	48.27	CIT06, 138143-00, BUS WASH 6/20-7/18/17
		MOA071817	07/18/17	08/17/17	A	131.46	CIT06, 133294-00, MOA SEWER 6/20-7/18/17
	Vendor's Total					179.73	
08-17	CIT07 (CITY OF LIVERMORE - WATER)	361071817H	07/18/17	08/17/17	A	49.48	CIT07, 139361-00, ATLANTIS SEWER 6/20-7/18/17
		361081517H	08/15/17	09/14/17	A	66.68	CIT07, 139361-00, ATLANTIS SEWER 7/18-8/15/17
		388071817H	07/18/17	08/17/17	A	133.75	CIT07, 139388-00, BUS WASH 6/20-7/18/17
		388081517H	08/31/17	09/30/17	A	130.25	CIT07, 139388-00, BUS WASH 7/18-8/15/17
		399071817H	07/18/17	08/17/17	A	36.13	CIT07, 139399-00, ATLANTIS SEWER 6/20-7/18/17
		399081517H	08/15/17	09/14/17	A	19.75	CIT07, 139399-00, ATLANTIS SEWER 7/18-8/15/17
		430071817H	07/18/17	08/17/17	A	135.95	CIT07, 138430-01, ATLANTIS IRRG 6/20-7/18/17
		430081517H	08/15/17	09/14/17	A	135.70	CIT07, 138430-01, ATLANTIS INDOOR 7/18-8/15/17
		431071817H	07/18/17	08/17/17	A	31.85	CIT07, 138431-00, ATLANTIS IRRG 6/20-7/18/17
		431081517H	08/15/17	09/14/17	A	37.92	CIT07, 138431-00, ATLANTIS IRRG. 7/18-8/15/17
		432071817H	07/18/17	08/17/17	A	26.65	CIT07, 138432-00, ATLANTIS FIRE 6/20-7/18/17
		432081517H	08/15/17	09/14/17	A	18.74	CIT07, 138432-00, ATLANTIS FIRE 7/18-8/15/17
	Vendor's Total					822.85	
08-17	COO03 (BOB COOMBER)	AUG-2017H	08/31/17	09/30/17	A	100.00	COO03, BOD STIPEND AUG-17
08-17	COR01 (CORBIN WILLITS SYSTEMS)	B708151	08/15/17	09/14/17	A	239.45	COR01, B708151, AUG-17 SERVICE
08-17	DAY02 (DAY & NIGHT PEST CONTROL)	126405	08/02/17	09/01/17	A	218.00	DAY02, 126405, 7/28/17 RUTAN SERVICE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-17	DEL05 (ALLIED ADMIN/DELTA DENTAL)	SEPT-2017H	08/25/17	09/24/17	A	2043.92	DEL05, SEPT-17 DENTAL INSURANCE
08-17	DIR01 (DIRECT TV)	096125628	08/11/17	09/10/17	A	18.25	DIR01, 32096125628, AUG-17 SERVICE
08-17	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20170728H	07/31/17	08/30/17	A	35346.67	DIR02, PR DIRECT DEPOSIT 7/15-7/28/17
		20170811H	08/17/17	09/16/17	A	35937.97	DIR01, PR DIRECT DEPOSIT 7/29-8/11/17
		Vendor's Total ----->				71284.64	
08-17	DPS01 (DIGITAL PRINTING SYSTEMS)	69225	08/14/17	09/13/17	A	944.26	DPS01, 69225, PO #6313 5K DAR TICKETS ORDER
08-17	EFT01 (ELECTRONIC FUND TRANFERS)	20170728H	07/31/17	08/30/17	A	7601.59	EFT01, FEDERAL TAX 7/15-7/28/17
		20170811H	08/17/17	09/16/17	A	7761.92	EFT01, FEDERAL TAX 7/29-8/11/17
		20170825H	08/31/17	09/30/17	A	7719.31	EFT01, FEDERAL TAX 8/12-8/25/17
		20170731FH	07/31/17	08/30/17	A	102.34	EFT01, FEDERAL TAX 7/15-7/31/17 DIANA LOPEZ
		20170816FH	08/16/17	09/15/17	A	128.45	EFT01, FEDERAL TAX 7/29-8/16/17-DAVID GARCIA
		Vendor's Total ----->				23313.61	
08-17	EME01 (EMERALD LANDSCAPE CO INC)	299714	08/01/17	08/31/17	A	1190.00	EME01, 299714, AUG-17 LANDSCAPING SERVICE
		300415	07/31/17	08/30/17	A	375.00	EME01, 300415, PO #6337 ATLANTIS IRRG REPAIR
		300608	08/10/17	09/09/17	A	450.00	EME01, 300608, PO #6238 ATLANTIS IRRG. REPAI
		Vendor's Total ----->				2015.00	
08-17	EMP01 (EMPLOYMENT DEVEL DEPT)	20170728H	07/31/17	08/30/17	A	2644.81	EMP01, STATE TAX 7/15-7/28/17
		20170811H	08/17/17	09/16/17	A	2669.22	EMP01, STATE TAX 7/29-8/11/17
		20170825H	08/31/17	09/30/17	A	2653.50	EMP01, STATE TAX 8/12-8/25/17
		20170731FH	07/31/17	08/30/17	A	3.96	EMP01, STATE TAX 7/15-7/31/17 DIANA LOPEZ FI
		20170816FH	08/16/17	09/15/17	A	11.84	EMP01, STATE TAX 7/29-8/16/17-DAVID GARCIA F
		Vendor's Total ----->				7983.33	
08-17	FED01 (FedEx)	590134662	08/18/17	09/17/17	A	27.04	FED01, 5-901-34662, AUG-17 STATEMENT
08-17	GEN05 (GENFARE)	90120499	06/22/17	07/22/17	A	42.95	GEN05, 90120499, PO #6215 GFI REPLACEMENT KE
08-17	GIL01 (GILLIG LLC)	61951	06/26/17	07/26/17	A	798848.90	GIL01, 61951, BUS #1701, 40' ELECTRIC HYBRID
		61952	06/26/17	07/26/17	A	798848.90	GIL01, 61952, BUS #1702, 40' ELECTRIC HYBRID
		Vendor's Total ----->				1597697.80	
08-17	HAN01 (HANSON BRIDGETT MARCUS)	1194711	07/27/17	08/26/17	A	1697.00	HAN01, 1194711, JUN-17 CONTRACT LEGAL FEES
		1194712	07/27/17	08/26/17	A	540.50	HAN01, 1194712, JUN-17 LABOR & PERSONNEL LEG
		1194713	07/27/17	08/26/17	A	2484.00	HAN01, 1194713, JUN-17 ADMIN LEGAL FEES
		Vendor's Total ----->				4721.50	
08-17	HAU01 (DAVID HAUBERT)	AUG-2017H	08/31/17	09/30/17	A	100.00	HAU01, BOD STIPEND AUG-17
08-17	JTH01 (J. THAYER COMPANY)	1170902-0	08/16/17	09/15/17	A	157.44	JTH01, 1170902-0, 8/16/17 PRINTING PAPER
08-17	KIM02 (KIMLEY-HORN AND ASSOC,INC)	9698313	06/30/17	07/30/17	A	30657.00	KIM02, 9698313, PO #6172 LAVTA BUS STOP IMPR
08-17	KOF01 (KOFF & ASSOCIATES)	3970	08/07/17	09/06/17	A	2500.00	KOF01, 3970, PO #6108 COMP STUDY 2017 #4
08-17	KUL01 (KADRI KULM)	AUG-2017H	08/23/17	09/22/17	A	75.20	KUL01, 5/11-6/30/17 TRAVEL REIMBURSE
08-17	LIV10 (LIVERMORE SANITATION INC)	891425	07/31/17	08/30/17	A	2315.68	LIV10, 891425, JULY-17 GARBAGE SERVICE RUTAN
08-17	LYF01 (LYFT, INC)	5788	05/31/17	06/30/17	A	198.89	LYF01, 5788, MAR-17 CODE: GODUBLIN31
		5789	05/31/17	06/30/17	A	437.90	LYF01, 5789, JAN & FEB-17 CODE: GODUBLIN
		5790	05/31/17	06/30/17	A	766.70	LYF01, 5790, MAR-17 CODE: GODUBLIN
		5792	05/31/17	06/30/17	A	5.19	LYF01, 5792, MAR-17 CODE: GODUBLIN2
		5797	05/31/17	06/30/17	A	490.00	LYF01, 5797, MAR-17 CODE: GODUBLIN3
		6492	07/31/17	08/30/17	A	227.54	LYF01, 6492, JULY-17 CODE: GODUBLIN
		6493	07/31/17	08/30/17	A	62.42	LYF01, 6493, JULY-17 CODE: GODUBLIN6
		6494	07/31/17	08/30/17	A	943.92	LYF01, 6494, JULY-17 CODE: GODUBLIN7
		Vendor's Total ----->				3132.56	
08-17	MCC01 (TONY McCAULAY)	AUG-2017H	08/23/17	09/22/17	A	168.10	MCC01, JULY & AUG-17 EXPENSE REIMBURSE

REPORT.: Sep 20 17 Wednesday
 RUN....: Sep 20 17 Time: 16:49
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 08-17

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-17	MER01 (MERCHANT SERVICES)	TC073117H	08/01/17	08/31/17	A	120.17	MER01, JULY-17 TRANSIT CENTER CC FEES
		MOA073117H	08/01/17	08/31/17	A	105.45	MER01, JULY-17 MOA CC FEES
		Vendor's Total ----->				225.62	
08-17	MET01 (METROPOLITAN TRANSPORT-)	AR014238	06/30/17	07/30/17	A	218.02	MET01, AR014238, BANK FEES CLIPPER 01/17-06/
08-17	MRR02 (MR. ROOTER PLUMBING OF SOLA	126876	08/01/17	08/31/17	A	150.00	MRR02, 126876, PO #6326 TC DIAGNOSIS TOILET
08-17	MTM01 (MEDICAL TRANSPORTATION MANA JUN-2017H		07/09/17	08/08/17	A	120332.90	MTM01, JUN-17 MONTHLY SERVICE
08-17	MUT01 (MUTUAL OF OMAHA)	AUG-2017H	07/14/17	08/13/17	A	1023.64	MUT01, AUG-17 LIFE & LTD INSURANCE
		SEPT-2017H	08/16/17	09/15/17	A	1089.73	MUT01, SEPT-17 LIFE & LTD INSURANCE
		Vendor's Total ----->				2113.37	
08-17	MVT01 (MV TRANSPORTATION, INC.)	77311H	08/02/17	09/01/17	A	347235.80	MVT01, 77311, AUG-17 1ST INSTALL PAYMENT
		77315H	08/02/17	09/01/17	A	347235.80	MVT01, 77315, AUG-17 2ND INSTALL PAYMENT
		JUN-2017H	07/06/17	08/05/17	A	48431.16	MVT01, JUN-17 FIXED ROUTE SERVICES
		Vendor's Total ----->				742902.76	
08-17	OAK01 (OAKS BUSINESS PK OWNERS)	2017 TRUEH	04/01/17	05/01/17	A	2766.00	OAK01, 2017 TRUE UP QTRS 1 & 2
		3RDQTR'17H	07/01/17	07/31/17	A	3548.00	OAK01, 3RD QTR BUSINESS PARK DUES
		Vendor's Total ----->				6314.00	
08-17	OFF01 (OFFICE DEPOT)	398094001	08/08/17	09/07/17	A	47.25	OFF01, 951398094001, 8/7/17 OFFICE SUPPLIES
08-17	OVE01 (ONE VISION ENERPRISES)	JUN-2017	06/30/17	07/30/17	A	13800.00	OVE01, JUN-17 ARRWG EXECUTIVE CONSULTANT
		JULY-2017	07/31/17	08/30/17	A	21200.00	OVE01, JULY-17 ARRWG EXECUTIVE CONSULTANT
		Vendor's Total ----->				35000.00	
08-17	PAC01 (AT&T)	ATT070717H	07/07/17	08/06/17	A	32.94	PAC01,ACCT #232-351-6260, CONTRACTOR FIRE 7/
		ATT071117H	07/11/17	08/10/17	A	350.45	PAC01,ACCT #436-951-0106, ATLANTIS T1 7/11-8
		ATT071317H	07/13/17	08/12/17	A	160.44	PAC01,ACCT #925-243-9029, ATLANTIS ALARM 7/1
		Vendor's Total ----->				543.83	
08-17	PAC02 (PACIFIC GAS AND ELECTRIC)	580080117H	08/01/17	08/31/17	A	8983.16	PAC02, 5809326332-3, MOA ELECTRIC 6/30-7/31/
		606073017H	07/30/17	08/29/17	A	1485.43	PAC02, 6062256368-6, ATLANTIS 6/29-7/28/17
		726072117H	07/21/17	08/20/17	A	504.83	PAC02, 7264840356-5, RAPID BUS STOP 6/21-7/2
		764071317H	07/13/17	08/12/17	A	165.83	PAC02, 7649646868-7, DOOLAN TWR 6/13-7/12/17
		900071417H	07/14/17	08/13/17	A	187.58	PAC02, 9007202117-4, MOA GAS 6/14-7/13/17
		980071917H	07/19/17	08/18/17	A	357.58	PAC02, 9800031052-8, TRANSIT CENTER 6/14-7/1
		Vendor's Total ----->				11684.41	
08-17	PAC11 (PACIFIC ENVIROMENTAL SERV)	1157	08/07/17	09/06/17	A	120.00	PAC11, 1157, JULY-17 RUTAN MONTHLY SERVICE
		1158	08/07/17	09/06/17	A	120.00	PAC11, 1158, JULY-17 ATLANTIS MONTHLY SERVIC
		Vendor's Total ----->				240.00	
08-17	PEN01 (JERRY PENTIN)	AUG-2017H	08/31/17	09/30/17	A	100.00	PEN01, BOD STIPEND AUG-17
08-17	PER01 (PERS)	20170728CH	07/31/17	08/30/17	A	3094.72	PER01, PERS CLASSIC CONTRIBUTIONS 7/15-7/28/
		20170728NH	07/31/17	08/30/17	A	3704.48	PER01, PERS NEW CONTRIBUTIONS 7/15-7/28/17
		20170811CH	08/17/17	09/16/17	A	3094.78	PER01, PERS CLASSIC CONTRIBUTION 7/29-8/11/1
		20170811NH	08/17/17	09/16/17	A	3704.48	PER01, PERS NEW CONTRIBUTION 7/29-8/11/17
		20170825CH	08/31/17	09/30/17	A	3094.78	PER01, PERS CLASSIC CONTRIBUTIONS 8/12-8/25/
		20170825NH	08/31/17	09/30/17	A	3704.48	PER01, PERS NEW CONTRIBUTIONS 8/12-8/25/17
		Vendor's Total ----->				20397.72	
08-17	PER03 (CAL PUB EMP RETIRE SYSTM)	SEPT-2017H	08/14/17	09/13/17	A	38502.04	PER03, SEPT-17 HEALTH INSURANCE
08-17	PER04 (CALPERS RETIREMENT SYSTEM)	20170728H	07/31/17	08/30/17	A	881.17	PER04, PERS 457 CONTRIBUTION 7/15-7/28/17
		20170811H	08/16/17	09/15/17	A	881.98	PER04, PERS 457 CONTRIBUTION 7/29-8/11/17
		20170825H	08/31/17	09/30/17	A	881.17	PER04, PERS 457 CONTRIBUTIONS 8/12-8/25/17
		Vendor's Total ----->				2644.32	
08-17	PLA02 (PLANETERIA MEDIA LLC)	14903	07/15/17	08/14/17	A	325.00	PLA02, 14903, PO #6216 WEB HOSTING JULY-17

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-17	PLA02 (PLANETERIA MEDIA LLC)	14982	08/15/17	09/14/17	A	325.00	PLA02, 14982, PO #6216 WEB HOSTING AUG-17
			Vendor's Total ----->			650.00	
08-17	PLE05 (PLEASANTON, CITY OF)	462	07/24/17	08/23/17	A	11803.84	PLE05, 462, JUN-17 PARATRANSIT ASSESSMENT
08-17	QUI01 (QUILL CORPORATION)	8516267	07/25/17	08/24/17	A	317.19	QUI01, 8516267, 7/25/17 OFFICE SUPPLIES
08-17	RHT01 (PRIME MECHANICAL SERVICE IN	10668	05/30/17	06/29/17	A	3522.05	RHT01, 10668, PO #6353 SERVICE CALL-TRANE SE
08-17	SCF01 (SC FUELS)	3370385	07/19/17	08/18/17	A	14283.17	SCF01, 3370385, 7/19/17 FUEL DELIVERY
		3375897	07/27/17	08/26/17	A	15541.70	SCF01, 3375897, 7/27/17 FUEL DELIVERY
		3385324	08/09/17	09/08/17	A	15514.96	SCF01, 3385324, 8/9/17 FUEL DELIVERY
			Vendor's Total ----->			45339.83	
08-17	SDG01 (STEER DAVIES & GLEAVE INC.)	5620263	06/20/17	07/20/17	A	78017.00	SDG01, 5620263, 2016-16 INDIVIDUALIZED MARKE
		5620740	08/21/17	09/20/17	A	5343.00	SDG01, 5620740, 2016-16 INDIVIDUALIZED MARKE
			Vendor's Total ----->			83360.00	
08-17	SHE05 (SHELL)	AUG-2017H	08/06/17	09/05/17	A	64.51	SHE05, AUG-17 CC STATEMENT
08-17	SIN01 (SINGLEPOINT COMMUNICATIONS	2304	08/02/17	09/01/17	A	6384.00	SIN01, 2304, PO #6346 28 SOFTWARE CONTENT FI
08-17	SOL01 (SOLUTIONS FOR TRANSIT)	17-0805LA	08/05/17	09/04/17	A	2083.33	SOL01, JULY-17 CLIPPER ANALYSIS
08-17	SPE03 (SPECTRIO)	759389	09/01/17	10/01/17	A	1073.00	SPE03, 759389, PO #6363 ANNUAL ON HOLD MESSA
08-17	SPE04 (STEVEN G. SPEDOWFSKI)	AUG-2017H	08/31/17	09/30/17	A	100.00	SPE04, BOD STIPEND AUG-17
08-17	STA13 (STAPLES CREDIT PLAN)	AUG-2017H	08/09/17	09/08/17	A	617.98	STA13, AUG-17 CC STATEMENT
08-17	SUD01 (JENNIFER SUDA)	AUG-2017H	08/16/17	09/15/17	A	18.99	SUD01, AUG-17 EXPENSE REIMBURSE
08-17	TAX14 (KAREN ADAMS)	7-22-17H	08/10/17	09/09/17	A	14.03	TAX14, PARATAXI REIMBURSE 7/22/17
08-17	TAX32 (SUE TSANG)	0613-0731H	08/23/17	09/22/17	A	396.36	TAX32, PARATAXI REIMBURSE 6/13-7/31/17
08-17	TAX67 (CHRISTEL RAGER)	0705-0731H	08/10/17	09/09/17	A	122.40	TAX67, PARATAXI REIMBURSE 7/5-7/31/17
08-17	TAX72 (JUSTIN HART)	0706-0730H	08/10/17	09/09/17	A	200.00	TAX72, PARATAXI REIMBURSE 7/6-7/30/17
08-17	TAX86 (DEBBIE LOPES)	8-11-17	08/23/17	09/22/17	A	20.00	TAX86, PARATAXI REIMBURSE 8/11/17
08-17	TAX91 (VIVIAN MARIE MILLER)	0629-0731H	08/10/17	09/09/17	A	119.00	TAX91, PARATAXI REIMBURSE 6/29-7/31/17
08-17	TAX96 (THOMAS R. LEONARD)	0703-0727H	08/10/17	09/09/17	A	95.63	TAX96, PARATAXI REIMBURSE 7/3-7/27/17
08-17	TEL01 (TPx COMMUNICATIONS)	932252270	07/31/17	08/30/17	A	2499.17	TEL01, 93225227-0, 8/1-8/31/17 SERVICE
08-17	TOM01 (TOM GREENE)	177556	07/28/17	08/27/17	A	350.00	TOM01, 177556, PO #6335 WEED ABATEMENT JULY-
08-17	TRC01 (TRC ENGINEERING SERVICES LL513B50617	06/30/17	07/30/17		A	552.00	TRC01, 513B00506-17, PO #6185 2 BUSES INSPECT
08-17	TRE01 (MICHAEL TREE)	JULY-2017H	08/10/17	09/09/17	A	28.64	TRE01, JULY-17 EXPENSE REIMBURSE
08-17	TSP01 (TOWN SQUARE PUBLICATIONS)	036LIV-CA	07/20/17	08/19/17	A	695.00	TSP01, 036-LIV-CA-CW-17, QTR PAGE AD-CHAMBER
08-17	TX113 (RODGER RAGER)	0703-0731H	08/10/17	09/09/17	A	121.55	TX113, PARATAXI REIMBURSE 7/3-7/31/17
08-17	TX117 (CAROL ROSE)	0207-0725	08/23/17	09/22/17	A	80.00	TX117, PARATAXI REIMBURSE 2/7-7/25/17

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
08-17	TX123 (OLGA PRINZ)	0712-0803H	08/10/17	09/09/17	A	79.69	TX123, PARATAXI REIMBURSE 7/12-8/3/17
08-17	TX128 (KATHY HANDEL)	0607-0803	08/23/17	09/22/17	A	62.50	TX128, PARATAXI REIMBURSE 6/7-8/3/17
08-17	TX168 (EVELYN WRIGHT)	0622-0720	08/10/17	09/09/17	A	173.31	TX168, PARATAXI REIMBURSE 6/22-7/20/17
08-17	TX176 (TERA BRINGHURST)	0608-0722	08/10/17	09/09/17	A	94.60	TX176, PARATAXI REIMBURSE 6/8-7/22/17
08-17	TX177 (MARILYN LANE)	0712-0729H	08/10/17	09/09/17	A	78.20	TX177, PARATAXI REIMBURSE 7/12-7/29/17
08-17	TX178 (MARIE RYAN)	1214-0330	08/10/17	09/09/17	A	100.51	TX178, PARATAXI REIMBURSE 12/14/16-3/30/17
08-17	TX180 (SONJA BEN-DOR)	0516-0712H	08/23/17	09/22/17	A	9.56	TX180, PARATAXI REIMBURSE 5/16-7/12/17
08-17	TX183 (KEVIN PEHRSON)	0716-0730	08/10/17	09/09/17	A	27.20	TX183, PARATAXI REIMBURSE 7/16-7/30/17
08-17	UST01 (UST COMPLIANCE TESTING IN)	3875	08/19/17	09/18/17	A	3000.00	UST01, 3875, PO #6362 CERTIFICATION & SPILL
08-17	VER01 (VERIZON WIRELESS)	789746120H	07/22/17	08/21/17	A	1330.60	VER01, 9789746120, WIFI & CELL SERVICE 6/23-
08-17	VSP01 (VSP)	AUG-2017H SEPT-2017H	07/20/17 08/23/17	08/19/17 09/22/17	A A	559.88 559.88	VSP01, AUG-17 VISION INSURANCE VSP01, SEPT-17 VISION INSURANCE
		Vendor's Total ----->				1119.76	
08-17	WEG01 (CHRISTY WEGENER)	AUG-2017H APTA-0817H AUG-17PERH	08/23/17 08/10/17 08/10/17	09/22/17 09/09/17 09/09/17	A A A	127.25 123.83 192.00	WEG01, AUG-17 TRAVEL REIMBURSE WEG01, AUG-17 APTA EXPENSE REIMBURSE WEG01, AUG-17 PER DIEM APTA SUSTAINABILITY C
		Vendor's Total ----->				443.08	
08-17	WEL03 (WELLS SWEEPING)	201707100	07/30/17	08/29/17	A	377.00	WEL03, 2017-07-100, QTRLY PARKING LOT SWEEPI
		Total of Purchases ->				2951555.21	

AGENDA

ITEM 5 C

STAFF REPORT

SUBJECT: Transit Signal Priority Upgrade Project
Scope of Work for Design and Project Management

FROM: Christy Wegener, Director of Planning and Operations

DATE: October 2, 2017

Action Requested

Authorize Executive Director to execute a task-order contract with Kimley-Horn Associates, Inc. to perform project management, design, and construction management services for the LAVTA Transit Signal Priority (TSP) upgrade project pursuant to the terms of LAVTA's existing on-call Engineering Services Contract (Agreement #842, RFP #2016-14) for \$256,285.18, with a 10% contingency to be used at the Executive Director's discretion.

Background

The Rapid TSP upgrade and expansion project will update the onboard and on-street TSP equipment throughout the Tri-Valley to GPS-based technology, and will expand the TSP network to new Rapid corridors in Pleasanton and Livermore. A map of the existing and potential new locations for TSP is included as Attachment 1.

Upgrading the TSP equipment will ensure that the Rapid buses travel through the Tri-Valley as quickly as possible in order to remain competitive with the Single Occupant Vehicle (SOV) and attract riders. The GPS-based technology is more accurate, is conditionally activated (turns on when the bus is late), provides more accurate reporting and schedule adherence data, and can more reliably impact a corridor's on-time performance.

The funding for this project (\$1.14m) is being provided by the Tri-Valley Transportation Council (TVTC) and was secured on July 17, 2017 (TVTC Resolution 2017-17, Attachment 2). The LAVTA Board and the City Council of Dublin, respectively, approved an MOU in September 2017 which outlined how the TVTC funds would pass through the City to LAVTA for the project. The next step is to procure consultant services to oversee the project, and to begin the design of the network, and develop system and vendor specifications for the procurement and installation of the equipment.

Discussion

Kimley Horn is one of LAVTA's on-call Engineering services firms. Kimley Horn is the only LAVTA on-call contractor who specified advanced traffic management systems and Intelligent Transportation Systems as areas of service in their proposal. They have extensive experience working with the Tri-Valley traffic engineers, and also with working on similar TSP upgrade

projects at Bay Area transit agencies (AC Transit, for example). The brief project scope of work for the TSP Upgrade Project is provided below, and the detailed scope of work is included as Attachment 3.

Task 1 – Project Management and Meetings

This task includes project management related tasks and meetings. This includes on-going coordination between Kimley-Horn, LAVTA, the TSP vendor and the cities over the course of the project.

Task 2 – Data Collection and Field Reviews

Kimley-Horn will coordinate with LAVTA and the cities of Livermore, Dublin and Pleasanton to gather information on the existing TSP elements at the project intersections. This information will be used to conduct an initial assessment of the changes necessary at key locations to implement the new TSP system and provide an initial framework to coordinate the installation process with the new TSP system vendor. Kimley-Horn will also review previous efforts when the existing TSP system was deployed and identify constraints from that deployment to determine if anything needs to be done to install the new TSP system. This includes near side stops, roadway alignments that obscured the optical path between bus and traffic signals, queue jumps and any other field and operational constraints that will affect the new TSP.

Task 3 – Coordination with Local Cities

Kimley-Horn will coordinate and meet with the local cities (Dublin, Livermore and Pleasanton) to gather specific issues, needs and requirements that will be required of the new TSP system, or the new TSP system will be able to address. This includes the potential for TSP parameters modifications in the traffic controllers, as well as the implementation of TSP at new or additional locations. The team will also coordinate with the cities on different ways of incorporating the new TSP system into each of the local agency's traffic management system.

Task 4 – Detailed Installation Designs

Kimley-Horn will prepare detailed designs for the installation of the new TSP field elements. The designs will include all necessary details for the installation of the TSP equipment such as mounting details, installation and connection details. It will also include details on re-connecting existing connections within each cabinet to retain any existing functionality, e.g., emergency vehicle preemption. The detailed designs will include plans and technical specifications as necessary for LAVTA to hire a construction contractor to perform the field installations. The detailed designs will be able to be used by the TSP vendor to perform the field installation should that be the preferred direction by LAVTA. The detailed designs will be prepared for up to 54 traffic signal locations (Dublin and Livermore), which includes the potential for TSP installations in Pleasanton at up to 8 intersections.

Task 5 – TSP System Procurement, Installation, Configuration and Integration

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

Budget

The cost for project management including design, procurement, and construction management is estimated at 25% of the project budget, or \$285,000. Based on the scope of work detailed in Attachment 3 and briefly described above, Kimley Horn will provide the work for a firm fixed price fee of \$256,285.18. With a standard 10% contingency in place, the total budget for this portion of the project is \$281,913.70.

Next Steps

Upon executing the task order contract with Kimley Horn, LAVTA will issue the Notice to Proceed.

Recommendation

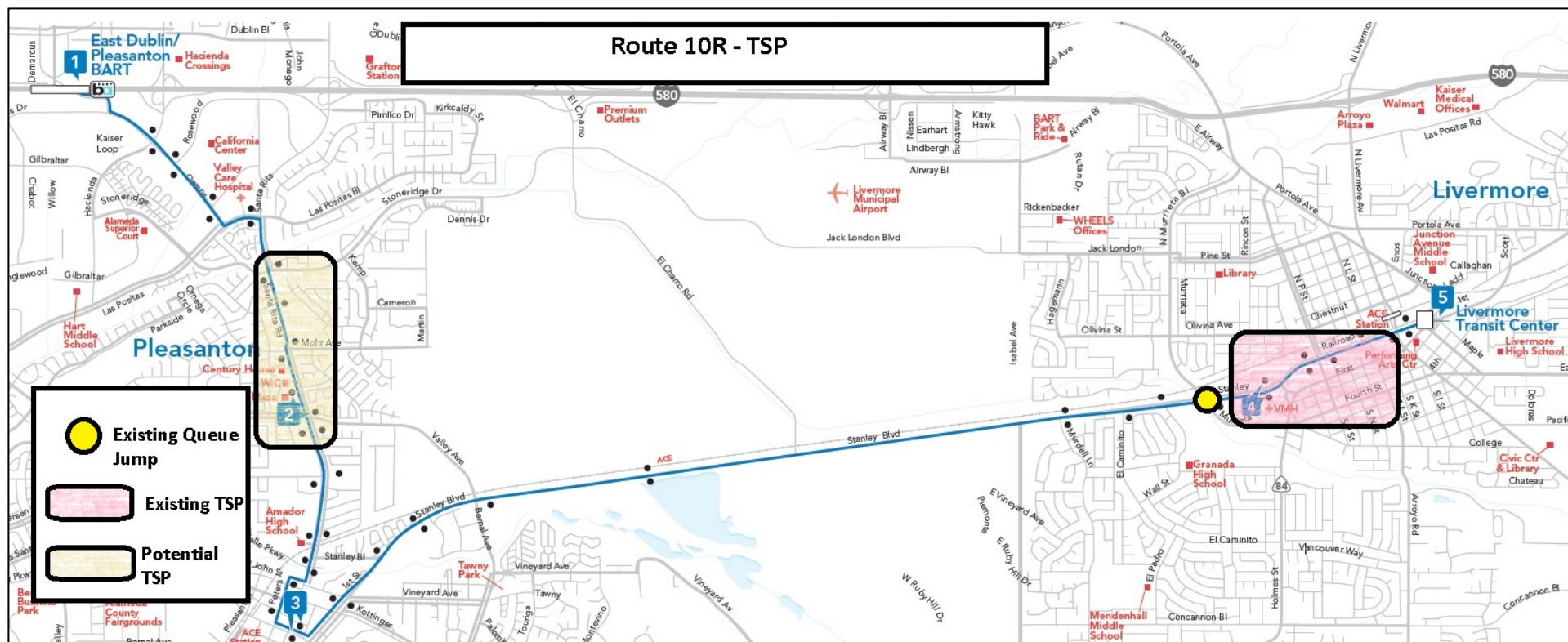
The Projects and Services Committee recommends the Board approve Resolution 32-2017 awarding the TSP Upgrade Project task order contract to LAVTA's on-call contractor Kimley Horn for a not-to-exceed amount of \$256,285.18 with a contingency amount of \$25,628.51 (10%).

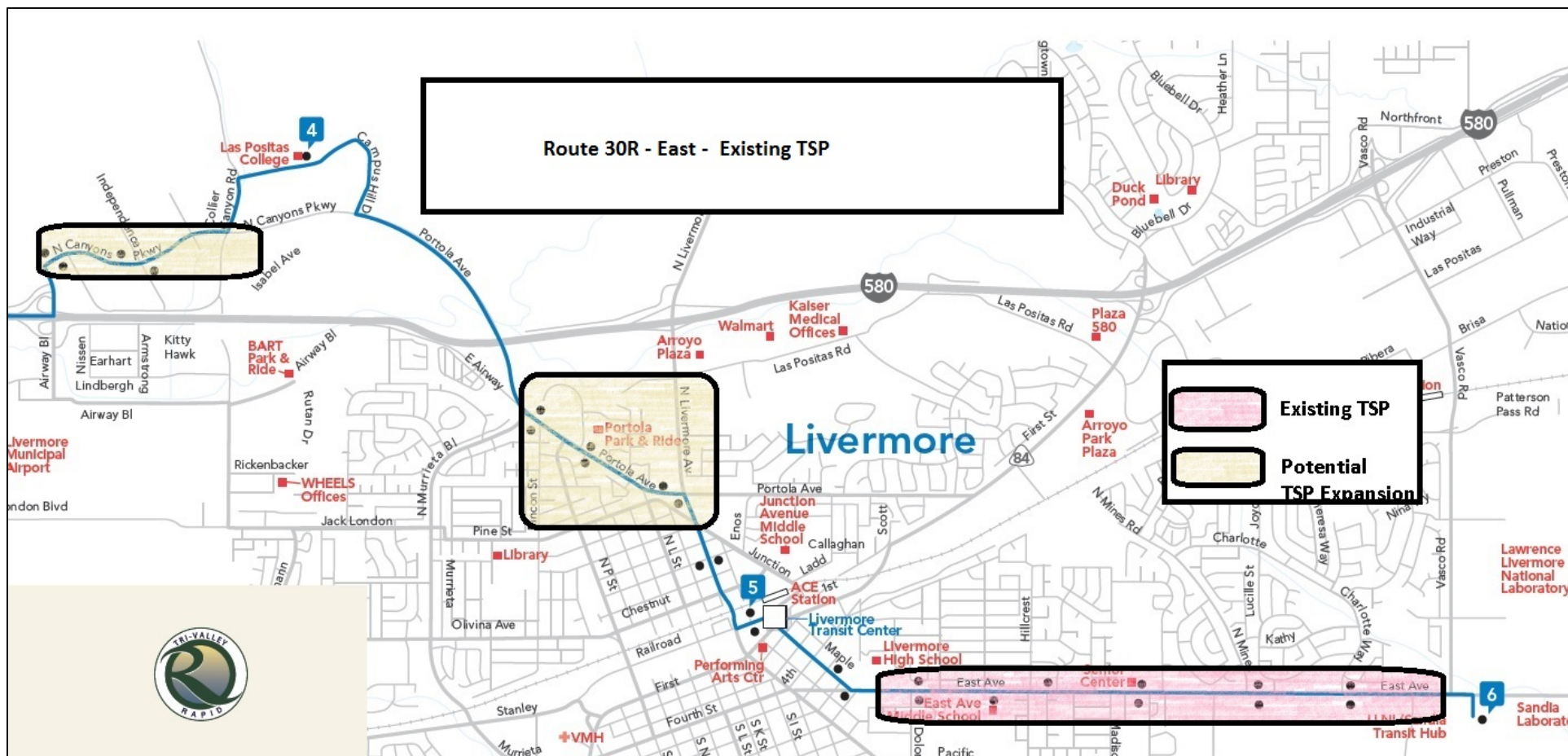
Attachment:

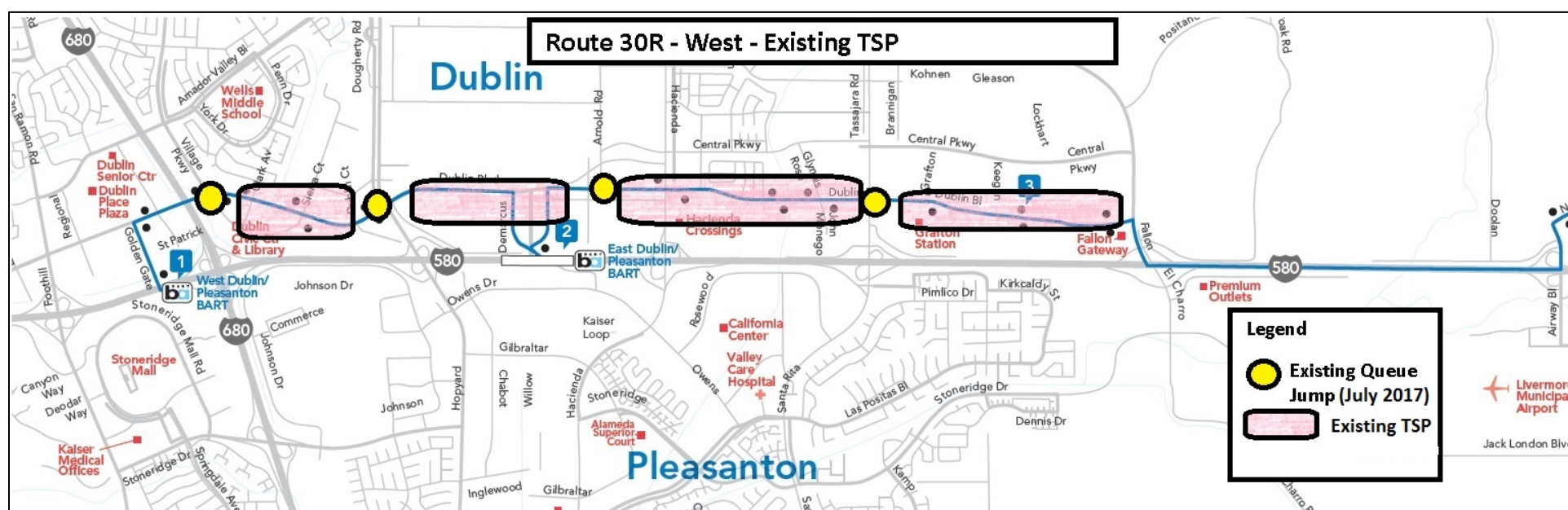
1. Existing and Potential TSP Locations
2. TVTC Resolution 2017-17
3. Kimley Horn - Detailed Scope of Services
4. Resolution 32-2017

Submitted: _____

Map of Existing Transit Signal Priority







**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



May 25, 2017

1300 Clay Street, Suite 325
Oakland, CA 94612
(510) 625-0712
(916) 858-0885 fax

Ms. Christy Wegener
Director of Planning and Communications
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551

RE: Proposal for Professional Services for the Planning, Design and Implementation Oversight and Construction Management of a new GPS-based TSP Solution

Dear Christy:

Kimley-Horn is pleased to submit our proposal and fee estimate to provide professional engineering services for the planning, design and installation oversight of a new Transit Signal Priority (TSP) system that will replace the existing TSP system that operates along the rapid routes. The new TSP system will be a GPS-based system that will interface and interoperate with the existing Emergency Vehicle Preemption (EVP) system.

We understand that LAVTA will be upgrading and migrating the existing optical-based TSP system to a GPS-based TSP system. We also understand that the existing Emergency Vehicle Preemption (EVP) system functionality that operates with the existing TSP system will need to be retained with the upgrade/migration.

Our services will consist of project management, vendor coordination, design of field equipment installations, coordination with the local cities and overall oversight of the installation, testing and commissioning of the migrated TSP system. It is our intent to provide these services to assist in the delivery of a turnkey system for LAVTA.

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

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

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'Kevin Aguigui', with a stylized flourish at the end.

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

SCOPE OF SERVICES

Kimley-Horn and Associates, Inc. (Kimley-Horn) will provide professional engineering and project management and oversight services to deliver the migration of the existing TSP system to a new GPS-based TSP system. This new TSP system includes the field equipment elements, field modifications at traffic signals, equipment installation on LAVTA buses, new central management systems and traffic operating parameters necessary for the new TSP system to operate at the signalized intersections.

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

- The migration of the existing TSP system will include those intersections along the 10R and 30R routes.
- There are about 20 traffic signals in Livermore that operate with TSP today and about 26 signals in Dublin.
- We understand that Pleasanton does not have any signals that operate with TSP, but there could be up to 8 traffic signals that could benefit LAVTA buses if they were to operate with TSP
- The new TSP system field equipment will be installed at those locations that currently operate with the existing TSP system.
- There are up to 60 buses that will be equipped with the new on-board TSP equipment, but only 28 buses will need the TSP equipment in the first phase.
- The new TSP vendor and/or other contractor will provide the installation, configuration and integration of the on-board TSP equipment on the buses
- There will be a TSP WLAN that will be used to communicate with the LAVTA buses to provide each bus with the route and pattern information that is necessary to operate the new TSP system
- The new TSP system field equipment at the existing traffic signals will be installed by a construction contractor
- The new TSP system vendor will be responsible for furnishing, configuring, integrating and testing the field and on-board TSP equipment

Kimley-Horn will provide overall project management, oversight and coordination of the migration of the existing TSP system to the new TSP system. In addition, Kimley-Horn will provide detailed design services and construction management and assistance for the installation and testing of new TSP field equipment at existing traffic signals currently operating with TSP along the rapid routes and existing traffic signals that are proposed to operate with TSP with the new TSP system (e.g., traffic signals in Pleasanton).

Task 1 – Project Management and Meetings

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



We anticipate that there will be on-going coordination between Kimley-Horn, LAVTA, the TSP vendor and the cities over the course of the project. Initially, there will be two (2) project meetings, one to kick-off the project and one with the TSP vendor to develop the overall project schedule.

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

Deliverables:

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

Task 2 – Data Collection and Field Reviews

Kimley-Horn will coordinate with LAVTA and the cities of Livermore, Dublin and Pleasanton to gather information on the existing TSP elements at the project intersections. This information will be used to conduct an initial assessment of the changes necessary at key locations to implement the new TSP system and provide an initial framework to coordinate the installation process with the new TSP system vendor.

Several of elements of the existing TSP system where we will collect relevant information includes, but is not limited to:

- Existing Central Management System (CMS) infrastructure and configurations – what each city has and what they want different from the new TSP system.
- Traffic controller cabinet layouts – what may need to be modified or removed.
- Field issues or constraints for the installation of the new TSP field equipment – obstacles that may interfere with the GPS signals or with the type of operations including queue jumps
- Bus yard field issues with the TSP WLAN – placement of wifi antennas and TSP servers (if required)

We will also review previous efforts when the existing TSP system was deployed and identify constraints from that deployment to determine if anything needs to be done to install the new TSP system. This includes near side stops, roadway alignments that obscured the optical path between bus and traffic signals, queue jumps and any other field and operational constraints that will affect the new TSP.

We will prepare a technical memorandum that will summarize the findings from this information gathering. The memorandum will include recommendations for the detailed designs and installation of the TSP system.

Deliverable:

- Summary memorandum of the findings from the information gathering

Task 3 – Coordination with Local Cities

Kimley-Horn will coordinate and meet with the local cities (Dublin, Livermore and Pleasanton) to gather specific issues, needs and requirements that will be required of the new TSP system, or the new TSP system will be able to address. This includes the potential for TSP parameters modifications in the traffic controllers, as well as the implementation of TSP at new or additional locations.



Our team will also coordinate with the cities on different ways of incorporating the new TSP system into each of the local agency's traffic management system. Our understanding is that the agencies are currently operating the following traffic management systems:

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

We will work closely with the cities, the TSP vendor, LAVTA and the traffic management system vendor, Trafficware to identify possible options for the incorporation of the new TSP system. We will prepare a brief memorandum to document the findings, decisions and directions.

Deliverable:

- Meeting agendas and notes
- Brief memorandum on possible options to incorporate the new TSP system

Task 4 – Detailed Installation Designs

Kimley-Horn will prepare detailed designs for the installation of the new TSP field elements. This includes, but is not limited to:

- GPS/Radio antenna assemblies
- Cabinet phase selectors
- Auxiliary interface panels
- Associated cabling

The GPS/radio assemblies include the required mounting hardware.

The designs will include all necessary details for the installation of the TSP equipment such as mounting details, installation and connection details. It will also include details on re-connecting existing connections within each cabinet to retain any existing functionality, e.g., emergency vehicle preemption.

The detailed designs will include plans and technical specifications as necessary for LAVTA to hire a construction contractor to perform the field installations. The detailed designs will be able to be used by the TSP vendor to perform the field installation should that be the preferred direction by LAVTA.

The detailed designs will be prepared for up to 54 traffic signal locations (Dublin and Livermore), which includes the potential for TSP installations in Pleasanton at up to 8 intersections.

In addition, we will work with the TSP vendor and the local cities to develop and design a mechanism to provide a feedback or indication to the bus operators when a queue jump call has been received and will be served by the traffic signal. This may include provisions for additional indications on existing traffic signal poles, traffic controller configuration changes and cabinet wiring modifications.

Deliverables:

- Detailed design plans and technical specifications for the field installation of the new TSP elements
- Detailed design for the field installation of the queue jump feedback indication (if feasible)



Task 5 – TSP System Procurement, Installation, Configuration and Integration

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

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

- Oversee and manage the procurement and installation of the entire TSP system. This includes, but is not limited to, the preparation of Invitation for Bids (IFB), responding to Requests for Information (RFI), preparation of bid addendums, contract compliance reviews, analysis of bids and/or cost information and the preparation of project background information or clarification as necessary during the procurement process.
- Coordinate with LAVTA and the TSP vendor to gather specific information for the TSP WLAN, particularly information that will be needed to properly design and install the WLAN
- Work with LAVTA and the TSP vendor to lay out a plan for the installation of the new TSP equipment on-board the LAVTA buses. This would include an installation design schematic, installation schedule and a means for tracking the installation and testing progress.
- Coordinate with the local cities on the design and installation of the field TSP equipment at existing traffic signals
- Work with the City of Pleasanton on designing and implementing TSP at their intersections.
- Coordinate the installation of the on-board TSP equipment by the vendor and/or contractor
- Oversee the TSP WLAN installation and testing (integration and acceptance testing) at the Bus Yard
- Design the operator feedback mechanism for when a traffic controller will service a queue jump call
- Coordinate the installation, integration and testing of the new TSP system. The testing stages may include bench testing, integration testing and acceptance testing
- Review the Integration and Acceptance Test Plans to be prepared by the TSP vendor
- Oversee the planning, design and implementation of the data feed with the TSP system (e.g., GTFS feed to the TSP ASM unit)
- Coordinate and oversee the TSP WLAN installation and testing at the Bus Yard
- Coordinate the configuration of the TSP equipment including re-defining and calibrating the TSP parameters with the new GPS-based TSP system in the field and at the central locations
- Coordinate the integration and acceptance testing which will include the TSP equipment, the on-site software, and the CMS software.
- Coordinate the installation and integration of the CMS software at the local cities.
- Provide construction management and coordination services for the installation of the TSP elements in the field, on-board and at the local cities including the associated integration and testing. This includes, but is not limited to, attendance at the pre-construction meeting, preparation of contract change orders (if necessary), reviews of product submittals, responses to RFIs, reviews of shop drawings and block diagrams and field review meetings (as necessary),



Deliverables:

- Preparation of procurement documents (e.g., IFB, addendums, etc.)
- Monthly progress reports
- Progress tracking including action logs, installation checklists and punchlists
- Weekly status reports on field installation activities
- Reviews of product submittals
- Responses to RFIs
- Reviews of vendor and contractor invoices
- Observing and witnessing of tests (bench, integration and acceptance)

SCHEDULE

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

Task	Time
Kick-off Meeting	Within 2 weeks after NTP
Data Collection and Field Review	4 weeks after meeting with TSP vendor
Detailed Designs	TBD
Project Management, Construction Management and Coordination	TBD

PROFESSIONAL FEE

Kimley-Horn will provide the Scope of Services for a Firm Fixed Price fee of \$256,285.18. The fee includes labor cost, direct and indirect expenses incurred in performing these services. Fees will be invoiced monthly based upon the percent completed as of the invoice date. Materials expenditures shall be billed at cost with no mark-ups applied.

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

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



Task	Project Manager	Sr. Professional	Professional	Jr. Professional	Analyst	Sr. Support Staff	Admin Staff	TOTAL
Task 1: Project Management and Meetings	30	12		40		8	16	106
Task 2: Data Collection and Field Reviews			16	28	84		8	136
Task 3: Coordination with Local Cities	16	48	8	8	8		4	92
Task 4: Detailed Installation Designs	8	4	16	168	336	8	8	548
Task 5: Procurement/Installation/Const Mgmt	96	40	32	416	128	8	16	736
Total Hours	150	104	72	660	556	24	52	
Direct Rate	\$85.00	\$74.78	\$53.48	\$47.61	\$36.49	\$40.91	\$30.30	
Overhead (204.54% included FCCM of 2.15%)	\$173.86	\$152.96	\$109.39	\$97.38	\$74.64	\$83.68	\$61.98	
Fee (6% Fee not calculated on FCCM)	\$15.43	\$13.57	\$9.71	\$8.64	\$6.62	\$7.43	\$5.50	
Fully Burdened Rate	\$274.29	\$241.31	\$172.58	\$153.63	\$117.75	\$132.01	\$97.78	
Labor Total	\$41,143.28	\$25,096.18	\$12,425.46	\$101,398.34	\$65,469.25	\$3,168.32	\$5,084.34	\$253,785.18
Direct Expenses								\$2,500
TOTAL								\$256,285.18

RESOLUTION NO. 32-2017

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

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

WHEREAS, Kimley Horn was awarded an on-call Engineering services contract by LAVTA (RFP #2016-14); and

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

WHEREAS, Kimley Horn and LAVTA have negotiated a detailed scope of work for the TSP upgrade project at a firm fixed fee of \$256,285.18.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore/Amador Valley Transit Authority that the Executive Director may enter into a task order contract with Kimley Horn for \$256,285.18 for this project.

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director to expend a 10% contingency amount not to exceed \$25,628.51, for a total authorized amount not to exceed \$281,913.70.

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

PASSED AND ADOPTED this 2nd day of October 2017

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: MOU with Central Contra Costa Transit Authority

FROM: Michael Tree, Executive Director

DATE: October 2, 2017

Action Requested

Receive staff report and approve MOU with Central Contra Costa Transit Authority.

Background

LAVTA has several innovative projects in its work plan, including the Shared Autonomous Vehicle (SAV) project in the City of Dublin. AB 1444, which allows LAVTA to test SAVs on public streets in Dublin was recently approved by the State Legislature and has been sent to the Governor for signature. Staff has been working with key strategic partners, including the Bay Area AQMD, Contra Costa Transportation Authority, GoMentum, Stantec, and EasyMile to ensure that testing begins in the early spring of 2018.

Discussion

Recognizing the limitations of LAVTA's staffing, and the benefits that can come from strong partnerships and alliances, LAVTA management is recommending a partnership with Central Contra Costa Transit Authority (CCCTA), operators of County Connection, to manage both LAVTA's SAV program and CCCTA's envisioned SAV program.

In short, LAVTA through its grant with the Bay Area AQMD, has approximately \$1 million in funding towards the LAVTA SAV project in Dublin. CCCTA has recently appointed a Director of Innovation and Shared Mobility, Rashidi Barnes, who has the ability to manage both the LAVTA SAV project and an envisioned CCCTA project, allowing a synergy of time and talent that will ultimately allow the LAVTA and CCCTA projects to merge in a joint effort to use SAVs as a first/last mile solution to quality transportation along the I-580/I-680 corridors.

Attached is a draft MOU that has been created to recognize the partnership.

Fiscal Impact

The MOU envisions that CCCTA will fund the agency's Director of Innovation and Shared Mobility as an in-kind financial contribution to the partnership.

Recommendation

The Finance and Administration Committee recommends the Board approve the MOU with Central Contra Costa Transit Authority.

Attachments:

1. Memorandum of Understanding between LAVTA and CCCTA
2. Resolution 33-2017

Approved: _____

**MEMORANDUM of UNDERSTANDING
BETWEEN**

Central Contra Costa Transit Authority and the Livermore Amador Valley Transit Authority

This Memorandum of Understanding (MOU) by and between County Connection (CCCTA) and the Livermore Amador Valley Transportation Authority (LAVTA), both joint powers authorities, acknowledges the mutual goal of the development, evaluation and potential operation of Shared Automated Vehicle (SAV) Technology for the purposes of mass transit. This agreement is intended to facilitate a symbiotic development and evaluation program that will meet the public transportation needs of CCCTA and LAVTA's service population. Furthermore it underscores each party's willingness to work together with the underlying goal of increasing the areas public transportation options through innovation, reducing congestion along the I-580/I-680 corridors and increased interagency connectivity to support a seamless transportation network.

RECITALS

WHEREAS, CCCTA, a public transportation authority that provides fixed-route and paratransit bus service throughout the cities of Concord, Pleasant Hill, Martinez, Walnut Creek, Clayton, Lafayette, Orinda, Moraga, Danville, San Ramon, as well as unincorporated communities in Central Contra Costa County; and

WHEREAS, LAVTA, a public transportation authority that provides fixed-route and paratransit bus service throughout the cities of Dublin, Livermore, Pleasanton, and in unincorporated areas of Alameda County; and

WHEREAS, CCCTA and LAVTA have the expertise in providing safe, affordable and reliable public transportation choices within their respective service areas; and

WHEREAS, CCCTA and LAVTA are dedicated to the development of SAV technology for Mobility-On-Demand (MOD) to solve first mile/last mile (FM/LM) commuting challenges by connecting residents to public transportation options via SAV's; and

WHEREAS, LAVTA has secured a grant from the Bay Area Air Quality Management District (BAAQMD) to develop, evaluate and deploy SAV technology for FM/LM connections to major transit nodes, that will reduce greenhouse gas (GHG) emissions; and

THEREFORE, furtherance of this MOU and with consideration of mutual covenants, CCCTA and LAVTA, all parties agree to the following:

AGREEMENT

- i. CCCTA and LAVTA agree to partner on the development and evaluation of a SAV public transportation option for future use within their respective service areas. This

includes but is not limited to, the evaluation of innovative technologies needed to meet the goals of working within the connected vehicle environment.

- ii. Project management of the program will be provided by Rashidi Barnes, Director of Innovation and Shared Mobility, CCCTA, as an in-kind donation to the project.
- iii. The decision-making process for the development and evaluation of the project phases will involve both the CCCTA and LAVTA.
- iv. Any financial reporting and invoicing, required by BAAQMD, will be administered by LAVTA.
- v. CCCTA is committed to identifying additional funding if needed to continue the development and evaluation of SAV's, if needed.
- vi. CCCTA and LAVTA agree that the SAV is to first be deployed in Dublin as previously planned by LAVTA.
- vii. Future deployment of SAV's will focus the FM/LM commuting challenges of the I-580/I-680 Transportation corridors.
- viii. CCCTA and LAVTA agree to communicate and meet continuously throughout the program to keep the project on track and to prepare for implementation of adopted recommendations in a timely manner.
- ix. All data will be shared between both entities to ensure transparency and inclusion for better understanding to programs failures and success.
- x. CCCTA and LAVTA agree to announce publicly this partnership jointly.
- xi. At the conclusion of the program evaluation and the adoption of recommendations by both entities, staff will work collaboratively to implement recommendations. At that time, the parties may consider entering into a new MOU to further this collaborative process.

This understanding will be in effect October 2, 2017 through June 30, 2020. If changes to the above procedures are required of either party, written notice will be provided.

Rick Ramacier, General Manager
County Connection

Michael Tree, Executive Director
Livermore Amador Valley Transportation
Authority

Date

Date

RESOLUTION NO. 33-2017

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
APPROVING A MEMORANDUM OF UNDERSTANDING WITH THE
CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA) FOR THE
DEVELOPMENT, EVALUATION AND POTENTIAL OPERATION OF SHARED
AUTONOMOUS VEHICLE (SAV) TECHNOLOGY FOR THE PURPOSES OF
MASS TRANSIT**

WHEREAS, LAVTA, a public transportation authority that provides fixed-route and paratransit bus service throughout the cities of Dublin, Livermore, Pleasanton, and in unincorporated areas of Alameda County; and

WHEREAS, CCCTA, a public transportation authority that provides fixed-route and paratransit bus service throughout the cities of Concord, Pleasant Hill, Martinez, Walnut Creek, Clayton, Lafayette, Orinda, Moraga, Danville, San Ramon, as well as unincorporated communities in Central Contra Costa County; and

WHEREAS, CCCTA and LAVTA have the expertise in providing safe, affordable and reliable public transportation choices within their respective service areas; and

WHEREAS, CCCTA and LAVTA are dedicated to the development of SAV technology for Mobility-On-Demand (MOD) to solve first mile/last mile (FM/LM) commuting challenges by connecting residents to public transportation options via SAV's; and

WHEREAS, LAVTA has secured a grant from the Bay Area Air Quality Management District (BAAQMD) to develop, evaluate and deploy SAV technology for FM/LM connections to major transit nodes, that will reduce greenhouse gas (GHG) emissions; and

WHEREAS, the CCCTA has a Director of Innovation and Shared Mobility and has agreed to work in-kind as the project manager for LAVTA's SAV project to represent both LAVTA's and CCCTA's best interests; and

WHEREAS, LAVTA and CCCTA 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 CCCTA for this project.

PASSED AND ADOPTED this 2nd day of October 2017

Karla Brown, Chair

ATTEST:

Michael Tree, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

AGENDA

ITEM 7

STAFF REPORT

SUBJECT: SB 1 and State Transit Assistance (STA) Population-Based Funds

FROM: Michael Tree, Executive Director

DATE: October 2, 2017

Action Requested

Receive staff report and provide direction to staff

Background

Senate Bill (SB) 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program will be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program (around \$294 million statewide). MTC estimates the Bay Area would receive approximately \$94 million per year from this augmentation of the STA Program.

Discussion

MTC is in initial discussions on how to increase funding to LAVTA and other small operators in the East Bay with the augmented STA Program. Staff meet with MTC staff, East Bay CMA staff, and the East Bay small operators on Thursday, September 28th. Staff will provide a report at the Board meeting.

Recommendation

Receive staff report and provide direction to staff

Approved: _____

AGENDA

ITEM 8

STAFF REPORT

SUBJECT: Update on AB 758 and the Alameda – San Joaquin Regional Rail Working Group

FROM: Michael Tree, Executive Director

DATE: October 2, 2017

Action Requested

Receive staff report and provide direction

Background

AB 758 (Eggman) was recently approved by the State Legislature and has been sent to the Governor for signature. It is anticipated that the Governor will sign the bill into law, which will create the Tri-Valley – San Joaquin Valley Regional Rail Authority effective January 1, 2018.

Discussion

Per AB 758, LAVTA staff will provide administrative responsibilities for the new agency for at least the first 18-month period. Staff has been working internally to prepare for the impact of the administrative responsibilities and will provide an update at the Board meeting.

Recommendation

Receive staff report and provide direction to staff.

Attachments:

1. Assembly Bill 758

Approved: _____

Assembly Bill No. 758

Passed the Assembly September 16, 2017

Chief Clerk of the Assembly

Passed the Senate September 15, 2017

Secretary of the Senate

This bill was received by the Governor this _____ day
of _____, 2017, at _____ o'clock ____M.

Private Secretary of the Governor

CHAPTER _____

An act to add Chapter 8 (commencing with Section 132651) to Division 12.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 758, Eggman. Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.

Existing law provides for the creation of statewide and local transportation agencies, which may be established as joint powers authorities or established expressly by statute. Existing law establishes the Bay Area Rapid Transit District, which is authorized to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service.

This bill would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, that meets the goals and objectives of the community, as specified. The bill would require the authority's governing board to be composed of 15 representatives. The bill would specify the powers and duties of the authority and would require the unencumbered balance of all local funds programmed for completion of the Bay Area Rapid Transit District's Livermore extension or that have otherwise been identified for the connectivity to be transferred to the authority, except as specified. The bill would authorize the authority to pursue any and all sources of funding, but would prohibit the authority from applying for funds available under the Transportation Development Act for which any member entity of the authority may also be an applicant or for which any member entity of the authority is charged with approving applications for funding under that act, without the express written consent of that affected member entity. The bill would require the authority by July 1, 2019, to provide a project feasibility report to the public, to be posted on the authority's Internet Web site, on

the plans for the development and implementation of transit connectivity and to submit that report upon completion to specified entities.

By imposing new duties on local governmental entities, this bill would create a state-mandated local program.

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.

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

SECTION 1. The Legislature finds and declares all of the following:

(a) Commute patterns throughout northern California, and in particular through the Altamont Pass Corridor, traverse the boundaries of traditional metropolitan planning agencies. The Altamont Pass Corridor, located in the center of the Northern California Megaregion, connects the San Joaquin Valley to the Tri-Valley and is a vital node in the megaregion's economic ecosystem as well as a key megaregion transportation route. Strategic and planned interregional mobility throughout the Altamont Pass Corridor is essential to sustained economic vitality in the megaregion.

(b) The Interstate 580 freeway serves the Altamont Pass Corridor and ranks as one of the most congested freeways in the megaregion during peak hours due to a high volume of regional and interregional commuter, freight, and recreational traffic. It is estimated that traffic on portions of Interstate 580 in this corridor will increase by up to 60 percent between 2013 and 2040.

(c) Connecting the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express, and providing expanded passenger rail connectivity between the San Joaquin Valley and the Bay Area, as recommended by the Metropolitan Transportation Commission's regional rail plan, would increase interregional mobility and provide much-needed highway capacity

for expanded goods movement to the Bay Area's five seaports and the inland Port of Stockton. It would also relieve pressure on Interstate 580 and other transportation systems, given the large exponential population growth in the San Joaquin Valley.

(d) The Department of Finance projects that San Joaquin County, along with other counties in the San Joaquin Valley, will be among the fastest growing counties in the state. Between 1990 and 2013, the number of people commuting daily from the northern San Joaquin Valley to the Bay Area more than doubled, growing from 32,000 to nearly 65,000 commuters. This trend is expected to continue with the San Joaquin Valley's rapid population growth combined with the increasing high housing costs and strong job growth in the Bay Area.

(e) Because transportation is the major contributor to ozone precursors, increasing auto travel threatens improvement in air quality throughout the megaregion. Growing congestion will add to potential problems because of increased emissions of vehicles operating in stop-and-go traffic. Shifting commuters and other travelers to rail transportation between the San Joaquin Valley and the Bay Area is highly desirable as a means to partially offset the effects on air quality produced by the growth in auto travel.

(f) Taxpayers in Alameda County have voted to tax themselves to achieve expanded transit services to the Tri-Valley region.

(g) The State of California supports enhanced public transit services that improve connectivity between transit operators and provide seamless and convenient travel for public transit passengers.

SEC. 2. It is the intent of the Legislature to establish the Tri-Valley-San Joaquin Valley Regional Rail Authority to plan and help deliver a cost-effective connection from the San Joaquin Valley to the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, to address regional economic and transportation challenges.

SEC. 3. Chapter 8 (commencing with Section 132651) is added to Division 12.7 of the Public Utilities Code, to read:

CHAPTER 8. TRI-VALLEY-SAN JOAQUIN VALLEY REGIONAL RAIL
AUTHORITY

132651. As used in this chapter, the following terms have the following meanings:

- (a) “Authority” means the Tri-Valley-San Joaquin Valley Regional Rail Authority created under this chapter.
- (b) “Bay Area Rapid Transit” (BART) means the Bay Area Rapid Transit District.
- (c) “Board” means the governing board of the authority.
- (d) “Connectivity” means one or more projects necessary to achieve transit connectivity between BART’s rapid transit system and the San Joaquin Regional Rail Commission’s Altamont Corridor Express commuter rail service, and to provide quality, seamless service to riders using the services operating between the Tri-Valley and the San Joaquin Valley.
- (e) “Tri-Valley” means the Cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon.

132652. The authority is hereby established for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between BART’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region of California, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661.

132655. The governing board of the authority shall be composed of one representative from each of the following entities to be appointed by the governing board, mayor, or supervisor of each entity:

- (a) The Bay Area Rapid Transit District.
- (b) The City of Dublin.
- (c) The City of Lathrop.
- (d) The City of Livermore.
- (e) The City of Manteca.
- (f) The City of Pleasanton.
- (g) The City of Stockton.
- (h) The City of Tracy.
- (i) The County of Alameda.
- (j) The County of San Joaquin.

- (k) The Livermore Amador Valley Transit Authority.
- (l) The Mountain House Community Services District.
- (m) The San Joaquin Regional Rail Commission.
- (n) The City of Danville.
- (o) The City of San Ramon.

132656. The authority has all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, but not limited to, all of the following:

- (a) Acceptance of grants, fees, allocations, and transfers of moneys from federal, state, and local agencies, including, but not limited to, moneys from local measures, as well as private entities.
- (b) Acquiring, through purchase or through eminent domain proceedings, any property necessary for, incidental to, or convenient for, the exercise of the powers of the authority.
- (c) Incurring indebtedness, secured by pledges of available revenue.
- (d) Contracting with public and private entities for the planning, design, and construction of the connection. These contracts may be assigned separately or may be combined to include any or all tasks necessary to achieve transit connectivity.
- (e) Entering into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. These agreements may be entered into for purposes of sharing costs, selling or leasing land, air, or development rights, providing for the transferring of passengers, making pooling arrangements, or for any other purpose that is necessary for, incidental to, or convenient for the full exercise of the powers granted to the authority. For purposes of this paragraph, “joint development” includes, but is not limited to, an agreement with any person, firm, corporation, association, or organization for the operation of facilities or development of projects adjacent to, or physically or functionally related to, achieving transit connectivity.
- (f) Relocation of utilities, as necessary to achieve transit connectivity.

132657. For an initial 18-month period, the Livermore Amador Valley Transit Authority’s administrative staff shall, if that authority has appointed a member to the board in accordance with

Section 132655, provide all necessary administrative support to the board to perform its duties and responsibilities. At the conclusion of the initial period, the board may select the Livermore Amador Valley Transit Authority or the San Joaquin Regional Rail Commission to provide administrative support, or may alternatively hire an executive director for those functions. If an executive director is hired, the executive may appoint staff or retain consultants as necessary to carry out the duties of the authority.

132658. (a) The unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 180000).

(b) The unencumbered balance of all local funds programmed for the completion of the BART Livermore extension shall be transferred to the authority and be considered resources available to effectuate the authority's purposes pursuant to this chapter, except that local funds controlled by the San Joaquin Regional Rail Commission that have otherwise been identified for connectivity shall continue to be programmed and allocated by the San Joaquin Regional Rail Commission pursuant to measures approved by the voters of San Joaquin County pursuant to Division 19 (commencing with Section 180000).

(c) The authority is eligible to apply for and receive state and federal funds to perform its duties pursuant to this chapter.

(d) The authority may pursue any and all sources of funding to achieve connectivity except that the authority shall not apply for funds available under the Transportation Development Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10) for which any member entity of the authority may also be an applicant or for which any member entity of the authority is charged with approving applications for funding under that act, without the express written consent of that affected member entity.

132659. (a) The authority may enter into agreements with the Bay Area Rapid Transit District, the San Joaquin Regional Rail Commission, or any other entity to address any and all issues necessary to achieve transit connectivity, consistent with the project feasibility report's findings, conclusions, and recommendations adopted pursuant to Section 132661.

(b) If the project feasibility report includes a recommendation for an extension of BART's rapid transit system, the governing board of the Bay Area Rapid Transit District shall have the authority to approve or deny the recommendation.

(c) If the project feasibility report includes a recommendation for an extension of the Altamont Corridor Express commuter rail service, the governing board of the San Joaquin Regional Rail Commission shall have the authority to approve or deny the recommendation.

132660. The authority and any entity contracted with to serve as the operator of any transit connectivity developed and delivered pursuant to this chapter shall be subject to all of the following:

(a) The Meyers-Milius-Brown Act (Chapter 10 (commencing with Section 3500) of Division 4 of Title 1 of the Government Code).

(b) The California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code).

(c) The Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code).

132661. (a) On or before July 1, 2019, the authority shall provide a project feasibility report to the public, to be posted on the authority's Internet Web site, on the plans for the development and implementation of transit connectivity in the Tri-Valley region. The report, at a minimum, shall include the following elements:

(1) Recommendations for expediting the development of cost-effective and responsive transit connectivity between BART's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region.

(2) The identification of a preferred entity or entities to deliver transit connectivity, including the role each entity will play in planning, designing, financing, constructing, operating, maintaining, and the leasing, developing, or disposing of land,

facilities, or equipment, necessary to deliver and operate transit connectivity.

(3) A funding plan describing any grants, loans, allocations, fund transfers, or awards of local, regional, state, federal, or private funds that are proposed to be made available for achieving transit connectivity.

(4) A description of any plan to finance the development of transit connectivity, including a description of any revenue source or sources to be pledged for financing, the duration of time to complete the financing, and the estimated total cost of financing.

(5) A proposed schedule for the completion of transit connectivity.

(6) A preliminary design for the project or projects to complete transit connectivity, including the identification of right-of-way, routes, stations, equipment, and any other facilities necessary to achieve transit connectivity.

(b) The authority may use any relevant environmental review documents previously completed by the Bay Area Rapid Transit District or the San Joaquin Regional Rail Commission to prepare the report specified in subdivision (a).

(c) Upon completion and approval by the authority of the project feasibility report required under subdivision (a), the authority shall submit the report to the Metropolitan Transportation Commission, the governing board of the Bay Area Rapid Transit District, the governing board of the San Joaquin Regional Rail Commission, the policy committees of each house of the Legislature with jurisdiction over transportation policy matters, and the Transportation Agency.

SEC. 4. (a) Nothing in this act is intended to disrupt or interrupt related environmental review processes underway at the Bay Area Rapid Transit District (BART) or the San Joaquin Regional Rail Commission, or to infringe upon the Bay Area Rapid Transit District's process for planning, development, and delivery of a BART extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange, as identified in measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 180000) of the Public Utilities Code.

(b) This section shall become inoperative on July 1, 2018, if the governing board of BART fails to adopt a preferred alternative for

a BART extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange by June 30, 2018.

SEC. 5. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

AGENDA

ITEM 9

STAFF REPORT

SUBJECT: Final Draft BART to Livermore DEIR Comments

FROM: Christy Wegener, Director of Planning and Operations

DATE: October 2, 2017

Action Requested

Receive an update of the Agency's BART to Livermore DEIR comments.

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.

BART staff gave a presentation about the DEIR to the LAVTA Board on September 11, 2017. At that meeting, the Board provided some feedback on the DEIR, and directed staff to collect comments on the DEIR from the three Tri-Valley cities and the Tri-Valley San Joaquin Valley Regional Rail Working Group. The Board directed staff to come back to the September Projects and Services Committee with updated comments for review and discussion.

Staff brought updated comments to the September 25, 2017 Projects and Services Committee meeting. The Committee provided additional feedback.

Discussion

During the September 11th BART to Livermore DEIR presentation, the Board provided the following comments/feedback:

- The cost of the DMU/EMU option from Dublin/Pleasanton to Isabel (\$1.6B+) seems excessively high. Other projections for DMU/EMU cost peg an extension from Dublin/Pleasanton to Tracy at \$1.6B. There may be other engineering schematics that could make the DMU/EMU a more affordable option. There were concerns with right-of-way needed for the DMU/EMU.
- ACE ridership is projected to decrease as a result of the full BART alternative, as well as the DMU/EMU option. However, it wasn't clear if the modeling took into account the ACE Forward plans for the 99-corridor, and the increased ridership expected as a result.

- There was concern about the need for a shop and whether the cost (25%) was appropriate for allocation to the BART to Livermore project. The Board commented about the comparison between the shop requirements for the BART to Silicon Valley project, and other BART extensions.
- There was concern about the projected growth in BART ridership from the Central Valley, and those riders not having paid into the BART system.
- There was concern that the parking identified for the BART station would not be sufficient for the ridership, and that if the parking lot is oversubscribed, there would be an impact on the adjacent residential neighborhoods.
- The local traffic conditions projected as a result of the full BART extension show an increase in the traffic on local Livermore streets, and an alleviation of traffic on I-580 west of the Isabel station. However, these local traffic conditions are currently present. Did the BART to Livermore DEIR take into account other roadway projects designed to address local gridlock, for example, the SR-84 widening?

During the September 25, 2017 Projects and Services Committee meeting, the Committee provided the following additional comments:

- The infrastructure (track, etc.) cost from the Isabel Station to the new yard/shop should not be fully allocated to the BART to Livermore project as BART has identified a need for a new shop independent from the Livermore extension.
- The size of the yard identified for the 5.2 mile extension to Isabel is identical to the size of the yard for the Silicon Valley BART extension.
- The BART to Livermore team should explore other locations for the storage tracks in the median of I-580; the goal is to extend BART to ACE at Greenville and building two miles of storage tracks through the Livermore hills for a 5 mile extension doesn't make sense. Those storage tracks should be built in the median of I-580, bringing the tracks two miles closer to Greenville.

At the time this staff report was due (September 27th), draft comments have been received from the City of Dublin as well as from staff to the Alameda-San Joaquin Regional Rail Working Group. Highlights of comments received include:

- The City of Dublin: The City cited concerns about the travel demand model assumptions for 2025 and 2040 concerning the new parking garage at Dublin/Pleasanton, as well as the land-use changes with the Isabel Neighborhood Plan. The City noted some potentially incorrect assumptions about the travel demand model utilized for the projections, including the traffic network assumptions, travel time for transferring in the EMU/DMU and Express Bus alternatives, and bicycle/pedestrian access. The City sought clarification on which projects were used for the Cumulative Conditions in 2025 and 2040, and whether any land-use changes were assumed. The City also questioned the park-and-ride mode share at Dublin/Pleasanton with the no Project and full BART alternative. The City questioned the smaller VMT reduction for both the full Project and the DMU/EMU alternatives, and requested a more detailed explanation of how the VMT was calculated and what percentage of new BART riders were coming from the Central Valley. The City made note of some errors in the document (tables 3.B-32 to 3.B-35,

3.B-40, 3.B-43). Finally, the City had major concerns with the Right-Of-Way needed for all alternatives.

- Staff to the Alameda-San Joaquin Regional Rail Working Group: The level of parking supply at the future Isabel station isn't sufficient. The size of the yard for both full BART and DMU/EMU appears to be out of scale with capacity requirements, and the cost allocation is flawed. There is a difference in the number of cars needed for full BART (36) versus DMU/EMU (24), without explanation. The proposed project schedule calls for the project to be complete in 5 years; however, the DEIR indicates a 10-year horizon for the project. Significant concerns were cited regarding how the costs of the yard and shop were allocated. The geographic scope of the project was noted as being outdated and therefore the project is unable to address the interregional need in the 580 corridor (project scope is limited to Isabel, versus Greenville).

Next Steps

Once comments are received from the City of Livermore and the City of Pleasanton, staff will finalize the letter.

Recommendation

None – Information only.

Attachment

1 – Draft BART to Livermore DEIR Comment Letter

Submitted: _____

October 2, 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) Yard and Shop Comments: According to the DEIR, the extension to Isabel would require both a yard to store trains and a shop to maintain train cars for both the full BART and the DMU/EMU alternative. For the full BART alternative, the yard would be constructed to hold 172 train cars taking 68 acres, although only 36 train cards are needed to operate the Isabel extension. The shop would be constructed to include 10 service bays, although only 2 are needed to support the Isabel extension. The location selected for the yard and shop in the DEIR takes 1.9 miles of track and infrastructure to get to, requiring two bridges and one tunnel. All of this is deemed necessary for a 5 mile extension of BART to Isabel. 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, as well as to replace the storage track space lost at Dublin/Pleasanton.

BART has assigned 25% of the cost of the new shop to the project as only 2 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 project even though only 20.9% of the capacity is needed to store trains for the Isabel extension service. The full cost (100%) of the 1.9 miles of track is allocated to the project.

The yard and the shop will not just benefit the Livermore riders; it is a core upgrade necessary for the 2040 projected service levels and train lengths, and the cost should be spread across the system accordingly. The size of the yard for this project rivals the size of the yard needed for the Silicon Valley extension. The full cost of the yard and connecting track should not be carried by this project; no more than 20.9% of the yard cost should be allocated to the project.

The location selected for the yard/shop, which includes 1.9 miles of connecting track and associated infrastructure, significantly balloons the cost of the project. Given the growth of the Tri-Valley, the project growth of the San Joaquin Valley, and the influx of commute trips on I-580, there is a regional need to connect BART to ACE. The 1.9 miles

of connecting track should be located in the 580 median, which would get the project ¼ of the way to Greenville. There are significant economies of scale that can be achieved with a longer extension.

The shop cost should be removed from the project, or reallocated at 20%, instead of the 25% in the DEIR. The shop is a core upgrade for BART that is necessary outside of the extension to Livermore.

- 2) 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, which doesn't include the ridership that could be generated with the City of Livermore Isabel Neighborhood Plan development; however, only 3,500 parking spaces are planned. BART staff have indicated that the future Isabel BART Station ridership (~16,000) is equal to Dublin/Pleasanton today. As many in the Tri-Valley know, it is impossible to find a parking spot after 8am on Weekdays, and there is a wait-list with several thousand people trying to get a reserved parking space. 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 at Isabel be once the station is oversubscribed with parking?

The future Isabel station would be located adjacent to residential communities; there is concern that if BART riders are unable to find parking at the stations, people will begin to park in the residential neighborhoods near the station.

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 by the year 2020. 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.

- 3) The additional time needed to transfer between the DMU/EMU and BART, and the Express Bus and BART, should be included in the travel demand forecasting.
- 4) The DEIR has assumed that the BART parking garage at Dublin/Pleasanton would be expanded to include 540 net new spaces; however, the BART Board has elected not to build the expansion and instead implement a hybrid plan to increase the parking spaces by 540. This change in direction might have an impact on local traffic circulation and could change the information utilized in the DEIR analysis.
- 5) The cost of the DMU/EMU option from Dublin/Pleasanton to Isabel (\$1.6B+) seems excessively high. There may be other engineering schematics that could make the DMU/EMU a more affordable option, including dual-gauge tracks at the tail track of

Dublin/Pleasanton. Additionally, the size and location of the storage track and shop make the DMU/EMU alternative significantly more expensive than it needs to be. To reiterate the comments made in #1, laying the storage facility to the east of the Isabel station will get the region closer to making the important BART to ACE connection.

- 6) Despite the DEIR document calling for more effective transit options in the project area as well as focusing action on the substantial impacts that regional growth trends such as population, housing and employment create, there is no responsive build alternatives included in the DEIR assessment that address the regional need to connect BART and ACE.
- 7) ACE ridership is projected to decrease as a result of the full BART alternative, as well as the DMU/EMU option in the DEIR. However, it wasn't clear if the modeling took into account the ACE Forward plans for the 99-corridor, especially with the \$400m identified to extend to Merced, and the increased ridership expected as a result.
- 8) The local traffic conditions projected as a result of the full BART extension show an increase in the traffic on local Livermore streets, and an alleviation of traffic on I-580 west of the Isabel station. However, these local traffic conditions are currently present. Did the BART to Livermore DEIR take into account other roadway projects designed to address local gridlock, for example, the SR-84 widening?
- 9) 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, it should be assumed that the fleet of transit buses are fully electric. The GHG calculations should be revisited for all alternatives that include buses.
- 10) 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 be an effective means for transporting people in the Tri-Valley, 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.

Respectfully,

Michael Tree
Executive Director

DRAFT

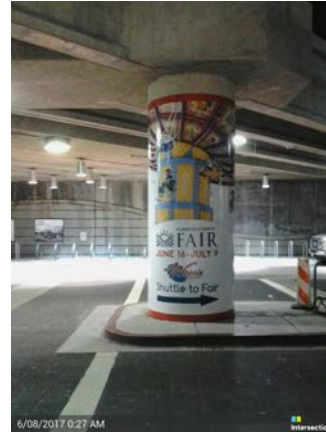
AGENDA

ITEM 10

EXECUTIVE DIRECTOR'S REPORT

October 2017

Alameda County Fair Ridership: For the 2017 Alameda County Fair, Wheels operated a shuttle (Route 52) hourly during Fair times between BART and the Fairgrounds. The dedicated shuttle itself carried a total of 3,559 boardings throughout its operation during the Fair. Combined with the additional riders on Route 10R, in total Wheels carried approximately 4,000 passenger trips to the Fair. The shuttle was very well received by Fair patrons and the WAAC.



Government Finance Officers Association Award: For the 21st consecutive year, LAVTA has earned the prestigious Certificate of Achievement for Excellence Award in Financial Reporting. This award was received for LAVTA's excellence in financial reporting in their 2015 Comprehensive Annual Financial Report (CAFR). The Government Finance Officers Association (GOFA) established the award to encourage government agencies to exceed the minimum requirements in preparing their annual financial report.

Dublin School Tripper Ridership: Dublin school trippers have experienced a 40% increase in ridership this school year compared to last. LAVTA staff have been deploying additional resources to accommodate the overcrowding and will launch a pilot early/late bird service for Route 501 on October 21st. LAVTA staff met with Dublin Unified School District on September 27, 2017 to discuss launching a joint study to evaluate the current tripper service and make recommendations for modifications, given the likely growth in student enrollment from East Dublin over the next five years. Staff will be preparing a scope of work for the study in October.

Attachments

1. Management Action Plan w/Updates
2. Board Statistics August 2017
3. Try Transit to School Results Staff Report
4. FY18 Upcoming Committee Items

FY2018 Goals, Strategies and Projects

Last Updated – September 21, 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. Strategic Planning Workshop for Board being planned for spring of 2018.	
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. Public meetings held in June. <u>LAVTA Board presentation made in September. Currently developing alternatives. Second workshop in Nov/Dec.</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 Jan 2018	→ 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 			Feb 2018		
Three Queue Jumps On Dublin Blvd	<ul style="list-style-type: none"> Award contract for queue jump Finish project 	DP	Projects/ Services	Jul 2016 Oct 2017	→ Board awarded contract queue jump project in March. Some delays in project. Currently 75% completed. <u>Queue jumps in testing phase. To be operational Oct 9th.</u>	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 approved. <u>Board approved MOU with Dublin. Board to consider approval of engineering contract with Kimley Horn in October.</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 Dec 2017	→ Program providing approximately 1,000 rides/month. Mailing to residents occurring in September. <u>Fehr & Peers held kick off meeting 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 on track to be released in October. Bids due in December. Board to award in March.	
<p>Goal: Marketing and Public Awareness</p> <p>Strategies (those highlighted in bold indicate highest Board priority)</p> <ol style="list-style-type: none"> 1. Continue to build the Wheels brand image, identity and value for customers 2. Improve the public image and awareness of Wheels 3. Increase two-way communication between Wheels and its customers 4. Increase ridership, particularly on the Rapid, to fully attain benefits achieved through optimum utilization of our transit system 5. Promote Wheels to New Businesses and residents 						
<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	Nov 2017 Oct 2017	→ Button has been created for commuter area, landing page under construction. Rebranding of website with new Wheels logo to take place in November with Wheels bus design unveiling.	
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 Nov 2017	→ New design for buses approved. New logo approved. Unveiling event being scheduled for <u>November</u> 2017.	X
					→ SDG awarded contract. Collateral	

Underlined text indicates changes since last report.

Projects	Action Required	Staff	Board Committee	Target Date	Status	Task Done
Individualized Marketing	<ul style="list-style-type: none"> Award Contract Review of results 	MKT MGR	Projects/ Services	Oct 2016 Oct 2017	developed and distributed. Program completed. Post program surveys completed. Project report to P&S Committee in October.	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 Jan 2018	→ FTA grant to upgrade stops in this corridor to Rapid style. Engineering work done. <u>Bids came in high. Board rejected all bids. Bid re-advertised. Board to consider award in November.</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	Nov 2017 <u>Apr 2018</u> <u>Jun 2018</u>	→ ACTC grant received to upgrade stops in this corridor to Rapid style. <u>Working on scope of work with Kimley Horn. Bus shelter type is next step. Project award in April.</u>	
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 Nov 2017	→ Five locations with high ridership identified. <u>5 art shelters delivered for mural projects. IFB being developed to release in Oct to install shelters in Nov.</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 Dec	→ Shelters identified. Current plan in Livermore, where most shelters past useful life are located, is to replace them with flat roof art style shelters to accommodate murals. <u>5 shelters delivered. IFB being developed t release in Oct to install in Nov.</u>	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>
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Goal: Community and Economic Development

Strategies (those highlighted in bold indicate highest Board priority)

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. Planning/Marketing Departments working with ACTC and school district to distribute and market Clipper Cards/bus system. <u>Over 660 enrolled with Clipper Card as of Sept 21st.</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. Students to vote on student fee to continue pass in November.	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. Demo of LAVTA buildings done. Depot moved. <u>Foundation poured. Next step is moving of Depot onto foundation.</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 	ED	Projects/ Services	Oct 2017	→ <u>AB 758 approved in legislature and sent to Governor for signatures.</u>	X
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>SB 595 approved in legislature and sent to governor for signature. Report to LAVTA Board on our legislative plan and how bills fared overall to be presented in November.</u>	X
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 and sent to Governor for signature.</u>	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>
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Goal: Organizational Effectiveness

Strategies (those highlighted in bold indicate highest Board priority)

1. Promote system wide continuous quality improvement initiatives
2. Continue to expand the partnership with contract staff to strengthen teamwork and morale and enhance the quality of service
- 3. Establish performance based metrics with action plans for improvement; monitor, improve, and report on-time performance and productivity**
4. HR development with focus on employee quality of life and strengthening of technical resources
5. Enhance and improve organizational structures, processes and procedures to increase system effectiveness
6. 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.	

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	Nov 2017	→ <u>Audit ongoing in September.</u> <u>Presentation to LAVTA Board in November.</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>
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<i>Other:</i>						
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	→ 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 sent to Governor. Staff working with AQMD, CCCTA, CCTA on MOUs.</u>	X
				Dec 2017		X
				Feb 2018		
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	

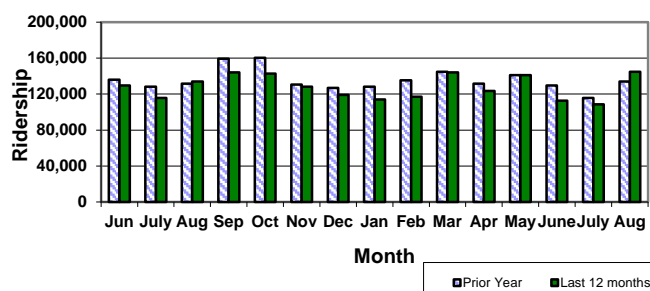
Monthly Summary Statistics for Wheels

August 2017

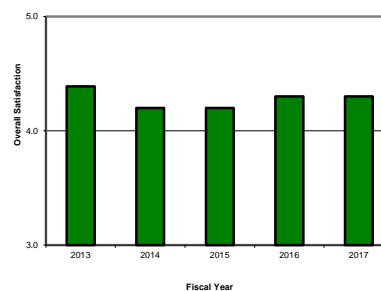
FIXED ROUTE

	August 2017			% change from one year ago		
Total Ridership FY 2018 To Date	253,400			1.5%		
Total Ridership For Month	144,680			8.1%		
Fully Allocated Cost per Passenger	\$8.19			-0.4%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	5,719	1,856	1,431	8.8%	3.2%	0.0%
Passengers Per Hour	13.5	12.0	9.2	7.3%	7.3%	-7.9%
	August 2017			% change from last month		
On Time Performance	81.5%			-2.9%		

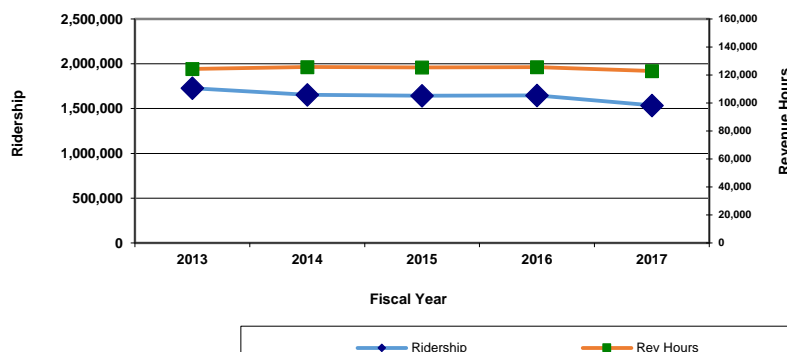
Monthly Unlinked Boardings and Revenue Hours
Last 24 Months



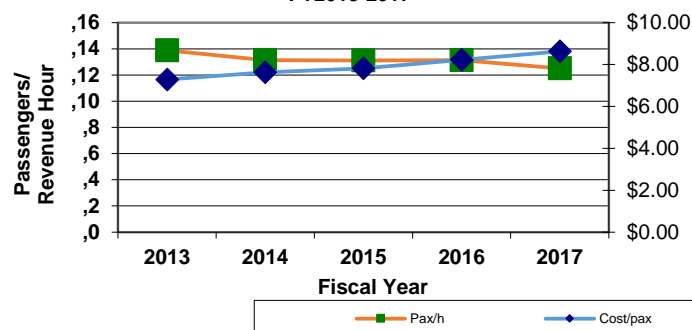
Historical Customer Service
Survey Results



Annual Unlinked Boardings and Revenue Hours
FY2013-2017



Full Cost Per Passenger and Passenger Per Hour
FY2013-2017



Monthly Summary Statistics for Wheels

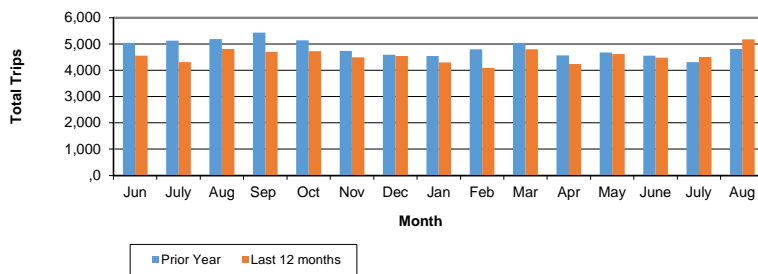
August 2017

PARATRANSIT

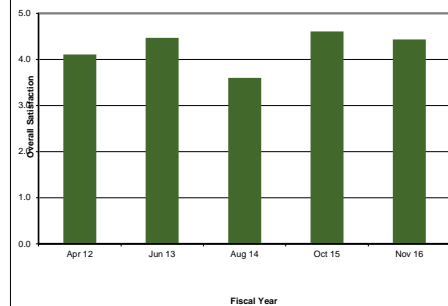
General Statistics	August 2017	% Change from last year	Year to Date
Total Monthly Passengers	5,171	7.5%	9,674
Average Passengers Per Hour	2.10	16.7%	4
On Time Performance	93.0%	-3.5%	2
Cost per Trip	\$32.35	2.0%	65
Number of Paratransit Applications	50	4.2%	70
Calls Answered in <1 Minute	74.63%	-5.4%	1

Missed Services Summary	August 2017	Year to Date
1st Sanction - Phone Call	5	12
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	1
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

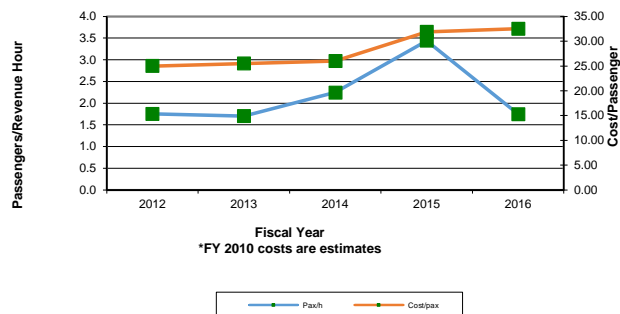
Paratransit Monthly Unlinked Boardings, Last 24 Months



Historical Customer Service Survey Results



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



Monthly Summary Statistics for Wheels

August 2017

SAFETY								
ACCIDENT DATA	August 2017				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	0		0		0		0	
Preventable	1		0		4		0	
Non-Preventable	1		0		2		0	
Physical Damage								
Major	0		0		0		0	
Minor	2		0		6		0	
Bodily Injury								
Yes	0		0		0		0	
No	2		0		6		0	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$3,654.58							
To Date This Fiscal Year	\$4,868.40							
Budget	\$100,000.00							
% Expended	5%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	August 2017	Year To Date						
Praise	1			2				
Bus Stop	6			9				
Incident	1			1				
Trip Planning	2			4				
Fares/Tickets/Passes	4			5				
Route/Schedule Planning	34			39				
Marketing/Website	6			8				
ADA				0				
TOTAL	54			68				
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	3	13		5		2		0
Driver/Dispatch Courtesy	5	5	1	7			1	0
Early	1	1		1		1		0
Late	9	5		11				0
No Show				1	1			1
Incident				0				1
Driver/Dispatch Training	1			1	3	4		3
Maintenance				0				0
Bypass	9	11	1	10				0
TOTAL	28	35	2	36	4	7	1	5
Valid Complaints								
Per 10,000 riders	1.94							
Per 1,000 riders					0.77			

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Try Transit to School Results

FROM: Tony McCaulay, Marketing Manager

DATE: September 25, 2017

Action Requested

Informational item only. No action required.

Background

Try Transit to School is a two week promotional initiative that targets middle and high school students in the Tri-Valley. The purpose of this campaign is to promote environmentally sustainable transportation solutions to the youth population and increase ridership and awareness of bus routes that serve public middle and high schools. During this two week initiative, Wheels offers free rides on all regular fixed routes seven days a week. Students simply board any Wheels bus and their ride is free. Try Transit to School generally takes place the second and third week after school starts up in the fall, and this year, the campaign was held from August 21-September 1, 2017.

Discussion

During this year's two week Try Transit to School promotion, approximately 19,640 student trips were recorded system-wide, an increase of approximately 35 percent compared to 2016's campaign. The event was promoted through traditional media channels, including our website, Facebook, and Twitter, as well as through the Tri-Valley schools. A poster promoting Try Transit to School was developed and sent to our contacts at each school district for posting at schools. Radio station KKIQ provided public service announcements and provided a link on their website.

Budget

The foregone fare revenue amounted to approximately \$20,367.

Next Steps

Try Transit is an annual promotion so it will occur next year as well.

Recommendation

None – information only.

LAVTA COMMITTEE ITEMS - October 2017 - February 2018

Finance & Administration Committee

October

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

November

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

December

	Action	
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	

February

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

LAVTA COMMITTEE ITEMS - October 2017 - February 2018

Projects & Services Committee

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

February

	Action	Info
Minutes	X	
Quarterly Operations		X
Operations and Maintenance Contract Award	X	