

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

BOARD OF DIRECTORS AGENDA

July 6, 2020

Agenda Questions: Please call the Executive Director at (925) 455-7564 or send an email to frontdesk@lavta.org

Documents received after publication of the Agenda and considered by the Board of Directors in its deliberation will be available for inspection only via electronic document transfer, due to the COVID-19 outbreak. See the COVID-19 provisions outlined below. Please call or email the Executive Director during normal business hours if you require access to any such documents.

TELECONFERENCE

July 6, 2020 – 4:00 PM

**CORONAVIRUS DISEASE (COVID-19) ADVISORY
AND MEETING PROCEDURE**

On June 5, 2020 (updated June 18, 2020), the Health Officer of Alameda County issued an Order that will continue to be in effect until it is rescinded, superseded, or amended in writing by the Health Officer. The Order directed that all individuals living in the county to shelter at their place of residence except that they may leave to provide or receive certain essential services or engage in certain essential activities and work for essential businesses and governmental services.

Under the Governor's Executive Order N-29-20, this meeting may utilize teleconferencing. As a precaution to protect the health and safety of staff, officials, and the general public. Councilmembers will not be physically in attendance, but will be available via video conference.

The administrative office of Livermore Amador Valley Transit Authority (LAVTA) is currently closed to the public and will remain closed for the duration of the Board of Directors (BOD) meeting. Consequently, there will be no physical location for members of the public to participate in the meeting. We encourage members of the public to shelter in place and access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment.

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, July 6, 2020 to frontdesk@lavta.org. Please include "Public Comment 7/6/2020" and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

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

It is recommended that anyone wishing to participate in the meeting complete the download process before the start of the meeting.

There will be zero tolerance for any person addressing the Board making profane, offensive and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

How to listen and view meeting video:

- From a PC, Mac, iPad, iPhone or Android device click the link below:
<https://zoom.us/j/86715841855>
Password: BOD1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Password: 761222

To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.

- Livestream online at: [Livermore Amador Valley Transit Authority YouTube Channel](#)

No option to make Public Comment on YouTube live stream.

How to listen only to the meeting:

- For audio access to the meeting by telephone, use the dial-in information below:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Password: 761222

*Please note to submit public comment via telephone dial *9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

To submit written comments:

- Provide public written comments prior to the meeting by email, to frontdesk@lavta.org

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, July 6, 2020 to frontdesk@lavta.org. Please include “Public Comment 7/1/2020” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

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

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A. **Minutes of the June 8, 2020 Board of Directors Special meeting.**
- B. **Treasurer's Report for May 2020**

Recommendation: The Finance and Administration committee recommends approval of the May 2020 Treasurer's Report.

- C. **MV Transportation, Inc. (MV) Payment Agreement**

Recommendation: The Projects & Services Committee recommends the Board of Directors authorize the Executive Director to extend the payment agreement with MV on a month-to-month basis until service returns to pre-COVID levels, or when the agency reaches a stable level of service.

- D. **Approval of Resolution Authorizing an Application for Lifeline Transportation Program Cycle 6 Funding**

Recommendation: The Finance & Administration Committee recommends the Board approve Resolution 18-2020, in support of a funding request to MTC for the Cycle 6 Lifeline Transportation Program for continued operations of Wheels Route 14 serving North Livermore.

- E. **Approval of Resolution Designating Applicant's Agent for Non-State Agencies to Obtain Federal and/or State Disaster Assistance Funding**

Recommendation: The Finance & Administration Committee recommends the Board

execute Form 130, designating LAVTA's authorized Agent to apply for and receive funding from the Federal Emergency Management Agency and/or California Governor's Office of Emergency Services for disaster assistance funding in connection with the declared COVID-19 disaster.

F. Establishing Standing Committees and Memberships

Recommendation: Staff recommends the Board confirm and approve Resolution 23-2020, establishing standing committees, memberships, and officers.

5. Executive Director's Report

6. Atlantis Transit Facility – Schematic Design

Recommendation: Staff requests that the Board of Director approve Resolution 20-2020, authorizing the Executive Director to execute a Contract Task Order 4 between LAVTA and Kimley-Horn and Associates in the amount of \$450,000 to assist with project management services for schematic design of the LAVTA Atlantis Transit Facility. Please note the Projects & Services Committee supported the resolution for the execution of CTO 4 in the amount of \$350,000.

7. Modification 6 to Contract with MTM for Paratransit Operations

Recommendation: Taking into account the time required for a formal solicitation, staff recommends that the Board of Directors authorize the Executive Director to execute Modification #6 with MTM to extend the current payment agreement and exercise the last option term until December 31, 2020. Since the monthly supplemental agreement was based on trip volume, staff recommends that it be waived and revert back to the pre-COVID pricing structure of a per trip cost when the average weekday trip volume for any month is 100 or more trips. The new pricing structure will be as follows:

| Tier | Number of Trips per Month | Price per Trip | Change from Previous Rates |
|-------------|----------------------------------|-----------------------|-----------------------------------|
| 1 | Up to 4,199 | \$36.94 | \$0.72 or 2% |
| 2 | 4,200 – 6,699 | \$36.05 | \$0.70 or 2% |
| 3 | 4,700+ | \$34.85 | \$0.68 or 2% |

8. Legislative Update

Recommendation: The Finance & Administration Committee recommends the Board approve a SUPPORT position for H.R. 2, the INVEST in America Act/Moving Forward Act.

9. Resolution in Support of Application for FY 20-21 Funding through the State Transit Assistance State of Good Repair Program

Recommendation: Staff recommends the Board of Directors approve Resolution 22-2020 in support of an allocation request to MTC and Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

10. Resolution in Support of Participation in the Metropolitan Transportation Commission's

Clipper START! Pilot Program

Recommendation: Staff recommends the Board of Directors authorize the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

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: August 3, 2020

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

7/2/2020

LAVTA, Executive Assistant

Date

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

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

AGENDA

ITEM 4A

MINUTES OF THE MAY 4, 2020 ZOOM TELECONFERENCE
LAVTA BOARD OF DIRECTORS SPECIAL MEETING

1. Call to Order and Pledge of Allegiance

Meeting was called to order by Board Chair David Haubert at 4:02pm.

Board Chair David Haubert informed the public that the Pledge of Allegiance took place prior to the meeting being broadcasted.

2. Roll Call of Members

Members Present

David Haubert – City of Dublin

Melissa Hernandez – City of Dublin (arrived at 4:03pm)

Scott Haggerty – County of Alameda

Jerry Pentin – City of Pleasanton

Karla Brown – City of Pleasanton

Bob Woerner – City of Livermore

Bob Coomber – City of Livermore

3. Meeting Open to Public

Staff informed Chair David Haubert that there were no public comments.

4. March Tri-Valley Accessible Advisory Committee Minutes

Chair Herb Hastings of the Tri-Valley Accessible Advisory Committee (TAAC) reported on the minutes of the March 4, 2020 TAAC meeting. Discussed at that meeting was the Go Dublin Program, TAAC Recruitment, Paratransit Plan Submission to ACTC for Measure B and BB funding, ParaTaxi Brochure, and the Free Fare Transit Program. Chair Herb Hastings informed the Board of Directors that the TAAC signed a letter of support for the Free Fare Program. Lastly, Chair Herb Hastings stated that Esther Waltz provided a January PAPCO Report and Staff reported on ongoing issues with Fixed Route and Dial-A-Ride services.

Staff informed Chair David Haubert that Teamsters Local 70 would like to provide public comment on Agenda Item 3.

Chair David Haubert allowed public comment from Teamsters Local 70, so the meeting moved back to Agenda Item 3.

3. Meeting Open to Public

Teamsters Local 70

Rich Fierro from Teamsters Local 70 informed the Board of Directors that he represents the bus drivers for LAVTA's Fixed Route. Rich Fierro thanked the Board of Directors, LAVTA Management, and MV Management for their leadership roles during these tough times and for taking care of the drivers in regards to financially and safety-wise. Rich Fierro stated that LAVTA has been a leader with safety provisions and disinfectant. Rich Fierro realizes LAVTA is trying to figure out what the best steps are going forward. Rich Fierro also thanked Board

Member Haggerty for “swinging the bat” for them to be on the MTC Blue Ribbon Committee meeting and some of the recommendations Teamsters Local 70 will be making is to have other transit agencies follow some of the things LAVTA has already done.

Board Member Scott Haggerty requested Rich Fierro call into the MTC meeting and make the same comments, since it would be helpful and appreciated. Rich Fierro informed he would need to know when the next meeting is and Board Member Scott Haggerty will have his staff member contact him.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the May 4, 2020 Board of Directors meeting.

B. Treasurer’s Report for April 2020

The Board of Directors approved the April 2020 Treasurer’s Report.

C. Resolution Authorizing Investment of Livermore Amador Valley Transit Authority (LAVTA) Monies in the State of California Local Agency Investment Fund (LAIF)

The Board of Directors approved to adopt the attached Resolution 12-2020 reauthorizing investment of LAVTA monies in LAIF.

D. TAAC Recruitment for Terms Starting FY 2020/2021

The Board of Directors ratified the Tri-Valley Accessible Advisory Committee appointments as follows:

Appointed on July 1, 2020 for two-year term ending on June 30, 2022

- David Weir, City of Livermore, Member
- Judith LaMarre, City of Livermore, Member
- Michael Balero, City of Livermore, Alternate Member
- Jeffrey Jacobsen, City of Pleasanton, Alternate Member
- Connie Mack, City of Dublin, Member
- Donna Singer, City of Dublin, Alternate Member
- Herb Hastings, Alameda County, Member
- Kulwant Singh, Alameda County, Alternate Member
- Rachel Prater, Social Services, Member
- Amy Mauldin, Social Services, Member
- Diana Houghtaling, Social Services, Member
- Shay Roberson, Social Services, Alternate Member

E. Funding Agreement with Alameda County for Construction of Dublin/Pleasanton BART Parking Garage

The Board of Directors approved Resolution 13-2020, authorizing the Executive Director to execute a Funding Agreement with Alameda County to pass through Transit and Intercity Rail Capital Program funds for the construction of a new, multi-level parking structure at the Dublin/Pleasanton BART station on County-owned land.

F. Trapeze Maintenance Agreement

The Board of Directors approved and authorized the Executive Director to enter into contract with Trapeze Software Group, Inc for the purpose of a maintenance agreement for the term of 5 years beginning July 1, 2020.

Approved: Haubert/Hernandez

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

6. 2020 Audit of LAVTA's Financial Statements

Staff introduced Mr. David Alvey of Maze and Associates, accountancy firm, who spoke to the Board of Directors about the requirement based on the Statement of Auditing Standards (SAS) No. 99 requirement and SAS No 114 which requires the auditor to communicate with those charged with governance. This included an overview of the planned scope and timing of the audit; representations Maze and Associates is requesting from LAVTA management; additional guidance on the forms and timing of communication and an evaluation of the adequacy of the two-way communication. Discussion included how the samples are chosen for testing. Mr. Alvey also inquired the Board of Directors regarding any potential for and occurrences of fraud.

This was an informational item for review and discussion.

7. Executive Director's Report

Executive Director Michael Tree informed the Board of Director that Fixed Route ridership dropped 90% going from 7,000 to 660 riders per day. The Fixed Route ridership has been increasing and we are now just under 1,000 rides per day as of the last week of May. Paratransit pre COVID-19 had 150 rides per day and dropped to 30 rides per day at the beginning of April. By end of April Paratransit was at 40 rides per day.

Executive Director Michael Tree provided LAVTA's COVID-19 Response and Action Plan (cleaning, Personal Protective Equipment (PPE), education and outreach, Bus Operator protection, maintain CDC guidance, monitoring demand, improve passenger technology, and alternative service.) Go Tri-Valley launched May 1, 2020 to assist with alternative transportation, during COVID-19.

Executive Director Michael Tree mentioned the Valley Link Project and that the Draft EIR/CEQA will be out for public comment in September. There is an MTC Allocation Request for \$46.8 million and ACTC opened a 45-day comment period regarding a requested amendment to Measure BB to include the Valley Link Project and to move the \$400 million from BART to Livermore project to the Valley Link Project. On valleylinkrail.com an economic impact study is available that shows 22,000 jobs will be created, during the

construction phase of the Valley Link Project.

Executive Director Michael Tree pointed out that the Marketing Department received a Silver Telly award for Valley Link video. LAVTA also received a Partner in Education Award from the Livermore Unified School District

Executive Director Michael Tree also highlighted the Shared Autonomous Vehicle (SAV) Project, homeless bus shelter issues, Atlantis Transit Facility design/build project, and Dublin Parking Garage Project.

Executive Director Michael Tree pointed out that Staff has been working with Thomas Wittmann from Nelson Nygaard on service scenarios. Lastly, Executive Director Michael Tree informed that staff was able to balance the FY20 Operating Budget, but to balance the FY21 Operating Budget it took both CARES Act 1 and 2 (\$5 million) tranches with reduced service to Saturday service level. If LAVTA does not receive any further state or federal stimulus funding and the economy is still suffering that mean FY22 will be very difficult.

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

This was informational only.

8. FY2021 LAVTA Service Scenarios

Thomas Wittmann provided a PowerPoint presentation on LAVTA's Service Scenarios. The presentation covered the initial response and impacts, challenges to restoring service (funding, schools, regional travel demand, & retail demand shifting), and triggers for additional service. Thomas Wittmann described how LAVTA's service is operating in May 2020 with about 850 weekday boardings on mostly Route 10R, 30R, and 15. Thomas Wittmann detailed the three service scenarios for LAVTA: worst case, best case, and most likely. Thomas Wittman discussed the key considerations the scenarios were based on to look at sustainable service levels that match demand, coverage for those that don't have options, job access within the region, challenges of school service, and flexibility (ridership and budget data examined quarterly for changing trends.)

The item was discussed by the Board of Directors and staff. Executive Director Michael Tree informed that the Board of Directors will see a staff report the first month of each quarter on the performance of the system for comments and adjustment.

This was informational only.

9. Update on FY 2021 Operating and Capital Budget

Staff provided the Board of Directors an Update on FY 2021 Operating and Capital Budget. Staff explained that LAVTA created their own "most likely" scenario in terms of revenues and it is more conservative than MTC's projections. The Board of Directors did approve a FY 2021 Operating and Capital Budget and LAVTA will need an approval to revise the Capital Budget to add a few projects (Atlantis Facility, safety bus panels, and Real Time Automatic Passenger Counters). Staff indicated that LAVTA can keep the current Operating Budget in terms of what we requested from MTC and staff will bring back to the Board what is happening with revenues and expenses. On both the revenue and expense side it is a \$2.3 million decrease from the FY

2021 Budget the Board approved that's an 11% decrease and that is made possible, because LAVTA is using both tranches of the CARES Act. LAVTA is expecting \$5 million from the CARES Act in FY 2021 and did not use those funds in FY 2020, because LAVTA responded quickly to COVID-19 and that allowed some savings. Staff provided the Board of Directors the worst, best, and most likely budget scenarios and regardless of which scenario LAVTA chooses some money will come out of reserves for Capital Projects. The middle case scenario leaves LAVTA with \$18 million in reserves; however, it only leaves LAVTA with \$6 million (this amount is in line with the Board Policy to maintain 3-6 months in reserves) after taking money out for the bus purchase needed in a few years and money set aside for the Atlantis Project local match.

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

The Board of Directors approved the revised Capital Budget for FY2021.

Approved: Haubert/Haggerty

Aye: Pentin, Woerner, Brown, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

10. LAVTA Annual Salary Band Review

Staff provided the LAVTA Annual Salary Band Review to the Board of Directors. Staff recommended to change the salary band by the CPI which is 1.1% and this does not guarantee employees a raise, since that is based on merit. LAVTA removed the Senior Capital Project Specialist position and replaced it with a Senior Operations Specialist position to assist with the Fixed Route contract.

The item was discussed by the Board of Directors and staff. Director Scott Haggerty recommended Executive Director Michael Tree to think through giving raises, due to furloughing employees. Executive Director Michael Tree responded that his perception is no raises with the recognition of what is happening at other member agencies. Chair David Haubert echoed Director Scott Haggerty's concern and requested LAVTA to have clear dialog often that can be understood with feedback from employees so they have a voice and to be on the same page.

The Board of Directors approved Resolution 15-2020 adjusting the salary bands for LAVTA positions.

Approved: Haubert/Brown

Aye: Pentin, Brown, Haggerty, Coomber, Haubert, Hernandez

No: Woerner

Abstain: None

Absent: None

11. Resolution in Support of Allocation Request for FY 17-18 Funding through the State Low Carbon Transit Operations Program (LCTOP)

Staff informed the Board of Directors that the Resolution is required for LAVTA to request

approval of this project from Caltrans. The action today is to authorize the creation of a new project (Fare Free Rides) with Caltrans using a prior year allocation of funding that LAVTA already received. Staff informed that using the old LCTOP money first can backfill lost fare revenue incurred, since going Fare Free at the beginning of Shelter-in-Place orders. Staff also explained that the LCTOP money will free up some of our operating capacity in FY21, as we wish to attract riders back to our system using Fare Free Rides as an incentive. The total amount of funding available including interest is \$328,664k. The TAAC also provided a letter of support that was included as an attachment to the staff report.

The Board of Directors approved Resolution 17-2020 in support of an LCTOP allocation request to Caltrans for the Fare Free Rides program. This resolution is required to request allocations for this funding from Caltrans.

Approved: Haggerty/Pentin

Aye: Pentin, Brown, Woerner, Haggerty, Coomber, Haubert, Hernandez

No: None

Abstain: None

Absent: None

12. Bus Exterior Advertising Contract – Amend Option Year 1 Terms

Staff provided a brief overview of the existing Bus Exterior Advertising Contract with Lamar Transit Advertising. Currently, Lamar Transit Advertising pays us a minimum annual guarantee of \$95k or 50% of sales, whichever is higher. In the last three years LAVTA has received checks for about \$130k. Staff informed that sales are currently difficult and the average monthly advertisement sales for Lamar have dropped dramatically. Staff explained that another component that goes into developing a revenue contract proposal is the amount of bus service (vehicles) on the street and LAVTA has about 30% of what we previously had. Staff informed the Board that Lamar Transit Advertising requested LAVTA amend the first option year to remove the minimum annual guarantee, due to the current situation.

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

The Board of Directors approved an amendment to the first option year of our contract with Lamar Transit Advertising for the sale and installation of exterior bus advertising to remove the minimum annual guarantee and maintain the 50 percent split of net sales.

Approved: Haubert/Hernandez

Aye: Pentin, Brown, Woerner, Coomber, Haubert, Hernandez

No: Haggerty

Abstain: None

Absent: None

13. Election of LAVTA Chair and Vice Chair

The Board nominated and elected a LAVTA Board Chair and Vice Chair for FY21 in accordance with the agency's bylaws.

A motion was made by Director Scott Haggerty to select the following as the LAVTA Board Chair and Vice Chair FY 2021:

Chair – Bob Woerner
Vice Chair – Jerry Pentin

Approved: Haggerty/Haubert
Aye: Pentin, Brown, Woerner, Haggerty, Coomber, Haubert, Hernandez
No: None
Abstain: None
Absent: None

14. Matters Initiated by the Board of Directors

None.

15. Next Meeting Date is Scheduled for: July 6, 2020

16. Adjournment

Meeting adjourned at 5:35pm.

AGENDA

ITEM 4B

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for May 2020

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2020

Action Requested

Approval of the LAVTA Treasurer's Report for May 2020.

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 May 1, 2020 | \$7,610,237.41 |
| Payments made | \$1,538,995.55 |
| Deposits made | \$1,012,231.15 |
| Ending balance May 31, 2020 | \$7,083,453.01 |

Farebox account activity (106):

| | |
|-------------------------------|--------------|
| Beginning balance May 1, 2020 | \$75,755.34 |
| Deposits made | \$86,858.11 |
| Ending balance May 31, 2020 | \$162,613.45 |

LAIF investment account activity (135):

| | |
|-------------------------------|----------------|
| Beginning balance May 1, 2020 | \$5,932,241.00 |
| Ending balance May 31, 2020 | \$5,932,241.00 |

Operating Expenditures Summary:

As this is the eleventh 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 91.66%. The agency is at 75.74% overall.

Operating Revenues Summary:

While expenses are at 75.74%, revenues are at 92.4%, allowing for a healthy cash flow.

Recommendation

The Finance and Administration committee recommends approval of the May 2020 Treasurer's Report.

Attachments:

1. May 2020 Treasurer's Report

Approved: _____

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
May 31, 2020**

ASSETS:

| | | |
|--------------------------------------|------------|-------------------|
| 101 PETTY CASH | 200 | |
| 102 TICKET SALES CHANGE | 240 | |
| 105 CASH - GENERAL CHECKING | 7,083,453 | |
| 106 CASH - FIXED ROUTE ACCOUNT | 162,613 | |
| 107 Clipper Cash | 294,690 | |
| 108 Rail | 1,926,299 | |
| 109 BOC | 46 | |
| 120 ACCOUNTS RECEIVABLE | 721,351 | |
| 135 INVESTMENTS - LAIF | 5,932,241 | |
| 150 PREPAID EXPENSES | (80,177) | |
| 160 OPEB ASSET | 536,342 | |
| 165 DEFERRED OUTFLOW-Pension Related | 636,065 | |
| 170 INVESTMENTS HELD AT CALTIP | 0 | |
| 111 NET PROPERTY COSTS | 66,271,476 | |
| TOTAL ASSETS | | 83,484,839 |

LIABILITIES:

| | | |
|---|-----------|------------------|
| 205 ACCOUNTS PAYABLE | 151,599 | |
| 211 PRE-PAID REVENUE | 2,423,502 | |
| 21101 Clipper to be distributed | 200,109 | |
| 22000 FEDERAL INCOME TAXES PAYABLE | 34 | |
| 22010 STATE INCOME TAX | (10) | |
| 22020 FICA MEDICARE | (85) | |
| 22050 PERS HEALTH PAYABLE | 0 | |
| 22040 PERS RETIREMENT PAYABLE | (330) | |
| 22030 SDI TAXES PAYABLE | 0 | |
| 22070 AMERICAN FIDELITY INSURANCE PAYABLE | (103) | |
| 22090 WORKERS' COMPENSATION PAYABLE | 3,417 | |
| 22100 PERS-457 | 0 | |
| 22110 Direct Deposit Clearing | 0 | |
| 23101 Net Pension Liability | 1,075,263 | |
| 23104 Deferred Inflow- Pension Related | 60,124 | |
| 23103 INSURANCE CLAIMS PAYABLE | 34,138 | |
| 23102 UNEMPLOYMENT RESERVE | 8,079 | |
| TOTAL LIABILITIES | | 3,955,738 |

FUND BALANCE:

| | | |
|---|-------------|-------------------|
| 301 FUND RESERVE | (7,734,299) | |
| 304 GRANTS, DONATIONS, PAID-IN CAPITAL | 81,820,934 | |
| 30401 SALE OF BUSES & EQUIPMENT | 83,853 | |
| FUND BALANCE | 5,358,614 | |
| TOTAL FUND BALANCE | | 79,529,102 |
| TOTAL LIABILITIES & FUND BALANCE | | 83,484,839 |

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
May 31, 2020**

| ACCOUNT | DESCRIPTION | BUDGET | CURRENT MONTH | YEAR TO DATE | BALANCE AVAILABLE | PERCENT BUDGET EXPENDED |
|----------------------|--|-------------------|------------------|-------------------|----------------------|-------------------------------|
| 4010100 | Fixed Route Passenger Fares | 1,333,594 | 86,960 | 1,340,931 | (7,337) | 100.6% |
| 4020000 | Business Park Revenues | 239,911 | 20,005 | 197,052 | 42,859 | 82.1% |
| 4020500 | Special Contract Fares | 604,799 | 44,542 | 241,152 | 363,647 | 39.9% |
| 4020500 | Special Contract Fares - Paratransit | 36,000 | 225 | 15,415 | 20,585 | 42.8% |
| 4010200 | Paratransit Passenger Fares | 183,750 | 0 | 107,397 | 76,354 | 58.4% |
| 4060100 | Concessions | 56,875 | 0 | 13,782 | 43,093 | 24.2% |
| 4060300 | Advertising Revenue | 95,000 | 0 | 95,000 | - | 100.0% |
| 4070400 | Miscellaneous Revenue-Interest | 12,000 | 0 | 99,350 | (87,350) | 827.9% |
| 4070300 | Non transportation revenue | 50,400 | 3,233 | 80,327 | (29,927) | 159.4% |
| 4090100 | Local Transportation revenue | 674,500 | 0 | 6,090,372 | (5,415,872) | 902.9% |
| 4099100 | TDA Article 4.0 - Fixed Route | 10,396,515 | 0 | 4,724,689 | 5,671,826 | 45.4% |
| 4099500 | TDA Article 4.0-BART | 107,178 | 6,520 | 85,136 | 22,042 | 79.4% |
| 4099200 | TDA Article 4.5 - Paratransit | 160,937 | 31,868 | 127,767 | 33,170 | 79.4% |
| 4099600 | Bridge Toll- RM2, RM1 | 580,836 | 0 | 290,418 | 290,418 | 50.0% |
| 4110100 | STA Funds-Paratransit | 128,602 | 0 | 0 | 128,602 | 0.0% |
| 4110500 | STA Funds- Fixed Route BART | 618,101 | 0 | 1,118,321 | (500,220) | 180.9% |
| 4110100 | STA Funds-pop | 1,723,755 | 0 | 800,315 | 923,440 | 46.4% |
| 4110100 | STA Funds- rev | 346,898 | 0 | 0 | 346,898 | 0.0% |
| 4110100 | STA Funds- Lifeline | 234,250 | 0 | 160,000 | 74,250 | 68.3% |
| 4110100 | STA Funds- SJ county | | 0 | 0 | - | #DIV/0! |
| 4110100 | Caltrans | 250,000 | 0 | 0 | 250,000 | 0.0% |
| 4130000 | FTA Section 5307 Preventative Maint. | | 0 | 0 | - | 100.0% |
| 4130000 | FTA Section 5307 ADA Paratransit | 406,835 | 367,200 | 367,200 | 39,635 | 90.3% |
| 4130000 | FTA TPI | - | 0 | 0 | - | 100.0% |
| 4130000 | FTA JARC and NF | - | 0 | 0 | - | #DIV/0! |
| 4130000 | FTA 5310 | | 0 | 0 | - | #DIV/0! |
| 4640500 | Measure B Gap | 23,470 | 0 | 5,379 | 18,091 | 100.0% |
| 4640500 | Measure B Express Bus | - | 0 | 0 | - | 100.0% |
| 4640100 | Measure B Paratransit Funds-Fixed Route | 1,027,962 | 0 | 707,388 | 320,574 | 68.8% |
| 4640100 | Measure B Paratransit Funds-Paratransit | 190,978 | 0 | 131,421 | 59,557 | 68.8% |
| 4640200 | Measure BB Paratransit Funds-Fixed Route | 760,320 | 0 | 521,353 | 238,967 | 68.6% |
| 4640200 | Measure BB Paratransit Funds-Paratransit | 352,826 | 0 | 241,933 | 329,937 | 68.6% |
| | | | 0 | | | |
| RAIL | | 229,617 | 229,617 | 1,671,775 | | |
| TOTAL REVENUE | | 20,825,909 | 790,170 | 19,233,872 | 3,253,240 | 92.4% |

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
May 31, 2020**

| | | BUDGET | CURRENT MONTH | YEAR TO DATE | BALANCE AVAILABLE | PERCENT BUDGET EXPENDED |
|--------------|--------------------------------------|---------------------|--------------------------|-------------------------|------------------------------|--|
| 501 02 | Salaries and Wages | \$1,567,581 | \$112,365 | \$1,386,149 | \$181,432 | 88.43% |
| 502 00 | Personnel Benefits | \$849,329 | \$51,928 | \$821,251 | \$28,078 | 96.69% |
| 503 00 | Professional Services | \$1,334,102 | \$138,654 | \$381,820 | \$952,282 | 28.62% |
| 503 05 | Non-Vehicle Maintenance | \$912,830 | \$63,804 | \$563,248 | \$349,582 | 61.70% |
| 503 99 | Communications | \$5,500 | \$142 | \$1,940 | \$3,560 | 35.28% |
| 504 01 | Fuel and Lubricants | \$1,386,600 | \$20,274 | \$677,351 | \$709,249 | 48.85% |
| 504 03 | Non contracted vehicle maintenance | \$6,000 | \$0 | \$0 | \$6,000 | 0.00% |
| 504 99 | Office/Operating Supplies | \$59,083 | \$3,748 | \$29,529 | \$29,554 | 49.98% |
| 504 99 | Printing | \$103,000 | \$6,443 | \$51,542 | \$51,458 | 50.04% |
| 505 00 | Utilities | \$324,879 | \$21,840 | \$271,595 | \$53,284 | 83.60% |
| 506 00 | Insurance | \$712,210 | \$1,344 | \$541,080 | \$171,130 | 75.97% |
| 507 99 | Taxes and Fees | \$302,000 | \$4,847 | \$72,663 | \$229,337 | 24.06% |
| 508 01 | Purchased Transportation Fixed Route | \$10,551,158 | \$683,676 | \$9,255,680 | \$1,295,478 | 87.72% |
| 2-508 02 | Purchased Transportation Paratransit | \$1,935,200 | \$49,692 | \$1,275,799 | \$659,401 | 65.93% |
| 508 03 | Purchased Transportation WOD | \$210,000 | \$2,002 | \$31,071 | \$178,929 | 14.80% |
| 509 00 | Miscellaneous | \$136,419 | \$5,376 | \$138,311 | (\$1,892) | 101.39% |
| 509 02 | Professional Development | \$74,401 | \$11,611 | \$35,179 | \$39,222 | 47.28% |
| 509 08 | Advertising | \$120,000 | \$5,000 | \$61,334 | \$58,666 | 51.11% |
| TOTAL | | \$20,590,292 | \$1,182,746 | \$15,595,542 | \$4,994,750 | 75.74% |

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)
FOR THE PERIOD ENDING:
May 31, 2020

| ACCOUNT | DESCRIPTON | BUDGET | CURRENT MONTH | YEAR TO DATE | BALANCE AVAILABLE | PERCENT BUDGET EXPENDED |
|------------------------|----------------------------------|------------------|------------------|-----------------|----------------------|-------------------------------|
| REVENUE DETAILS | | | | | | |
| 4090594 | TDA (office and facility equip) | 100,000 | 0 | 5,354 | 94,646 | 5.35% |
| 4090194 | TDA Shop repairs and replacement | 100,000 | 0 | 0 | 100,000 | 0.00% |
| 4091794 | Bus stop improvements | 186,000 | 0 | 14,221 | 171,779 | 7.65% |
| 4090994 | Radio Upgrade | 232,000 | 0 | 0 | 232,000 | 0.00% |
| 4090794 | TDA Transit Center Improvements | 110,000 | 0 | 0 | 110,000 | 0.00% |
| 409??94 | TDA (Transit Capital) | 100,000 | 0 | 100,413 | (413) | 100.41% |
| 4092094 | TDA (Major component rehab) | 350,000 | 0 | 0 | 350,000 | 0.00% |
| 4091294 | TDA Doolan Tower Upgrade | 30,000 | 0 | 0 | 30,000 | 0.00% |
| 4091691 | SAV BAAQMD | 45,000 | 48,160 | 48,160 | (3,160) | 107.02% |
| | TDA TSP | 66,000 | 0 | 0 | 66,000 | 0.00% |
| 4091701 | CTC CIP Shelters | 1,414,000 | 0 | 0 | 1,414,000 | 0.00% |
| 409xx01 | TVTC TSP | 1,140,000 | 0 | 0 | 1,140,000 | 0.00% |
| 409xx01 | BAAQMD ECV station | 7,500 | 0 | 0 | 7,500 | 0.00% |
| 4110500 | SGR Office and Facility | 52,305 | 0 | 0 | 52,305 | 0.00% |
| 4110500 | Prop 1B office and facility | 200,000 | 0 | 0 | 200,000 | 0.00% |
| 411 | Prop 1B ECV stations | 7,500 | 0 | 0 | 7,500 | 0.00% |
| | FTA TSP | 200,000 | 40,825 | 192,335 | 7,665 | 96.17% |
| 41315 | FTA farebox | 99,172 | 99,172 | 99,172 | 0 | 100.00% |
| 41320 | FTA Hybrid battery packs | 800,000 | 0 | 0 | 800,000 | 0.00% |
| | FTA Transit Center | 440,000 | 0 | | | 0.00% |
| TOTAL REVENUE | | 5,679,477 | 188,157 | 459,655 | 4,779,822 | 8.09% |

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

May 31, 2020

| 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 | 100,000 | 0 | 0 | 100,000 | 0.00% |
| 5550307 | non revenue vehicles | 15,000 | 0 | 112,491 | (97,491) | 749.94% |
| 5550307 | ECV stations | 15,000 | 0 | 0 | 15,000 | 0.00% |
| 5550407 | BRT | - | 17,482 | 19,898 | (19,898) | #DIV/0! |
| 5550507 | Office and Facility Equipment | 352,305 | 205 | 6,239 | 346,066 | 1.77% |
| 5550607 | TSP upgrade | 1,406,000 | 208,410 | 921,229 | 484,771 | 65.52% |
| 5550907 | Radio upgrade | 232,000 | 2,321 | 265,396 | (33,396) | 114.39% |
| 5551007 | Transit Center Upgrades and Improvements | 550,000 | 0 | 0 | 550,000 | 0.00% |
| 5551207 | Doolan Tower upgrade | 30,000 | 0 | 0 | 30,000 | 0.00% |
| 5551607 | SAV storage | 1,200 | 49,199 | 50,334 | (49,134) | 4194.51% |
| 5551707 | Bus Shelters and Stops | 1,600,000 | 4,761 | 86,070 | 1,513,930 | 5.38% |
| 5552007 | Major component rehab | 1,150,000 | 0 | 81,087 | 1,068,913 | 7.05% |
| 555??07 | Transit Capital | 100,000 | 1,503 | 346,631 | (246,631) | 346.63% |
| TOTAL CAPITAL EXPENDITURES | | 5,551,505 | 283,881 | 1,889,377 | 3,662,128 | 34.03% |
| FUND BALANCE (CAPITAL) | | 127972.00 | (95,724) | (1,429,722) | | |
| FUND BALANCE (CAPTIAL & OPERATING) | | 363,588.87 | (567,774) | 172,151 | | |

California State Treasurer
Fiona Ma, CPA



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

June 11, 2020

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

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

[Tran Type Definitions](#)

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Account Number: 80-01-002

May 2020 Statement

Account Summary

| | | | |
|-------------------|------|--------------------|--------------|
| Total Deposit: | 0.00 | Beginning Balance: | 5,932,240.90 |
| Total Withdrawal: | 0.00 | Ending Balance: | 5,932,240.90 |

REPORT.: Jun 12 20 Friday
RUN....: Jun 12 20 Time: 14:58
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 05-20 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 |
|--------|--------------|------------|--------------------------------------|-------------|--------------|-------------|------------|---------------------------|
| 05-20 | 022030 | 05/15/20 | ART01 (ART'S SECURITY LOCKSMITH) | | 120.00 | .00 | 120.00 | Automatic Generated Check |
| | 022031 | 05/15/20 | AVI01 (AMADOR VALLEY INDUSTRIES) | | 424.97 | .00 | 424.97 | Automatic Generated Check |
| | 022032 | 05/15/20 | CAL13 (CALIFORNIA TRANSIT) | | 11,812.98 | .00 | 11,812.98 | Automatic Generated Check |
| | 022033 | 05/15/20 | CEL01 (CELTIS VENTURES INC) | | 5,749.06 | .00 | 5,749.06 | Automatic Generated Check |
| | 022034 | 05/15/20 | EME01 (BRIGHTVIEW LANDSCAPE SERVICE) | | 1,788.00 | .00 | 1,788.00 | Automatic Generated Check |
| | 022035 | 05/15/20 | GGA01 (GOGOVAPPS INC.) | | 2,904.00 | .00 | 2,904.00 | Automatic Generated Check |
| | 022036 | 05/15/20 | JTH01 (J. THAYER COMPANY) | | 275.46 | .00 | 275.46 | Automatic Generated Check |
| | 022037 | 05/15/20 | KKI01 (ALPHA MEDIA LLC) | | 5,000.00 | .00 | 5,000.00 | Automatic Generated Check |
| | 022038 | 05/15/20 | L&D01 (L&D PRINTING INC) | | 281.08 | .00 | 281.08 | Automatic Generated Check |
| | 022039 | 05/15/20 | LIV10 (LIVERMORE SANITATION INC) | | 2,490.76 | .00 | 2,490.76 | Automatic Generated Check |
| | 022040 | 05/15/20 | MAZ01 (MAZE & ASSOCIATES) | | 13,624.00 | .00 | 13,624.00 | Automatic Generated Check |
| | 022041 | 05/15/20 | OFF01 (OFFICE DEPOT) | | 95.70 | .00 | 95.70 | Automatic Generated Check |
| | 022042 | 05/15/20 | PLE05 (PLEASANTON, CITY OF) | | 4,150.49 | .00 | 4,150.49 | Automatic Generated Check |
| | 022043 | 05/15/20 | PRO06 (PROFORMA J.C.L. PRINT ASSOCI | | 817.20 | .00 | 817.20 | Automatic Generated Check |
| | 022044 | 05/15/20 | RCN01 (RCN TECHNOLOGIES) | | 1,964.53 | .00 | 1,964.53 | Automatic Generated Check |
| | 022045 | 05/15/20 | SCF01 (SC FUELS) | | 9,257.07 | .00 | 9,257.07 | Automatic Generated Check |
| | 022046 | 05/15/20 | SOL01 (SOLUTIONS FOR TRANSIT) | | 2,083.33 | .00 | 2,083.33 | Automatic Generated Check |
| | 022047 | 05/15/20 | STA15 (STATE WATER RESOURCES CONTRO | | 2,800.00 | .00 | 2,800.00 | Automatic Generated Check |
| | 022048 | 05/15/20 | STA19 (STATE OF CALIFORNIA-DEPT OF | | 679.12 | .00 | 679.12 | Automatic Generated Check |
| | 022049 | 05/15/20 | TEL01 (TPx COMMUNICATIONS) | | 2,761.10 | .00 | 2,761.10 | Automatic Generated Check |
| | 022050 | 05/15/20 | TUR02 (RON TURLEY ASSOCIATES, INC) | | 1,450.00 | .00 | 1,450.00 | Automatic Generated Check |
| | 022051 | 05/15/20 | TX156 (YVONNE BRETOI) | | 61.20 | .00 | 61.20 | Automatic Generated Check |
| | 022052 | 05/15/20 | TX212 (LINDA WAHLE) | | 180.51 | .00 | 180.51 | Automatic Generated Check |
| | 022053 | 05/15/20 | TX238 (MEGAN LEVITT) | | 40.00 | .00 | 40.00 | Automatic Generated Check |
| | 022054 | 05/15/20 | DCE02 (DC ELECTRIC GROUP INC.) | | 69,807.60 | .00 | 69,807.60 | Automatic Generated Check |
| | 022055 | 05/29/20 | A&M01 (LEO LAM INC) | | 1,683.85 | .00 | 1,683.85 | Automatic Generated Check |
| | 022056 | 05/29/20 | AEC01 (AECOM TECHNICAL SERVICES INC | | 54,355.00 | .00 | 54,355.00 | Automatic Generated Check |
| | 022057 | 05/29/20 | AIM01 (AIM TO PLEASE JANITORIAL SER | | 48,012.38 | .00 | 48,012.38 | Automatic Generated Check |
| | 022058 | 05/29/20 | ATT02 (AT&T) | | 389.82 | .00 | 389.82 | Automatic Generated Check |
| | 022059 | 05/29/20 | CEL01 (CELTIS VENTURES INC) | | 9,418.26 | .00 | 9,418.26 | Automatic Generated Check |
| | 022060 | 05/29/20 | CIT06 (CITY OF LIVERMORE SEWER) | | 256.39 | .00 | 256.39 | Automatic Generated Check |
| | 022061 | 05/29/20 | COR01 (CORBIN WILLITS SYSTEMS) | | 2,019.24 | .00 | 2,019.24 | Automatic Generated Check |
| | 022062 | 05/29/20 | DCE02 (DC ELECTRIC GROUP INC.) | | 95,969.70 | .00 | 95,969.70 | Automatic Generated Check |
| | 022063 | 05/29/20 | DIR01 (DIRECT TV) | | 18.25 | .00 | 18.25 | Automatic Generated Check |
| | 022064 | 05/29/20 | EAS04 (EASMYLE INC.) | | 49,198.91 | .00 | 49,198.91 | Automatic Generated Check |
| | 022065 | 05/29/20 | FED01 (FedEx) | | 25.86 | .00 | 25.86 | Automatic Generated Check |
| | 022066 | 05/29/20 | GEN05 (GENFARE) | | 1,787.03 | .00 | 1,787.03 | Automatic Generated Check |
| | 022067 | 05/29/20 | GRA05 (GRAFFITI SHIELD INC.) | | 344.73 | .00 | 344.73 | Automatic Generated Check |
| | 022068 | 05/29/20 | HER05 (MELISSA HERNANDEZ STRAH) | | 200.00 | .00 | 200.00 | Automatic Generated Check |
| | 022069 | 05/29/20 | KIM02 (KIMLEY-HORN AND ASSOC, INC) | | 36,932.84 | .00 | 36,932.84 | Automatic Generated Check |
| | 022070 | 05/29/20 | LTK01 (LTK CONSULTING SERVICES, INC | | 44,547.89 | .00 | 44,547.89 | Automatic Generated Check |
| | 022071 | 05/29/20 | PAC11 (PACIFIC ENVIROMENTAL SERV) | | 240.00 | .00 | 240.00 | Automatic Generated Check |
| | 022072 | 05/29/20 | PAC16 (PACIFIC COAST TRANE) | | 3,666.46 | .00 | 3,666.46 | Automatic Generated Check |
| | 022073 | 05/29/20 | PLA02 (PLANETERIA MEDIA LLC) | | 325.00 | .00 | 325.00 | Automatic Generated Check |
| | 022074 | 05/29/20 | QUE01 (QUENCH) | | 281.87 | .00 | 281.87 | Automatic Generated Check |
| | 022075 | 05/29/20 | SCF01 (SC FUELS) | | 11,694.93 | .00 | 11,694.93 | Automatic Generated Check |
| | 022076 | 05/29/20 | SEL00 (SELECT IMAGING) | | 76.48 | .00 | 76.48 | Automatic Generated Check |
| | 022077 | 05/29/20 | TX192 (PATRICIA LOVELOCK) | | 39.74 | .00 | 39.74 | Automatic Generated Check |
| | 022078 | 05/31/20 | CAL17 (CALIFORNIA TRAILERS) | | 4,760.75 | .00 | 4,760.75 | Automatic Generated Check |
| | H10327 | 05/20/20 | RIC04 (RIC RATRAY) | | 97.21 | .00 | 97.21 | RIC04, MAY-20 RAIL EXPENS |
| | H10328 | 05/15/20 | TAX32 (SUE TSANG) | | 11.54 | .00 | 11.54 | TAX32, 1/29/20 PARATAXI R |
| | H10329 | 05/01/20 | STA05 (STATE BOARD OF EQUAL) | | 1,024.00 | .00 | 1,024.00 | STA05, 1ST QTR 2020 EXEMP |
| | H10330 | 05/01/20 | STA04 (STATE BOARD OF) | | 1,891.29 | .00 | 1,891.29 | STA04, 1ST QTR STORAGE TA |
| | H10331 | 05/01/20 | EFT01 (ELECTRONIC FUND TRANFERS) | | .08 | .00 | .08 | EFT01, 2020 1ST QTR FEDER |
| | H10332 | 05/08/20 | DIR02 (DIRECT DEPOSIT OF PAYROLL CH | | 42,665.31 | .00 | 42,665.31 | DIR02, PR DIRECT DEPOSIT |
| | H10333 | 05/08/20 | EFT01 (ELECTRONIC FUND TRANFERS) | | 7,979.35 | .00 | 7,979.35 | EFT01, FEDERAL TAX 4/18-5 |
| | H10334 | 05/08/20 | EMP01 (EMPLOYMENT DEVEL DEPT) | | 2,996.13 | .00 | 2,996.13 | EMP01, STATE TAX 4/18-5/1 |
| | H10335 | 05/08/20 | PER04 (CALPERS RETIREMENT SYSTEM) | | 2,110.07 | .00 | 2,110.07 | PER04, PERS 457 CONTRIBUT |
| | H10336 | 05/08/20 | PER01 (PERS) | | 4,971.41 | .00 | 4,971.41 | PER01, PERS NEW CONTRIBUT |
| | H10337 | 05/08/20 | PER01 (PERS) | | 3,650.79 | .00 | 3,650.79 | PER01, PERS CLASSIC CONTR |
| | H10338 | 05/15/20 | TAX76 (MARY ANN HANDZUS) | | 131.35 | .00 | 131.35 | TAX76, PARATAXI REIMBURSE |
| | H10339 | 05/15/20 | TAX99 (SAEED TIRMIZI) | | 163.16 | .00 | 163.16 | TAX99, PARATAXI REIMBURSE |
| | H10340 | 05/15/20 | TX217 (SHIRLEY FARRELL-COWLES) | | 15.30 | .00 | 15.30 | TX217, PARATAXI REIMBURSE |
| | H10341 | 05/15/20 | TX231 (EVELYN WOOLSEY) | | 42.70 | .00 | 42.70 | TX231, PARATAXI REIMBURSE |
| | H10342 | 05/06/20 | PAC01 (AT&T) | | 294.23 | .00 | 294.23 | PAC01,ACCT #925-243-9029, |
| | H10343 | 05/11/20 | PAC01 (AT&T) | | 351.43 | .00 | 351.43 | PAC01,ACCT #436-951-0106, |
| | H10344 | 05/06/20 | PAC01 (AT&T) | | 183.04 | .00 | 183.04 | PAC01, ACCT #925-245-0576 |
| | H10345 | 05/07/20 | PAC01 (AT&T) | | 33.03 | .00 | 33.03 | PAC01,ACCT #232-351-6260, |
| | H10346 | 05/01/20 | EDW01 (TAMARA EDWARDS) | | 69.57 | .00 | 69.57 | EDW01, 4/30/20 LAVTA STAF |
| | H10347 | 05/01/20 | NEL01 (NELSON\NYGAARD CONSULTING AS | | 22,972.79 | .00 | 22,972.79 | NEL01, 77394, MAR-20 LAVT |
| | H10348 | 05/04/20 | RIC03 (RICHARD MILLER) | | 3,465.00 | .00 | 3,465.00 | RIC03, 912, TSP PROJECT W |
| | H10349 | 05/04/20 | RIC03 (RICHARD MILLER) | | 2,145.00 | .00 | 2,145.00 | RIC03, 913, 4/27/20 CLIPP |
| | H10350 | 05/04/20 | RIC03 (RICHARD MILLER) | | 3,550.00 | .00 | 3,550.00 | RIC03, 991, MP272 LABOR F |
| | H10351 | 05/11/20 | SEO01 (SEON SYSTEM SALES INC.) | | 1,503.28 | .00 | 1,503.28 | SEO01, 142654, MP132 WAP |
| | H10352 | 05/10/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 703.40 | .00 | 703.40 | CAL04, 9098655555, MOA WA |
| | H10353 | 05/10/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 79.34 | .00 | 79.34 | CAL04, 0198655555, BUS WA |
| | H10354 | 05/07/20 | PAC02 (PACIFIC GAS AND ELECTRIC) | | 118.77 | .00 | 118.77 | PAC02, 7649646868-7, DOOL |
| | H10355 | 05/04/20 | PAC02 (PACIFIC GAS AND ELECTRIC) | | 2,918.15 | .00 | 2,918.15 | PAC02, 9007202117-4, MOA |
| | H10356 | 05/19/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 30.87 | .00 | 30.87 | CIT07, 139361-00, ATLANTI |
| | H10357 | 05/19/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 22.61 | .00 | 22.61 | CIT07, 139399-00, ATLANTI |
| | H10358 | 05/19/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 181.89 | .00 | 181.89 | CIT07, 138430-01, ATLANTI |
| | H10359 | 05/19/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 15.18 | .00 | 15.18 | CIT07, 138432-00, ATLANTI |
| | H10360 | 05/20/20 | EDW01 (TAMARA EDWARDS) | | 106.56 | .00 | 106.56 | EDW01, 5/26/20 EXPENSE RE |
| | H10361 | 05/20/20 | PER04 (CALPERS RETIREMENT SYSTEM) | | 2,112.61 | .00 | 2,112.61 | PER04, PERS 457 CONTRIBUT |
| | H10362 | 05/20/20 | PER01 (PERS) | | 3,650.79 | .00 | 3,650.79 | PER01, PERS CLASSIC CONTR |
| | H10363 | 05/20/20 | PER01 (PERS) | | 4,927.95 | .00 | 4,927.95 | PER01, PERS NEW CONTRIBUT |
| | H10364 | 05/20/20 | EMP01 (EMPLOYMENT DEVEL DEPT) | | 4,044.96 | .00 | 4,044.96 | EMP01, STATE TAX 5/2-5/15 |
| | H10365 | 05/20/20 | EFT01 (ELECTRONIC FUND TRANFERS) | | 11,796.59 | .00 | 11,796.59 | EFT01, FEDERAL TAX 5/2/20 |
| | H10366 | 05/22/20 | DIR02 (DIRECT DEPOSIT OF PAYROLL CH | | 53,086.11 | .00 | 53,086.11 | DIR02, PR DIRECT DEPOSIT |
| | H10367 | 05/20/20 | VSP01 (VSP) | | 607.40 | .00 | 607.40 | VSP01, JUN-20 VISION INSU |
| | H10368 | 05/20/20 | MUT01 (MUTUAL OF OMAHA) | | 1,174.81 | .00 | 1,174.81 | MUT01, JUN-20 LIFE & LTD |

REPORT.: Jun 12 20 Friday
 RUN....: Jun 12 20 Time: 14:58
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 05-20 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 |
|---|--------------|------------|-------------------------------------|-------------|--------------|-------------|--------------|---------------------------|
| 05-20 | H10369 | 05/30/20 | DEL05 (ALLIED ADMIN/DELTA DENTAL) | | 2,788.21 | .00 | 2,788.21 | DEL05, JUN-20 DENTAL INSU |
| | H10370 | 05/20/20 | PER03 (CAL PUB EMP RETIRE SYSTM) | | 36,365.39 | .00 | 36,365.39 | PER03, JUNE-20 HEALTH INS |
| | H10371 | 05/30/20 | AME06 (AMERICAN FIDELITY ASSURANCE | | 674.58 | .00 | 674.58 | AME06, MAY-20 SUPPLEMENTA |
| | H10372 | 05/20/20 | AME06 (AMERICAN FIDELITY ASSURANCE | | 970.80 | .00 | 970.80 | AME06, MAY-20 FLEXIBLE SP |
| | H10373 | 05/15/20 | MVT01 (MV TRANSPORTATION, INC.) | | 103,116.74 | .00 | 103,116.74 | MVT01, MAR-20 FIXED ROUTE |
| | H10374 | 05/29/20 | BRO03 (KARLA SUE BROWN) | | 100.00 | .00 | 100.00 | BRO03, MAY-20 BOD STIPEND |
| | H10375 | 05/29/20 | COO03 (BOB COOMBER) | | 50.00 | .00 | 50.00 | COO03, MAY-20 BOD STIPEND |
| | H10376 | 05/29/20 | HAG01 (SCOTT HAGGERTY) | | 100.00 | .00 | 100.00 | HAG01, MAY-20 BOD STIPEND |
| | H10377 | 05/29/20 | HAU01 (DAVID HAUBERT) | | 100.00 | .00 | 100.00 | HAU01, MAY-20 BOD STIPEND |
| | H10378 | 05/29/20 | PEN01 (JERRY PENTIN) | | 100.00 | .00 | 100.00 | PEN01, MAY-20 BOD STIPEND |
| | H10379 | 05/29/20 | WOE01 (ROBERT L. WOERNER) | | 200.00 | .00 | 200.00 | WOE01, MAY-20 BOD STIPEND |
| | H10380 | 05/01/20 | BRO03 (KARLA SUE BROWN) | | 100.00 | .00 | 100.00 | BRO03, APR-20 BOD STIPEND |
| | H10381 | 05/01/20 | COO03 (BOB COOMBER) | | 50.00 | .00 | 50.00 | COO03, APR-20 BOD STIPEND |
| | H10382 | 05/01/20 | HAG01 (SCOTT HAGGERTY) | | 100.00 | .00 | 100.00 | HAG01, APR-20 BOD STIPEND |
| | H10383 | 05/01/20 | HAU01 (DAVID HAUBERT) | | 100.00 | .00 | 100.00 | HAU01, APR-20 BOD STIPEND |
| | H10384 | 05/01/20 | PEN01 (JERRY PENTIN) | | 100.00 | .00 | 100.00 | PEN01, APR-20 BOD STIPEND |
| | H10385 | 05/01/20 | WOE01 (ROBERT L. WOERNER) | | 100.00 | .00 | 100.00 | WOE01, APR-20 BOD STIPEND |
| | H10386 | 05/20/20 | CAL15 (CALTRONICS BUSINESS SYS) | | 96.62 | .00 | 96.62 | CAL15, 3033041, BIZHUB 4/ |
| | H10387 | 05/20/20 | NEL01 (NELSON\NYGAARD CONSULTING AS | | 22,746.10 | .00 | 22,746.10 | NEL01, 77556, APR-20 LAVT |
| | H10388 | 05/20/20 | STA13 (STAPLES CREDIT PLAN) | | 489.98 | .00 | 489.98 | STA13, MAY-20 CC STATEMEN |
| | H10389 | 05/20/20 | VER01 (VERIZON WIRELESS) | | 1,802.43 | .00 | 1,802.43 | VER01, 9853134315, 3/23-4 |
| | H10390 | 05/20/20 | VER01 (VERIZON WIRELESS) | | 1,447.94 | .00 | 1,447.94 | VER01, 9851063415, 2/23-3 |
| | H10391 | 05/29/20 | MVT01 (MV TRANSPORTATION, INC.) | | 246,918.43 | .00 | 246,918.43 | MVT01, 107897, MAY-20 2ND |
| | H10392 | 05/20/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 124.32 | .00 | 124.32 | CIT07, 139388-00, BUS WAS |
| | H10393 | 05/20/20 | CIT07 (CITY OF LIVERMORE - WATER) | | 41.10 | .00 | 41.10 | CIT07, 138431-00, ATLANTI |
| | H10394 | 05/01/20 | MER01 (MERCHANT SERVICES) | | 44.95 | .00 | 44.95 | MER01, APR-20 TRANSIT CEN |
| | H10395 | 05/01/20 | MER01 (MERCHANT SERVICES) | | 2.76 | .00 | 2.76 | MER01, APR-20 MOA CC STAT |
| | H10396 | 05/20/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 51.63 | .00 | 51.63 | CAL04, 2575555555, TC FIR |
| | H10397 | 05/20/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 68.84 | .00 | 68.84 | CAL04, 5755555555, CONTRA |
| | H10398 | 05/20/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 68.84 | .00 | 68.84 | CAL04, 4755555555, MOA FI |
| | H10399 | 05/20/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 27.92 | .00 | 27.92 | CAL04, 3616555555, TC WAT |
| | H10400 | 05/20/20 | CAL04 (CALIFORNIA WATER SERVICE) | | 121.97 | .00 | 121.97 | CAL04, 4616555555, TC IRR |
| | H10401 | 05/20/20 | PAC02 (PACIFIC GAS AND ELECTRIC) | | 1,150.46 | .00 | 1,150.46 | PAC02, 6062256368-6, ATLA |
| | H10402 | 05/15/20 | PAC02 (PACIFIC GAS AND ELECTRIC) | | 1,157.78 | .00 | 1,157.78 | PAC02, 7264840356-5, BUS |
| | H10403 | 05/30/20 | TAX91 (VIVIAN MARIE MILLER) | | 290.38 | .00 | 290.38 | TAX91, PARATAXI REIMBURSE |
| | H10404 | 05/30/20 | TAX07 (ASMA SYEDA) | | 16.15 | .00 | 16.15 | TAX07, PARATAXI REIMBURSE |
| | H10405 | 05/30/20 | TAX32 (SUE TSANG) | | 175.53 | .00 | 175.53 | TAX32, PARATAXI REIMBURSE |
| | H10406 | 05/31/20 | TAX91 (VIVIAN MARIE MILLER) | | (290.38) | .00 | (290.38) | TAX91, PARATAXI REIMBURSE |
| | H10407 | 05/31/20 | TAX07 (ASMA SYEDA) | | (16.15) | .00 | (16.15) | TAX07, PARATAXI REIMBURSE |
| | H10408 | 05/31/20 | TAX32 (SUE TSANG) | | (175.53) | .00 | (175.53) | TAX32, PARATAXI REIMBURSE |
| | H10409 | 05/29/20 | PAC02 (PACIFIC GAS AND ELECTRIC) | | 5,508.94 | .00 | 5,508.94 | PAC02, 5809326332-3, MOA |
| | H10410 | 05/15/20 | MVT01 (MV TRANSPORTATION, INC.) | | 246,918.43 | .00 | 246,918.43 | MVT01, 107896, MAY-20 1ST |
| | H10411 | 05/10/20 | AGM01 (A.G.M. SIGNS) | | 17,481.70 | .00 | 17,481.70 | AGM01, 050620208A, PO #74 |
| | H10412 | 05/30/20 | EMP01 (EMPLOYMENT DEVEL DEPT) | | 221.00 | .00 | 221.00 | EMP01, 1ST QTR 2020 UNEMP |
| | H10413 | 05/30/20 | ADV03 (ADVOCACY MARKETING LLC) | | 7,000.00 | .00 | 7,000.00 | ADV03, MAR-20 RAIL INVOIC |
| | H10414 | 05/20/20 | MTM01 (MEDICAL TRANSPORTATION MANAG | | 73,291.14 | .00 | 73,291.14 | MTM01, MAR-20 MONTHLY SER |
| | H10415 | 05/01/20 | BAN03 (BANKCARD CENTER) | | 15,034.62 | .00 | 15,034.62 | BAN03, MAR-20 BOW CC STAT |
| | H10416 | 05/01/20 | BAN03 (BANKCARD CENTER) | | 14,178.12 | .00 | 14,178.12 | BAN03, OCT-19 BOW CC STAT |
| | H10417 | 05/31/20 | BAN03 (BANKCARD CENTER) | | 11,433.92 | .00 | 11,433.92 | BAN03, SEPT-19 BOW CC STA |
| | H10418 | 05/31/20 | BAN03 (BANKCARD CENTER) | | 9,729.44 | .00 | 9,729.44 | BAN03, APR-20 BOW CC STAT |
| Total for Bank Account 105 -----> | | | | | 1,517,033.69 | .00 | 1,517,033.69 | |
| Grand Total of all Bank Accounts -----> | | | | | 1,517,033.69 | .00 | 1,517,033.69 | |

REPORT.: Jun 12 20 Friday
 RUN....: Jun 12 20 Time: 14:59
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 05-20

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

| Period | Vendor # (Name) | Invoice Number | Invoice Date | Due Date | Disc. Terms | Gross Amount | Description |
|--------|--|----------------|--------------|----------|-------------|---|--|
| 05-20 | A&M01 (LEO LAM INC) | 161783 | 05/13/20 | 06/12/20 | A | 1683.85 | A&M01, 161783, MP320 INTERIOR CAR CARDS-1,00 |
| 05-20 | ADV03 (ADVOCACY MARKETING LLC) | MAR-20CORH | 04/01/20 | 05/01/20 | A | 7000.00 | ADV03, MAR-20 RAIL INVOICE SHORT PAY CORRECT |
| 05-20 | AEC01 (AECOM TECHNICAL SERVICES IN200359078 | IN200359078 | 05/14/20 | 06/13/20 | A | 54355.00 | AEC01, 200359078, 10/12/19-5/8/20 VALLEY LIN |
| 05-20 | AGM01 (A.G.M. SIGNS) | 50620208AH | 05/06/20 | 06/05/20 | A | 17481.70 | AGM01, 050620208A, PO #7496 NEW BUS STOP SIG |
| 05-20 | AIM01 (AIM TO PLEASE JANITORIAL SE | 1066 | 04/21/20 | 05/21/20 | A | 11796.75 | AIM01, 1066, JAN-20 BUS STOP CLEANING SERVI |
| | | 1067 | 04/21/20 | 05/21/20 | A | 11796.75 | AIM01, 1067, FEB-20 BUS STOP CLEANING SERVIC |
| | | 1068 | 04/21/20 | 05/21/20 | A | 11796.75 | AIM01, 1068, MAR-20 BUS STOP CLEANING SERVIC |
| | | 1071 | 04/29/20 | 05/29/20 | A | 11796.75 | AIM01, 1071, APR-20 BUS STOP CLEANING SERVIC |
| | 57MAR-SUP | 05/13/20 | 06/12/20 | A | 825.38 | AIM01, MAR-20 MONTHLY JANITORIAL-SUPPLIES | |
| | Vendor's Total | -----> | | | | 48012.38 | |
| 05-20 | AME06 (AMERICAN FIDELITY ASSURANCE FSA05-20H | FSA05-20H | 05/04/20 | 06/03/20 | A | 970.80 | AME06, MAY-20 FLEXIBLE SPENDING ACCOUNT |
| | SUPP05-20H | 05/30/20 | 06/29/20 | A | 674.58 | AME06, MAY-20 SUPPLEMENTAL INSURANCE | |
| | Vendor's Total | -----> | | | | 1645.38 | |
| 05-20 | ART01 (ART'S SECURITY LOCKSMITH) | 82412 | 04/07/20 | 05/07/20 | A | 120.00 | ART01, 82412, RUTAN FRONT DOOR SERVICE CALL- |
| 05-20 | ATT02 (AT&T) | 14753102 | 05/13/20 | 06/12/20 | A | 389.82 | ATT02, 14753102, PAYER #9391035694, 4/13-5/1 |
| 05-20 | AVI01 (AMADOR VALLEY INDUSTRIES) | 826082 | 04/30/20 | 05/30/20 | A | 424.97 | AVI01, 826082, APR-20 GARBAGE PICK UP SERVIC |
| 05-20 | BAN03 (BANKCARD CENTER) | APR-2020H | 04/28/20 | 05/28/20 | A | 9729.44 | BAN03, APR-20 BOW CC STATEMENT |
| | MAR-2020H | 03/28/20 | 04/27/20 | A | 15034.62 | BAN03, MAR-20 BOW CC STATEMENT | |
| | OCT-2019H | 10/28/19 | 11/27/19 | A | 14178.12 | BAN03, OCT-19 BOW CC STATEMENT | |
| | SEPT-2019H | 09/28/19 | 10/28/19 | A | 11433.92 | BAN03, SEPT-19 BOW CC STATEMENT | |
| | Vendor's Total | -----> | | | | 50376.10 | |
| 05-20 | BRO03 (KARLA SUE BROWN) | APR-2020H | 04/30/20 | 05/30/20 | A | 100.00 | BRO03, APR-20 BOD STIPEND |
| | MAY-2020H | 05/29/20 | 06/28/20 | A | 100.00 | BRO03, MAY-20 BOD STIPEND | |
| | Vendor's Total | -----> | | | | 200.00 | |
| 05-20 | CAL04 (CALIFORNIA WATER SERVICE) | 198042020H | 04/20/20 | 05/20/20 | A | 79.34 | CAL04, 01986555555, BUS WASH 3/18-4/17/20 |
| | 257042920H | 04/29/20 | 05/29/20 | A | 51.63 | CAL04, 25755555555, TC FIRE 5/1/20-5/31/20 | |
| | 361043020H | 04/30/20 | 05/30/20 | A | 27.92 | CAL04, 36165555555, TC WATER 4/2/20-4/29/20 | |
| | 461043020H | 04/30/20 | 05/30/20 | A | 121.97 | CAL04, 46165555555, TC IRRG. 4/2/20-4/29/20 | |
| | 475042920H | 04/29/20 | 05/29/20 | A | 68.84 | CAL04, 47555555555, MOA FIRE 5/1/20-5/31/20 | |
| | 575042920H | 04/29/20 | 05/29/20 | A | 68.84 | CAL04, 57555555555, CONTRACTOR FIRE 5/1/20-5/ | |
| | 909042020H | 04/20/20 | 05/20/20 | A | 703.40 | CAL04, 90986555555, MOA WATER 3/18-4/17/20 | |
| | Vendor's Total | -----> | | | | 1121.94 | |
| 05-20 | CAL13 (CALIFORNIA TRANSIT) | 312020APR | 05/01/20 | 05/31/20 | A | 11812.98 | CAL13, 31-2020-APR, APR-20 INSURANCE CLAIMS |
| 05-20 | CAL15 (CALTRONICS BUSINESS SYS) | 3033041H | 05/15/20 | 06/14/20 | A | 96.62 | CAL15, 3033041, BIZHUB 4/16/20-5/15/20 |
| 05-20 | CAL17 (CALIFORNIA TRAILERS) | 5-31-20 | 05/31/20 | 06/30/20 | A | 4760.75 | CAL17, 5/28/20 QUOTE-SHELTER TRAILER EXCHANG |
| 05-20 | CEL01 (CELTIS VENTURES INC) | LVTACDM11 | 04/01/20 | 05/01/20 | A | 9418.26 | CEL01, LAVTACDM011, ON-CALL DESIGN & STRATEG |
| | LVTACDM12 | 05/01/20 | 05/31/20 | A | 5749.06 | CEL01, LAVTACDM012, ON CALL DESIGN & STRATEG | |
| | Vendor's Total | -----> | | | | 15167.32 | |
| 05-20 | CIT06 (CITY OF LIVERMORE SEWER) | BW051920 | 05/19/20 | 06/18/20 | A | 43.04 | CIT06, 138143-00, BUS WASH 4/21/20-5/19/20 |
| | TC051220 | 05/12/20 | 06/11/20 | A | 46.07 | CIT06, 133389-00, TRANSIT CENTER 4/14-5/12/2 | |
| | MOA051920 | 05/12/20 | 06/11/20 | A | 167.28 | CIT06, 133294-00, MOA SEWER 4/21-5/19/20 | |
| | Vendor's Total | -----> | | | | 256.39 | |
| 05-20 | CIT07 (CITY OF LIVERMORE - WATER) | 361042120H | 04/21/20 | 05/21/20 | A | 30.87 | CIT07, 139361-00, ATLANTIS SEWER 3/17-4/21/2 |
| | 388050520H | 05/05/20 | 06/04/20 | A | 124.32 | CIT07, 139388-00, BUS WASH 4/7/20-5/5/20 | |
| | 399042120H | 04/21/20 | 05/21/20 | A | 22.61 | CIT07, 139399-00, ATLANTIS SEWER 3/17-4/21/2 | |
| | 430042120H | 04/21/20 | 05/21/20 | A | 181.89 | CIT07, 138430-01, ATLANTIS SEWER 3/17-4/21/2 | |
| | 431050520H | 05/05/20 | 06/04/20 | A | 41.10 | CIT07, 138431-00, ATLANTIS IRRG. 4/7/20-5/5/ | |
| | 432042120H | 04/21/20 | 05/21/20 | A | 15.18 | CIT07, 138432-00, ATLANTIS FIRE 3/17-4/21/20 | |
| | Vendor's Total | -----> | | | | 415.97 | |

REPORT.: Jun 12 20 Friday
 RUN....: Jun 12 20 Time: 14:59
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 05-20

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

| Period | Vendor # (Name) | Invoice Number | Invoice Date | Due Date | Disc. Terms | Gross Amount | Description |
|--------|------------------------------------|-----------------------|--------------|----------|-------------|--------------|---|
| 05-20 | COO03 (BOB COOMBER) | APR-2020H | 04/30/20 | 05/30/20 | A | 50.00 | COO03, APR-20 BOD STIPEND |
| | | MAY-2020H | 05/29/20 | 06/28/20 | A | 50.00 | COO03, MAY-20 BOD STIPEND |
| | | Vendor's Total -----> | | | | 100.00 | |
| 05-20 | COR01 (CORBIN WILLITS SYSTEMS) | C00515 | 05/15/20 | 06/14/20 | A | 1760.00 | COR01, C00515, R-1043 ADDITIONAL MOM SOFTWARE |
| | | C005151 | 05/15/20 | 06/14/20 | A | 259.24 | COR01, C005151, MAY-20 SERVICE |
| | | Vendor's Total -----> | | | | 2019.24 | |
| 05-20 | DCE02 (DC ELECTRIC GROUP INC.) | 414809 | 03/25/20 | 04/24/20 | A | 95969.70 | DCE02, 414809, TSP EXPANSION & UPGRADE PROJ 3 |
| | | 414998 | 04/24/20 | 05/24/20 | A | 69807.60 | DCE02, 414998, TSP UPGRADE & EXPANSION PROJE |
| | | Vendor's Total -----> | | | | 165777.30 | |
| 05-20 | DEL05 (ALLIED ADMIN/DELTA DENTAL) | JUN-2020H | 05/25/20 | 06/24/20 | A | 2788.21 | DEL05, JUN-20 DENTAL INSURANCE |
| 05-20 | DIR01 (DIRECT TV) | 428267418 | 05/11/20 | 06/10/20 | A | 18.25 | DIR01, 37428267418, MAY-20 SERVICE |
| 05-20 | DIR02 (DIRECT DEPOSIT OF PAYROLL C | 20200501H | 05/08/20 | 06/07/20 | A | 42665.31 | DIR02, PR DIRECT DEPOSIT 4/18-5/1/20 |
| | | 20200515H | 05/22/20 | 06/21/20 | A | 53086.11 | DIR02, PR DIRECT DEPOSIT 5/2/20-5/15/20 |
| | | Vendor's Total -----> | | | | 95751.42 | |
| 05-20 | EAS04 (EASYMILE INC.) | 2020-0032 | 05/21/20 | 06/20/20 | A | 49198.91 | EAS04, US-2020-0032, SAV VEHICLE SHIPPING FE |
| 05-20 | EDW01 (TAMARA EDWARDS) | 4-30-20H | 04/30/20 | 05/30/20 | A | 69.57 | EDW01, 4/30/20 LAVTA STAFF LUNCH REIMBURSE |
| | | 5-26-20 H | 05/20/20 | 06/19/20 | A | 106.56 | EDW01, 5/26/20 EXPENSE REIMBURSE-FRUIT & SOD |
| | | Vendor's Total -----> | | | | 176.13 | |
| 05-20 | EFT01 (ELECTRONIC FUND TRASFERS) | 20200331H | 05/01/20 | 05/31/20 | A | .08 | EFT01, 2020 1ST QTR FEDERAL TAX-BALANCE DUE |
| | | 20200501H | 05/08/20 | 06/07/20 | A | 7979.35 | EFT01, FEDERAL TAX 4/18-5/1/20 |
| | | 20200515H | 05/20/20 | 06/19/20 | A | 11796.59 | EFT01, FEDERAL TAX 5/2/20-5/15/20 |
| | | Vendor's Total -----> | | | | 19776.02 | |
| 05-20 | EME01 (BRIGHTVIEW LANDSCAPE SERVIC | 6794311 | 04/17/20 | 05/17/20 | A | 525.00 | EME01, 6794311, MP337 BACKFLOW TESTING 3X SI |
| | | 6804482 | 05/01/20 | 05/31/20 | A | 1263.00 | EME01, 6804482, MAY-20 LANDSCAPING SERVICE |
| | | Vendor's Total -----> | | | | 1788.00 | |
| 05-20 | EMP01 (EMPLOYMENT DEVEL DEPT) | 20200501H | 05/08/20 | 06/07/20 | A | 2996.13 | EMP01, STATE TAX 4/18-5/1/20 |
| | | 20200515H | 05/20/20 | 06/19/20 | A | 4044.96 | EMP01, STATE TAX 5/2-5/15/20 |
| | | QRT1-2020H | 05/30/20 | 06/29/20 | A | 221.00 | EMP01, 1ST QTR 2020 UNEMPLOYMENT INSURANCE-M |
| | | Vendor's Total -----> | | | | 7262.09 | |
| 05-20 | FED01 (FedEx) | 701262880 | 05/15/20 | 06/14/20 | A | 25.86 | FED01, 7-012-62880, APR-20 STATEMENT |
| 05-20 | GEN05 (GENFARE) | 90164179 | 04/30/20 | 05/30/20 | A | 1787.03 | GEN05, 90164179, MP148 10K 24 HOUR PASSES |
| 05-20 | GGA01 (GOGOVAPPS INC.) | 20-023 | 05/01/20 | 05/31/20 | A | 2904.00 | GGA01, 20-023, MP133 ONE YEAR CRM SOFTWARE L |
| 05-20 | GRA05 (GRAFFITI SHIELD INC.) | 13669 | 05/26/20 | 06/25/20 | A | 344.73 | GRA05, 13669, MP343 GLASS SHIELD & ANTI-REF |
| 05-20 | HAG01 (SCOTT HAGGERTY) | APR-2020H | 04/30/20 | 05/30/20 | A | 100.00 | HAG01, APR-20 BOD STIPEND |
| | | MAY-2020H | 05/29/20 | 06/28/20 | A | 100.00 | HAG01, MAY-20 BOD STIPEND |
| | | Vendor's Total -----> | | | | 200.00 | |
| 05-20 | HAU01 (DAVID HAUBERT) | APR-2020H | 04/30/20 | 05/30/20 | A | 100.00 | HAU01, APR-20 BOD STIPEND |
| | | MAY-2020H | 05/29/20 | 06/28/20 | A | 100.00 | HAU01, MAY-20 BOD STIPEND |
| | | Vendor's Total -----> | | | | 200.00 | |
| 05-20 | HER05 (MELISSA HERNANDEZ STRAH) | APR-2020 | 04/30/20 | 05/30/20 | A | 100.00 | HER05, APR-20 BOD STIPEND |
| | | MAY-2020 | 05/27/20 | 06/26/20 | A | 100.00 | HER05, MAY-20 BOD STIPEND |
| | | Vendor's Total -----> | | | | 200.00 | |
| 05-20 | JTH01 (J. THAYER COMPANY) | 1450528-0 | 05/01/20 | 05/31/20 | A | 185.09 | JTH01, 1450528-0, 5/1/20 PRINTING PAPER |

REPORT.: Jun 12 20 Friday
 RUN....: Jun 12 20 Time: 14:59
 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 05-20

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

| Period | Vendor # (Name) | Invoice Number | Invoice Date | Due Date | Disc. Terms | Gross Amount | Description |
|--------|--|----------------|-----------------------|----------|-------------|--------------|--|
| 05-20 | JTH01 (J. THAYER COMPANY) | 1451485-0 | 05/06/20 | 06/05/20 | A | 90.37 | JTH01, 1451485-0, 5/6/20 PRINTING PAPER |
| | | | Vendor's Total -----> | | | 275.46 | |
| 05-20 | KIM02 (KIMLEY-HORN AND ASSOC, INC) | 16214474 | 03/19/20 | 04/18/20 | A | 6155.48 | KIM02, 16214474, FEB-20 TSP UPGRADE & EXPANS |
| | | 16604021 | 05/27/20 | 06/26/20 | A | 30777.36 | KIM02, 16604021, APR-20 TSP UPGRADE & EXPANS |
| | | | Vendor's Total -----> | | | 36932.84 | |
| 05-20 | KKI01 (ALPHA MEDIA LLC) | 463329-4 | 04/30/20 | 05/30/20 | A | 5000.00 | KKI01, 463329-4, 4/1/20-4/30/20 RADIO ADS |
| 05-20 | L&D01 (L&D PRINTING INC) | 50280 | 05/04/20 | 06/03/20 | A | 281.08 | L&D01, 50280, MP281 FRAUD PROOF STICKERS |
| 05-20 | LIV10 (LIVERMORE SANITATION INC) | 1257004 | 04/30/20 | 05/30/20 | A | 2490.76 | LIV10, 1257004, APR-20 GARBAGE SERVICE |
| 05-20 | LTK01 (LTK CONSULTING SERVICES, INC) | 5364-013 | 04/30/20 | 05/30/20 | A | 4208.40 | LTK01, C5364.01-013, RAIL CONSULTANTS 2/29-3 |
| | | C536402-5 | 04/30/20 | 05/30/20 | A | 8841.39 | LTK01, C5364.02-005, PROJ MANAGEMENT 2/29-3/ |
| | | C536403-5 | 04/30/20 | 05/30/20 | A | 21769.85 | LTK01, C5364.03-005, PROJ MANAGEMENT 2/29-3/ |
| | | C536404-4 | 04/30/20 | 05/30/20 | A | 9728.25 | LTK01, C5364.04-004, PROJ SUPPORT 2/29-3/27/ |
| | | | Vendor's Total -----> | | | 44547.89 | |
| 05-20 | MAZ01 (MAZE & ASSOCIATES) | 36079 | 04/30/20 | 05/30/20 | A | 10719.00 | MAZ01, 36079, FY20 AUDIT WORK #1-4/30/20 |
| | | 36080 | 04/30/20 | 05/30/20 | A | 2905.00 | MAZ01, 36080, FY20 AUDIT WORK #2-4/30/20 |
| | | | Vendor's Total -----> | | | 13624.00 | |
| 05-20 | MER01 (MERCHANT SERVICES) | TC043020H | 04/30/20 | 05/30/20 | A | 44.95 | MER01, APR-20 TRANSIT CENTER CC STATEMENT |
| | | MOA043020H | 04/30/20 | 05/30/20 | A | 2.76 | MER01, APR-20 MOA CC STATEMENT |
| | | | Vendor's Total -----> | | | 47.71 | |
| 05-20 | MTM01 (MEDICAL TRANSPORTATION MANA MAR-2020H | | 05/06/20 | 06/05/20 | A | 73291.14 | MTM01, MAR-20 MONTHLY SERVICE |
| 05-20 | MUT01 (MUTUAL OF OMAHA) | JUN-2020H | 05/13/20 | 06/12/20 | A | 1174.81 | MUT01, JUN-20 LIFE & LTD INSURANCE |
| 05-20 | MVT01 (MV TRANSPORTATION, INC.) | 107896H | 05/03/20 | 06/02/20 | A | 246918.43 | MVT01, 107896, MAY-20 1ST INSTALL PAYMENT |
| | | 107897H | 05/03/20 | 06/02/20 | A | 246918.43 | MVT01, 107897, MAY-20 2ND INSTALL PAYMENT |
| | | MAR-2020H | 04/02/20 | 05/02/20 | A | 103116.74 | MVT01, MAR-20 FIXED ROUTE MONTHLY SERVICE |
| | | | Vendor's Total -----> | | | 596953.60 | |
| 05-20 | NEL01 (NELSON\NYGAARD CONSULTING A | 77394H | 04/24/20 | 05/24/20 | A | 22972.79 | NEL01, 77394, MAR-20 LAVTA SRTP/LRTP 2/29-4/ |
| | | 77556H | 05/11/20 | 06/10/20 | A | 22746.10 | NEL01, 77556, APR-20 LAVTA SRTP/LRTP 4/4-5/1 |
| | | | Vendor's Total -----> | | | 45718.89 | |
| 05-20 | OFF01 (OFFICE DEPOT) | 843989001 | 04/29/20 | 05/29/20 | A | 95.70 | OFF01, 485843989001, 4/29/20 OFFICE SUPPLIES |
| 05-20 | PAC01 (AT&T) | ATT 04/20H | 04/13/20 | 05/13/20 | A | 183.04 | PAC01, ACCT #925-245-0576, 4/13/20-5/12/20 |
| | | ATT040720H | 04/07/20 | 05/07/20 | A | 33.03 | PAC01, ACCT #232-351-6260, CONTRACTOR FIRE 4/7 |
| | | ATT041120H | 04/11/20 | 05/11/20 | A | 351.43 | PAC01, ACCT #436-951-0106, ATLANTIS T1 4/11-5 |
| | | ATT041320H | 04/13/20 | 05/13/20 | A | 294.23 | PAC01, ACCT #925-243-9029, ATLANTIS ALARM 4/13 |
| | | | Vendor's Total -----> | | | 861.73 | |
| 05-20 | PAC02 (PACIFIC GAS AND ELECTRIC) | 580050720H | 05/07/20 | 06/06/20 | A | 5508.94 | PAC02, 5809326332-3, MOA ELECTRIC 4/1-4/30/2 |
| | | 606050520H | 05/05/20 | 06/04/20 | A | 1150.46 | PAC02, 6062256368-6, ATLANTIS 3/30/20-4/28/2 |
| | | 726042820H | 04/28/20 | 05/28/20 | A | 1157.78 | PAC02, 7264840356-5, BUS STOPS 3/23-4/21/20 |
| | | 764042020H | 04/20/20 | 05/20/20 | A | 118.77 | PAC02, 7649646868-7, DOOLAN TWR 3/13-4/13/20 |
| | | 900041520H | 04/15/20 | 05/15/20 | A | 2918.15 | PAC02, 9007202117-4, MOA GAS 3/14-4/14/20 |
| | | | Vendor's Total -----> | | | 10854.10 | |
| 05-20 | PAC11 (PACIFIC ENVIROMENTAL SERV) | 1851 | 05/14/20 | 06/13/20 | A | 120.00 | PAC11, 1851, RUTAN MONTHLY SERVICE APR-20 |
| | | 1852 | 05/14/20 | 06/13/20 | A | 120.00 | PAC11, 1852, ATLANTIS MONTHLY SERVICE APR-20 |
| | | | Vendor's Total -----> | | | 240.00 | |
| 05-20 | PAC16 (PACIFIC COAST TRANE) | C23368 | 04/30/20 | 05/30/20 | A | 1600.00 | PAC16, C23368, PO #7342 SEMI-ANNUAL RUTAN IN |
| | | C23413 | 04/30/20 | 05/30/20 | A | 1030.00 | PAC16, C23413, PO #7343 ANNUAL ATLANTIS INSP |
| | | S101456 | 04/30/20 | 05/30/20 | A | 1036.46 | PAC16, S101456, MP359 ATLANTIS HVAC-FAN MOTO |
| | | | Vendor's Total -----> | | | 3666.46 | |

REPORT.: Jun 12 20 Friday
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 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 05-20

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

| Period | Vendor # (Name) | Invoice Number | Invoice Date | Due Date | Disc. Terms | Gross Amount | Description |
|--------|--------------------------------------|-----------------------|--------------|----------|-------------|--------------|--|
| 05-20 | PEN01 (JERRY PENTIN) | APR-2020H | 04/30/20 | 05/30/20 | A | 100.00 | PEN01, APR-20 BOD STIPEND |
| | | MAY-2020H | 05/29/20 | 06/28/20 | A | 100.00 | PEN01, MAY-20 BOD STIPEND |
| | | Vendor's Total -----> | | | | 200.00 | |
| 05-20 | PER01 (PERS) | 20200501CH | 05/08/20 | 06/07/20 | A | 3650.79 | PER01, PERS CLASSIC CONTRIBUTION 4/18-5/1/20 |
| | | 20200501NH | 05/08/20 | 06/07/20 | A | 4971.41 | PER01, PERS NEW CONTRIBUTION 4/18-5/1/20 |
| | | 20200515CH | 05/20/20 | 06/19/20 | A | 3650.79 | PER01, PERS CLASSIC CONTRIBUTION 5/2-5/15/20 |
| | | 20200515NH | 05/20/20 | 06/19/20 | A | 4927.95 | PER01, PERS NEW CONTRIBUTIONS 5/2-5/15/20 |
| | | Vendor's Total -----> | | | | 17200.94 | |
| 05-20 | PER03 (CAL PUB EMP RETIRE SYSTM) | JUN-2020H | 05/14/20 | 06/13/20 | A | 36365.39 | PER03, JUNE-20 HEALTH INSURANCE |
| 05-20 | PER04 (CALPERS RETIREMENT SYSTEM) | 20200501H | 05/08/20 | 06/07/20 | A | 2110.07 | PER04, PERS 457 CONTRIBUTION 4/18-5/1/20 |
| | | 20200515H | 05/20/20 | 06/19/20 | A | 2112.61 | PER04, PERS 457 CONTRIBUTIONS 5/2-5/15/20 |
| | | Vendor's Total -----> | | | | 4222.68 | |
| 05-20 | PLA02 (PLANETERIA MEDIA LLC) | 17458 | 05/15/20 | 06/14/20 | A | 325.00 | PLA02, 17458, WEB HOSTING MAY-20 |
| 05-20 | PLE05 (PLEASANTON, CITY OF) | 1390 | 07/16/19 | 08/15/19 | A | 4150.49 | PLE05, 1390, PARA ASSESSMENT BILLS 75242 & 7 |
| 05-20 | PRO06 (PROFORMA J.C.L. PRINT ASSOCA) | 91005790 | 05/01/20 | 05/31/20 | A | 817.20 | PRO06, A91005790, MP189 2K BROCHURES |
| 05-20 | QUE01 (QUENCH) | 2470572 | 06/01/20 | 07/01/20 | A | 281.87 | QUE01, 2470572, PO #6616 QUENCH 810 6/20-8/2 |
| 05-20 | RCN01 (RCN TECHNOLOGIES) | 112217930 | 05/11/20 | 06/10/20 | A | 1964.53 | RCN01, 112217930, MP341 IBR WIFI ROUTER FOR |
| 05-20 | RIC03 (RICHARD MILLER) | 912H | 04/24/20 | 05/24/20 | A | 3465.00 | RIC03, 912, TSP PROJECT WORK 12/30/19-4/20/2 |
| | | 913H | 04/27/20 | 05/27/20 | A | 2145.00 | RIC03, 913, 4/27/20 CLIPPER ISSUES-TROUBLESH |
| | | 991H | 04/27/20 | 05/27/20 | A | 3550.00 | RIC03, 991, MP272 LABOR FOR NEW LAVTA FIREWA |
| | | Vendor's Total -----> | | | | 9160.00 | |
| 05-20 | RIC04 (RIC RATTRAY) | MAY-2020H | 05/19/20 | 06/18/20 | A | 97.21 | RIC04, MAY-20 RAIL EXPENSE REIMBURSE |
| 05-20 | SCF01 (SC FUELS) | 4291996 | 05/01/20 | 05/31/20 | A | 9257.07 | SCF01, 4291996, 5/1/20 FUEL DELIVERY |
| | | 4306867 | 05/20/20 | 06/19/20 | A | 11694.93 | SCF01, 4306867, 5/20/20 FUEL DELIVERY |
| | | Vendor's Total -----> | | | | 20952.00 | |
| 05-20 | SEL00 (SELECT IMAGING) | 89147 | 05/06/20 | 06/05/20 | A | 76.48 | SEL00, 89147, MP332 500 BUSINESS CARDS-C KEN |
| 05-20 | SEO01 (SEON SYSTEM SALES INC.) | 142654H | 01/20/20 | 02/19/20 | A | 1503.28 | SEO01, 142654, MP132 WAP INSTALL-SMARTREACH |
| 05-20 | SOL01 (SOLUTIONS FOR TRANSIT) | 20-0505LA | 05/05/20 | 06/04/20 | A | 2083.33 | SOL01, 20-0505LAVTA, APR-20 CLIPPER ANALYSIS |
| 05-20 | STA04 (STATE BOARD OF) | QTR1-2020H | 04/30/20 | 05/30/20 | A | 1891.29 | STA04, 1ST QTR STORAGE TANK MAINTENANCE FEE |
| 05-20 | STA05 (STATE BOARD OF EQUAL) | QTR1-2020H | 04/30/20 | 05/30/20 | A | 1024.00 | STA05, 1ST QTR 2020 EXEMPT BUS OPERATOR FUEL |
| 05-20 | STA13 (STAPLES CREDIT PLAN) | MAY-2020H | 05/08/20 | 06/07/20 | A | 489.98 | STA13, MAY-20 CC STATEMENT |
| 05-20 | STA15 (STATE WATER RESOURCES CONTRS) | SW0189023 | 05/06/20 | 06/05/20 | A | 1400.00 | STA15, SW-0189023, 2020 PERMIT #408372-ATLAN |
| | | SW0189241 | 05/06/20 | 06/05/20 | A | 1400.00 | STA15, SW-0189241, 2020 PERMIT #408590-RUTAN |
| | | Vendor's Total -----> | | | | 2800.00 | |
| 05-20 | STA19 (STATE OF CALIFORNIA-DEPT OF) | 20009702 | 04/27/20 | 05/27/20 | A | 679.12 | STA19, 20009702, RAIL PROJECT 04-0419000266 |
| 05-20 | TAX07 (ASMA SYEDA) | 5-16-20H | 05/28/20 | 06/27/20 | A | 16.15 | TAX07, PARATAXI REIMBURSE 5/16/20 |
| | | 51620REVEH | 05/31/20 | 06/30/20 | A | 16.15 | TAX07, PARATAXI REIMBURSE 5/16/20 REVERSAL |
| | | Vendor's Total -----> | | | | .00 | |
| 05-20 | TAX32 (SUE TSANG) | 0203-0224H | 05/28/20 | 06/27/20 | A | 175.53 | TAX32, PARATAXI REIMBURSE 2/3-2/24/20 |
| | | 02030224RH | 05/31/20 | 06/30/20 | A | 175.53 | TAX32, PARATAXI REIMBURSE 2/3-2/24/20 REVERS |
| | | 1-29-20COH | 05/15/20 | 06/14/20 | A | 11.54 | TAX32, 1/29/20 PARATAXI REIMBURSE-CORRECTION |
| | | Vendor's Total -----> | | | | 11.54 | |

REPORT.: Jun 12 20 Friday
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 Run By.: Daniel Zepeda

LAVTA
 Month End Payable Activity Report
 Prior Period Report for 05-20

PAGE: 005
 ID #: PY-AC
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| Period | Vendor # (Name) | Invoice Number | Invoice Date | Due Date | Disc. Terms | Gross Amount | Description |
|--------|-----------------------------------|----------------|--------------|----------|-------------|--------------|--|
| 05-20 | TAX76 (MARY ANN HANDZUS) | 0207-0417H | 05/15/20 | 06/14/20 | A | 131.35 | TAX76, PARATAXI REIMBURSE 2/7-4/17/20 |
| 05-20 | TAX91 (VIVIAN MARIE MILLER) | 0320-0505H | 05/28/20 | 06/27/20 | A | 290.38 | TAX91, PARATAXI REIMBURSE 3/20/20-5/5/20 |
| | | 03200505RH | 05/31/20 | 06/30/20 | A | 290.38 | TAX91, PARATAXI REIMBURSE 3/20-5/5/20 REVERS |
| | Vendor's Total -----> | | | | | .00 | |
| 05-20 | TAX99 (SAEED TIRMIZI) | 0211-0311H | 05/15/20 | 06/14/20 | A | 163.16 | TAX99, PARATAXI REIMBURSE 2/11-3/11/20 |
| 05-20 | TEL01 (TPx COMMUNICATIONS) | 129289775 | 04/30/20 | 05/30/20 | A | 2761.10 | TEL01, 129289775-0, 5/1-5/31/20 SERVICE |
| 05-20 | TUR02 (RON TURLEY ASSOCIATES,INC) | 58558 | 05/01/20 | 05/31/20 | A | 1450.00 | TUR02, 58558, ANNUAL SOFTWARE MAINTENANCE FY |
| 05-20 | TX156 (YVONNE BRETOI) | 0303-0312 | 05/14/20 | 06/13/20 | A | 61.20 | TX156, PARATAXI REIMBURSE 3/3-3/12/20 |
| 05-20 | TX192 (PATRICIA LOVELOCK) | 0227-0228 | 05/28/20 | 06/27/20 | A | 39.74 | TX192, PARATAXI REIMBURSE 2/27/20-2/28/20 |
| 05-20 | TX212 (LINDA WAHLE) | 0401-0430 | 05/14/20 | 06/13/20 | A | 180.51 | TX212, PARATAXI REIMBURSE 4/1-4/30/20 |
| 05-20 | TX217 (SHIRLEY FARRELL-COWLES) | 3-14-20H | 05/15/20 | 06/14/20 | A | 15.30 | TX217, PARATAXI REIMBURSE 3/14/20 |
| 05-20 | TX231 (EVELYN WOOLSEY) | 2-27-20H | 05/15/20 | 06/14/20 | A | 42.70 | TX231, PARATAXI REIMBURSE 2/27/20 |
| 05-20 | TX238 (MEGAN LEVITT) | 0425-0506 | 05/14/20 | 06/13/20 | A | 40.00 | TX238, PARATAXI REIMBURSE 4/25-5/6/20 |
| 05-20 | VER01 (VERIZON WIRELESS) | 851063415H | 03/22/20 | 04/21/20 | A | 1447.94 | VER01, 9851063415, 2/23-3/22/20 CELL & WIFI |
| | | 853134315H | 04/22/20 | 05/22/20 | A | 1802.43 | VER01, 9853134315, 3/23-4/22/20 CELL, WIFI, |
| | Vendor's Total -----> | | | | | 3250.37 | |
| 05-20 | VSP01 (VSP) | JUN-2020H | 05/19/20 | 06/18/20 | A | 607.40 | VSP01, JUN-20 VISION INSURANCE |
| 05-20 | WOE01 (ROBERT L. WOERNER) | APR-2020H | 04/30/20 | 05/30/20 | A | 100.00 | WOE01, APR-20 BOD STIPEND |
| | | MAY-2020H | 05/29/20 | 06/28/20 | A | 200.00 | WOE01, MAY-20 BOD STIPEND |
| | Vendor's Total -----> | | | | | 300.00 | |
| | Total of Purchases -> | | | | | 1517033.69 | |

AGENDA

ITEM 4C

STAFF REPORT

SUBJECT: MV Transportation, Inc. (MV) Payment Agreement

FROM: Toan Tran, Director of Operations and Innovation

DATE: July 6, 2020

Action Requested

The Projects & Services Committee recommends the Board of Directors approve Resolution 21-2020 (Attachment 1), authorizing the Executive Director to extend the payment agreement with MV Transportation on a month-to-month basis until service returns to pre-COVID levels, or when the agency reaches a stable level of service.

Background

In 2018, the Board of Directors awarded the fixed-route operations and maintenance contract to MV Transportation, Inc. The contract includes a three-year base term and four additional one-year terms. The pricing structure is based on a 2-tier formula. Tier 1 consists of the variable cost, which will fluctuate commensurate to the service level. Variable cost includes wages and benefits for operators and maintenance parts. Tier 2 consists of the monthly fixed cost, which mainly comprises of: wages and benefits for mechanics, utility workers, facility services maintenance workers, and administrative staff, insurance expenses, uniform expenses, and training expenses.

Similar to most public transit systems across the country, LAVTA has experienced a drastic decline in ridership due to the COVID-19 pandemic. Fixed-route service level has been reduced by approximately 60 percent as a result. In an effort to retain readiness for operations and maintenance activities, LAVTA and MV reached a short-term agreement to allow operators that are available but not driving to receive financial assistance during the pandemic. LAVTA will cover the salaries of these operators while MV will assist with the benefits. Please note all operators work their normal bid hours, pre-COVID. Operators without driving assignments are attending the multiple training sessions being offered on site. These sessions focus on customer service, wheelchair securements, and electronic components (i.e. mobile data terminal (MDT), farebox, etc.). In addition to training, these operators are inspecting and cleaning bus shelters, stocking face coverings for drivers and riders, and running the buses to keep the fleet in ready position. The current agreement is from March 16, 2020 to June 30, 2020.

Discussion

With the Shelter-in-Place order still in effect and the timeline for school reopening an unknown, staff will work with MV to extend the payment agreement to keep the operators employed and available on a continues basis. As staff reported at the April 2020 Projects & Services

Committee meeting, in the event there is a need to extend the agreement past June 30, staff will bring the item back for approval.

Recommendation

The Projects & Services Committee recommends the Board of Directors authorize the Executive Director to extend the payment agreement with MV on a month-to-month basis until service returns to pre-COVID levels, or when the agency reaches a stable level of service.

Attachments

1. Resolution 21-2020

Approved: _____

RESOLUTION NO. 21-2020

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXTEND THE PAYMENT
AGREEMENT WITH MV TRANSPORTATION, INC. ON A MONTH-TO-
MONTH BASIS**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) has experienced a drastic decline in ridership due to the COVID-19 pandemic; and

WHEREAS, fixed-route service levels have been reduced by approximately 60 percent as a result; and

WHEREAS, in an effort to retain readiness for operations and maintenance activities, LAVTA and MV reached a short-term agreement to allow operators that are available but not driving to receive financial assistance during the pandemic; and

WHEREAS, LAVTA will cover the salaries of these operators while MV Transportation, Inc. (MV) will assist with the benefits; and

WHEREAS, the current agreement is from March 16, 2020 to June 30, 2020; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to extend the current payment agreement with MV on a month-to-month basis until service levels stabilize.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of July 2020.

BY _____
Bob Woerner, Chair

ATTEST _____
Michael Tree, Executive Director

AGENDA

ITEM 4D

STAFF REPORT

SUBJECT: Approval of Resolution Authorizing an Application for Lifeline Transportation Program Cycle 6 Funding

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 6, 2020

Action Requested

The Finance & Administration Committee recommends the Board approve Resolution 18-2020 to receive funding from the Metropolitan Transportation Commission (MTC) for the Cycle 6 Lifeline Transportation Program for continued operations of Wheels Route 14 serving North Livermore. This resolution is required to receive approval of LAVTA's proposed project from MTC and subsequently receive funding from Federal Transit Administration (FTA) for this purpose.

Background

The Lifeline Transportation Program was established by MTC in 2005 to provide funding for community-based transportation projects in the nine Bay Area counties that are:

- intended to result in improved mobility for low-income residents;
- developed through a collaborative and inclusive planning process; and
- proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs.

In June 2020, MTC released draft program guidelines (expected to be approved June 24) for Cycle 6 of the Lifeline Transportation Program, making just over \$7 million in FY19 & FY20 FTA Section 5307 formula funding administered by MTC available to the region's transit operators to implement eligible projects. Funding is apportioned within the region by urbanized area and assigned to transit operators based on a formula developed by MTC for each urbanized area that is split 50/50 based on each transit agency's low-income ridership and the share of transit service areas that falls within MTC-defined Communities of Concern. Per MTC's formula, LAVTA is eligible to receive a total of \$94,183 for the two funding years. Eligible projects must meet the goals of the Lifeline Transportation Program, and a local match is required for all projects, with a minimum of 20% for capital projects and 50% for operating projects. A resolution of local support is also required.

Discussion

LAVTA has used regional Lifeline program funds from various sources to support continued operation of Route 14 service in North Livermore since the program's inception in 2005. Route

14 serves the most concentrated area of low-income residents in LAVTA's service area, the North Livermore community. A map showing the location of the North Livermore Community and Route 14 service is shown in Attachment 2.

Following implementation of the Comprehensive Operations Analysis in 2016, which included extensive public-outreach efforts including outreach directed to low-income riders and community members, the original Route 14 community circulator was redesigned to provide direct, one-seat rides from North Livermore to a wider range of essential destinations, including the East Dublin/Pleasanton BART station, the Livermore Transit Center/ACE, and a greater number of employment, shopping, medical, recreational, and social-service destinations.

LAVTA's request to MTC will provide for two years of funding to support continued operation of the Route 14, including the required 50% local match, for Fiscal Years 2021 and 2022.

Project Budget

The proposed project budget and schedule is as follows, pending approval by Alameda CTC and MTC.

| Fund Source | FY 2020-21 | FY 2021-22 | Total |
|-------------------------------------|-------------------|-------------------|------------------|
| Lifeline Cycle 6 request (FTA 5307) | \$47,091 | \$47,092 | \$94,183 |
| TDA 4.0 | \$47,091 | \$47,092 | \$94,183 |
| Total Budget | \$94,182 | \$94,184 | \$188,366 |

Next Steps

If funding for the project is approved by MTC, LAVTA will request these funds from FTA for FY 2020-21 and include these funds in the FY 2021-22 budget.

Recommendation

The Finance & Administration Committee recommends the Board approve Resolution 18-2020, in support of a funding request to MTC for the Cycle 6 Lifeline Transportation Program for continued operations of Wheels Route 14 serving North Livermore.

Attachments:

1. Resolution 18-2020 for Lifeline Transportation Program Cycle 6 Funding Request
2. Route 14 Map showing location of North Livermore Low Income Community

Approved: _____

RESOLUTION 18-2020

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
TO REQUEST LIFELINE TRANSPORTATION PROGRAM CYCLE 6
FUNDING FROM THE METROPOLITAN TRANSPORTATION COMMISSION
FOR ROUTE 14 OPERATION ASSISTANCE**

WHEREAS the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties; 2) are developed through a collaborative and inclusive planning process; and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

WHEREAS MTC has adopted principles, pursuant to MTC Resolution No. 4416, to guide implementation of the Lifeline Transportation Program for the two-year period from Fiscal Year 2018-19 and Fiscal Year 2019-20, and MTC has solicited applications from transit operators (eligible recipients of FTA Section 5307 funds) from each of the nine Bay Area counties to propose projects for Lifeline Cycle 6 funding; and

WHEREAS the Livermore Amador Valley Transit Authority (LAVTA) has generally conducted a broad, inclusive public involvement process, and has used multiple methods of public outreach in identifying projects for the Lifeline Transportation Program in Alameda County; and

WHEREAS LAVTA submitted a project in response to the solicitation of applications/call for projects; and

WHEREAS LAVTA has confirmed that proposed project(s), described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, is consistent with the Lifeline Transportation Program goals as set out in MTC Resolution No. 4416; and

WHEREAS LAVTA recommends that the proposed project(s), described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, be funded in part under the Lifeline Transportation Program; and

WHEREAS LAVTA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Lifeline Transportation Program, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4416; and

WHEREAS LAVTA certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California

Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

WHEREAS there is no legal impediment to LAVTA making the funding request; and

WHEREAS there is no pending or threatened litigation which might in any way adversely affect the ability of LAVTA to deliver the proposed project(s) for which funds are being requested;

NOW, THEREFORE, BE IT RESOLVED that the Livermore Amador Valley Transit Authority (LAVTA) requests that MTC program funds available under its Lifeline Transportation Program, in the amounts requested for which LAVTA is eligible, for the project(s) described in Attachment A of this Resolution; and be it further

RESOLVED that LAVTA staff shall forward a copy of this Resolution, and such other information as may be required, to MTC, the Alameda County Transportation Commission, and such other agencies as may be appropriate.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 6th day of July 2020.

Bob Woerner, Chair

Attest:

Michael Tree, Executive Director

ATTACHMENT A
Lifeline Transportation Program Cycle 6 Projects

| Project Name | Project Description | Lifeline Transportation Program Funding Amounts | | Local Match Amount | Total Project Cost |
|-------------------------------|---|---|------------------------|--------------------|--------------------|
| | | 5307 | Total Lifeline Funding | | |
| Route 14 Operating Assistance | Operating assistance for Wheels Route 14, providing service from the North Livermore community to the Livermore Transit Center, East Dublin/Pleasanton BART station, and other essential employment, shopping, healthcare, and human services destinations. | \$94,183 | \$94,183 | \$94,183 | \$188,366 |
| Total | | \$94,183 | \$94,183 | \$94,183 | \$188,366 |

Route 14 Map Showing North Livermore Community



AGENDA

ITEM 4E

STAFF REPORT

SUBJECT: Approval of Resolution Designating Applicant's Agent for Non-State Agencies to Obtain Federal and/or State Disaster Assistance Funding

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 6, 2020

Action Requested

The Finance & Administration Committee recommends the Board execute CalOES Form 130, designating LAVTA's authorized Agent to apply for and receive funding from the Federal Emergency Management Agency (FEMA) and/or California Governor's Office of Emergency Services (CalOES) for disaster assistance funding in connection with the declared COVID-19 disaster. This resolution is required to apply for and receive federal and/or state funding for this purpose.

Background

On March 13, 2020, the President declared a nationwide emergency in response to the COVID-19 pandemic pursuant to Sec. 501(b) of Stafford Act to avoid governors needing to request individual emergency declarations. On March 22, the State of California issued a Major Declaration of Disaster due to COVID-19 (FEMA-4482-DR-CA), making up to a 75% share of Federal Emergency Management Agency (FEMA) public assistance funds available to Subrecipients for eligible costs incurred due to the emergency as of January 20, 2020. LAVTA as a special district established by California law is an eligible subrecipient of these funds (Applicant). Local agencies provide the remaining 25% share of eligible costs.

To be eligible for reimbursement by FEMA, costs associated with qualified activities in response to the declared emergency must be:

- Required as a result of the declared incident
- Located within the designated area (Alameda County is included in CalOES's Major Declaration); and
- The legal responsibility of an eligible Applicant.

Eligible activities include those taken before, during, and after a disaster to save lives and protect public health and safety, through cost-effective measures. To be eligible for reimbursement, costs must be:

- Incurred from eligible work and adequately documented;
- Authorized and permitted under Federal, State, Tribal, or local government laws or regulations;

- Consistent with the Applicant's internal policies, regulations, and procedures; and
- Necessary and reasonable to accomplish the work properly and efficiently.

In addition , FEMA is prohibited from duplicating benefits, including those covered by another Federal agency (such as the Department of Transportation or Federal Transit Administration, including CARES Act funding).

Discussion

A Designation of Applicant's Agent Resolution for Non-State Agencies is required of all Applicants to be eligible to receive funding. CalOES Form 130 (Attachment 1) provides the necessary information to document properly the intent of the Board of Directors to enable LAVTA to receive eligible federal and/or state disaster assistance funding due to the COVID-19 pandemic.

Next Steps

FEMA has stated that the deadline to identify and report damage is extended for the major disaster declaration and will remain open for the duration of the Public Health Emergency, as declared by the Secretary of the U.S. Dept. of Health and Human Services. Applicants must identify and report damages and costs by 60 days from the end of the Public Health Emergency, or 60 days from the approval of their Request for Public Assistance, whichever is later.

LAVTA staff will continue to assess what costs is has incurred and will likely incur to protect public health and safety during the COVID-19 pandemic, which are not otherwise covered by FTA funding made available by the CARES Act, and request reimbursements as appropriate.

Recommendation

The Finance & Administration Committee recommends the Board execute Form 130, designating LAVTA's authorized Agent to apply for and receive funding from the Federal Emergency Management Agency and/or California Governor's Office of Emergency Services for disaster assistance funding in connection with the declared COVID-19 disaster.

Attachments:

1. CalOES Form 130 for Designation of Applicant's Agent Resolution for Non-State Agencies (LAVTA Resolution 19-2020)

Approved: _____

DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

BE IT RESOLVED BY THE _____ OF THE _____
(Governing Body) (Name of Applicant)

THAT _____, OR
(Title of Authorized Agent)

_____, OR
(Title of Authorized Agent)

(Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the _____, a public entity
(Name of Applicant)

established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.

THAT the _____, a public entity established under the laws of the State of California,
(Name of Applicant)

hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.

Please check the appropriate box below:

☐ This is a universal resolution and is effective for all open and future disasters up to three (3) years following the date of approval below.

☐ This is a disaster specific resolution and is effective for only disaster number(s) _____

Passed and approved this _____ day of _____, 20____

(Name and Title of Governing Body Representative)

(Name and Title of Governing Body Representative)

(Name and Title of Governing Body Representative)

CERTIFICATION

I, _____, duly appointed and _____ of
(Name) (Title)

_____, do hereby certify that the above is a true and correct copy of a
(Name of Applicant)

Resolution passed and approved by the _____ of the _____
(Governing Body) (Name of Applicant)

on the _____ day of _____, 20____.

(Signature)

(Title)

Cal OES Form 130 Instructions

A Designation of Applicant's Agent Resolution for Non-State Agencies is required of all Applicants to be eligible to receive funding. A new resolution must be submitted if a previously submitted Resolution is older than three (3) years from the last date of approval, is invalid or has not been submitted.

When completing the Cal OES Form 130, Applicants should fill in the blanks on page 1. The blanks are to be filled in as follows:

Resolution Section:

Governing Body: This is the group responsible for appointing and approving the Authorized Agents.

Examples include: Board of Directors, City Council, Board of Supervisors, Board of Education, etc.

Name of Applicant: The public entity established under the laws of the State of California. Examples include: School District, Office of Education, City, County or Non-profit agency that has applied for the grant, such as: City of San Diego, Sacramento County, Burbank Unified School District, Napa County Office of Education, University Southern California.

Authorized Agent: These are the individuals that are authorized by the Governing Body to engage with the Federal Emergency Management Agency and the Governor's Office of Emergency Services regarding grants applied for by the Applicant. There are two ways of completing this section:

1. **Titles Only:** If the Governing Body so chooses, the titles of the Authorized Agents would be entered here, not their names. This allows the document to remain valid (for 3 years) if an Authorized Agent leaves the position and is replaced by another individual in the same title. If "Titles Only" is the chosen method, this document must be accompanied by a cover letter naming the Authorized Agents by name and title. This cover letter can be completed by any authorized person within the agency and does not require the Governing Body's signature.
2. **Names and Titles:** If the Governing Body so chooses, the names **and** titles of the Authorized Agents would be listed. A new Cal OES Form 130 will be required if any of the Authorized Agents are replaced, leave the position listed on the document or their title changes.

Governing Body Representative: These are the names and titles of the approving Board Members.

Examples include: Chairman of the Board, Director, Superintendent, etc. The names and titles **cannot** be one of the designated Authorized Agents, and a minimum of two or more approving board members need to be listed.

Certification Section:

Name and Title: This is the individual that was in attendance and recorded the Resolution creation and approval.

Examples include: City Clerk, Secretary to the Board of Directors, County Clerk, etc. This person **cannot** be one of the designated Authorized Agents or Approving Board Member (if a person holds two positions such as City Manager and Secretary to the Board and the City Manager is to be listed as an Authorized Agent, then the same person holding the Secretary position would sign the document as Secretary to the Board (not City Manager) to eliminate "Self Certification."

AGENDA

ITEM 4F

STAFF REPORT

SUBJECT: Establishing Standing Committees and Memberships

FROM: Michael Tree, Executive Director

DATE: July 6, 2020

Action Requested

Review and adopt standing committees, memberships, and officers to conduct LAVTA's official business.

Background

At the June 2020 LAVTA Board meeting the Board elected Boardmember Bob Woerner as Chair and Boardmember Jerry Pentin as Vice Chair for fiscal year 2021. Per the agency's By-Laws, the Chair shall appoint the members and the Committee Chairs subject to Board approval.

Discussion

Boardmembers can express their preferences for committee memberships and during the discussion will indicate their willingness to serve as Committee Chair or Vice-Chair. Recommendations are shown on the attached Resolution and should be confirmed.

These recommendations follow the Board's policy with respect to the appointment of Committee Chairs. The adopted policy is that the Chairs of the two standing committees be filled by the two jurisdictions who are not serving as Chair and Vice Chair of the Board. In this case, since Boardmember Woerner and Boardmember Pentin are the new Chair and Vice Chair respectively, then the two committee chairs should be filled by Dublin and the County representatives.

Next Steps

Upon Board approval, the new committee assignments will commence immediately.

Recommendation

Staff recommends the Board confirm and approve Resolution 23-2020, establishing standing committees, memberships, and officers.

Attachments:

1. Resolution 23-2020

Submitted: _____

RESOLUTION NO. 23-2020

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING COMMITTEE
ASSIGNMENTS FOR FY21**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA) has adopted By-Laws which specify how the Board will conduct its business; and

WHEREAS, the By-Laws state that the Board shall establish standing and special ad hoc committees as it deems necessary; and

WHEREAS, the By-Laws further state that the Chair shall appoint the members and the Chairs of committees subject to Board approval; and

WHEREAS, the Board has selected Bob Woerner (City of Livermore) to be Chair and Jerry Pentin (City of Pleasanton) to be Vice Chair for FY21; and

WHEREAS, the Board approved a two-committee structure at its July 2010 Board meeting, and the Chair has considered the committee assignments of the members of the Board.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF
THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY:**

1. The standing committees of the Board shall be:
 - a. Finance and Administration Committee
 - b. Projects and Services Committee
2. The chairs of the two standing committees should be filled by the jurisdictions who are not serving as Chair and Vice Chair of the Board.
3. The Finance and Administration Committee shall be comprised of:
 - a. Jerry Pentin (Pleasanton)
 - b. Melissa Hernandez (Dublin), Chair
 - c. Bob Coomber (Livermore), Vice Chair
4. The Projects and Services Committee shall be comprised of:
 - a. Scott Haggerty (County of Alameda), Chair
 - b. David Haubert (Dublin), Vice Chair
 - c. Karla Brown (Pleasanton)
 - d. Bob Woerner (Livermore)
5. The Finance and Administration Committee shall meet on the fourth Tuesday of each month at 4:00 pm.
6. The Projects and Services Committee shall meet on the fourth Monday of each month at 4:00 pm.

7. To allow full participation by Board Members on the two standing committees, one or both Committees may have four members, which constitute a quorum of the Board. As a result, a Committee which has four members shall also be noticed as a "Committee of the Whole." In the event that a quorum of Board members is present, the Committees will automatically convert into a Committee of the Whole. Likewise, if there is no longer a quorum of the Committee of the Whole, then the Committee of the Whole will automatically convert back into the regular committee. The Chair of the Committee will also serve as Chair of the Committee of the Whole.

The agendas for each meeting of the Committee of four shall include the following footnote:

In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.

PASSED AND ADOPTED this 6th day of July, 2020.

Bob Woerner, Chair

ATTEST:

Michael Tree, Executive Director

AGENDA

ITEM 5

EXECUTIVE DIRECTOR'S REPORT

July 2020

COVID-19 Pandemic and Wheels Ridership

Regarding the fixed route system, the lowest ridership average during the pandemic has been 660 rides/day in April. We have been slowly trending upwards and third week of June the ridership average was 1,100 rides/day. The lowest ridership average on paratransit during pandemic was 30 rides/day. During the third week of June the average ridership on paratransit was 40/day. Staff continues to monitor and make adjustments to health and safety issues on the Wheels system, in addition to participating on the Blue Ribbon Task Force, and will have an update at the LAVTA Board meeting.

Transit Signal Priority Upgrade and Expansion Project

This project will upgrade 67 intersections on the 10R and 30R Rapid routes and 24 Rapid buses with an improved and more reliable GPS-based signal-priority system. Installation of intersection equipment is complete in all three cities (photo shows the new GPS radio antennas that have been installed, this example is on Santa Rita at Mohr Avenue in Pleasanton that will serve the 10R). Currently LAVTA is working with the vendor and each of the cities to verify all software and hardware requirements of the system have been met to establish communications between the intersections and LAVTA's back-office management system, which will eventually be able to report real-time operating data including TSP requests back to LAVTA from each intersection. Once all equipment is installed and configured, the system will be ready for final testing and acceptance.



Pleasanton BRT Corridor Enhancement Project (Rapid Bus Stops on Santa Rita)

Staff has been procuring needed equipment based on the final plans and specifications, including shelters, Rapid signage, real-time passenger information signs, and other amenities. LAVTA has executed the construction contract documents and is proceeding with pre-construction activities with the contractor, with work expected to begin this summer in accordance with guidance from Alameda County Public Health officials concerning outdoor construction activities.

Dublin Parking Garage Project

Alameda County staff is continuing with schematic design work with a county-funded consultant to complete the bridging documents needed to issue the design-build RFP, which the County expects to be released later this summer. Alameda County and LAVTA have both approved and are in the process of executing the funding agreement between the two agencies governing use of the state TIRCP funds to complete the project once the County selects the design-builder.

Shared Autonomous Vehicle Project

EasyMile and Transdev were onsite the week of June 15th to the address NHTSA's additional requirements, installing required seatbelts, performing software updates, and performing additional operator training. SafeFleet was also onsite and installed the video surveillance system, which includes six internally and externally facing cameras. Digital mapping of the route has been completed and testing is moving forward.



ATTM Cell Site Installation

ATTM has begun the installation of the cell-site on LAVTA property at Rutan. The cell-site rent will provide LAVTA \$46,356/year.

Zero Emission Bus Fleet Study

The Center for Transportation and the Environment (CTE) is in the initial stages of the zero-emissions fleet study for LAVTA. CTE will introduced the project and project timeline at the June P&S Committee. The study is being done under direction from the LAVTA Board of Directors and State of California to plan for a zero-emission technology on the Wheels fleet. An update on the coordination between the zero-emission technology planning and the planning for the future LAVTA Operations & Maintenance facility will be provided at the July Board meeting.

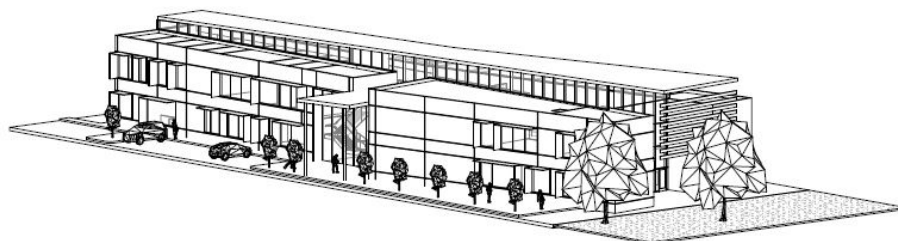
Projects Being Initiated in June and July

The following projects are due to begin during the next 45 days at the agency:

- Removal of Rapid signage and amenities at stops in and around Stoneridge Mall. These stops are either no longer in use or have been converted to regular Wheels stops that are consistent with other Wheels stops on the Route 3.
- Update and certification of the automatic passenger counter system in an effort to have cleaner data that can be used for the National Transportation Database, and so riders retrieve more accurate information in real time on passenger loads of buses.
- Livermore Transit Center rehabilitation project will include painting of the transit center canopy, installation of new furniture, and other improvements. This project is funded by a \$436,000 FTA grant.

Future Operations/Maintenance & Administration Campus in the Oaks Business Park

Staff has hired Kimley-Horn and has been working diligently on the conceptual planning for the maintenance facility and operations/administrative facility in Livermore at the Oaks Business Park. Kimley-Horn presented conceptual work performed thus far and timelines of the project at the June P&S Committee meeting and will provide an update to the work at the July LAVTA Board meeting.



Valley Link Project

The Regional Rail Authority continues on schedule to deliver the EIR for public comment in September with the plan to have the Board certify the EIR and adopt the Valley Link project by the end of the calendar year. Additional work includes:



- Operations and ridership modeling for 12-minute headways throughout the Valley Link system. Operations found 12-minute headways are feasible with changes to location and length of passing lanes. Schedule decreased by 8 minutes with advanced modeling performed. Ridership modeling taking into consideration 12-minute headways and time savings is in final stages. Early estimates are a 20% increase in ridership. 15% design and cost estimates are being revised to reflect the changes.
- Valley Link Economic Impact Report was completed in May. Project construction of Valley Link generates 22,200 jobs and an economic impact of \$3.5 billion on the economies of San Joaquin County and Alameda County. Operations of Valley Link will create 395 jobs and an economic impact of \$69 million a year.
- The Regional Rail Authority continues to work with Caltrans on the I-580 segment of the Valley Link project. Recently, MTC allocated \$46.8 million to the project to fund the final approval process, among other things.
- Commissioners at ACTC voted with overwhelming support to open the 45-day comment period for member agencies in regard to the requested amendments to the Measure BB Transportation Expenditure Plan to include the Regional Rail Authority as an eligible recipient of Measure BB funds and to move the \$400 million in Measure BB funds from the BART to Livermore Project to the Valley Link Project. In September the Commissioners will consider the amendments.
- The project management team at the Regional Rail Authority continues to improve. Recent additions include Ric Rattray as Program Manager. Ric has more than 25 years managing rail projects, his most recent work managing the eBART program design and construction. David Kutroski has also joined the management team of the project. David has an equal amount of experience in passenger rail and was most recently the Managing Director of the Capital Corridor system, which operates rail service from Sacramento to Bay Area. More announcements are forthcoming in the near future on additions to the Valley Link team.
- In July the Regional Rail Authority Board will consider a contract award for Program Management Services, which includes general support, project control support, contract procurement and contract administration support, station architecture and sustainability support, systems and system integration and operational support. Additionally, a Request for Proposals for General Engineering Services is currently being advertised to enhance the engineering support for the project through construction
- The Regional Rail Authority's legal department is working closely with the City of Tracy to finalize an MOU that will transfer title to a 200-acre property for use as the home of the Valley Link Operations & Maintenance Facilities. The property value is approximately \$40 million.



Attachments:

1. Board Statistics May 2020
2. FY21 Upcoming Items

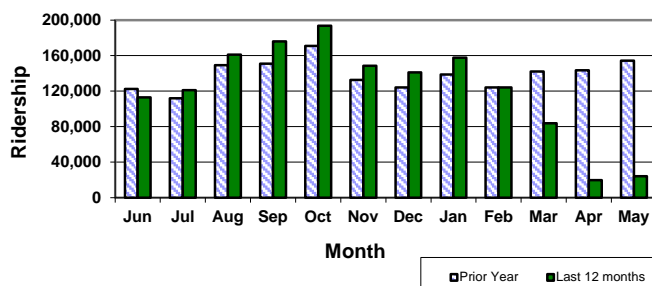
Monthly Summary Statistics for Wheels

May 2020

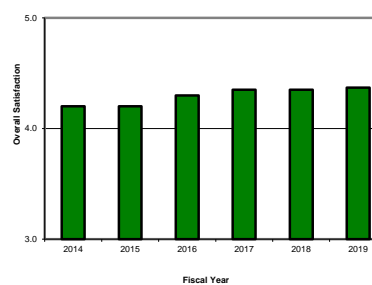
FIXED ROUTE

| | May 2020 | | | % change from one year ago | | |
|------------------------------------|-----------|----------|--------|----------------------------|----------|--------|
| Total Ridership FY 2020 To Date | 1,378,496 | | | -10.9% | | |
| Total Ridership For Month | 24,125 | | | -84.4% | | |
| Fully Allocated Cost per Passenger | \$29.46 | | | 277.6% | | |
| | Weekday | Saturday | Sunday | Weekday | Saturday | Sunday |
| Average Daily Ridership | 882 | 596 | 525 | -86.3% | -61.1% | -57.1% |
| Passengers Per Hour | 4.2 | 4.0 | 3.6 | -71.3% | -58.9% | -54.5% |
| | May 2020 | | | % change from last month | | |
| On Time Performance | 94.5% | | | 3.4% | | |

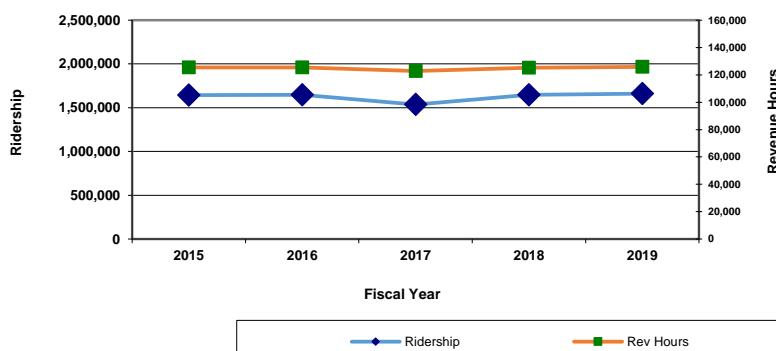
Monthly Unlinked Boardings
Last 24 Months



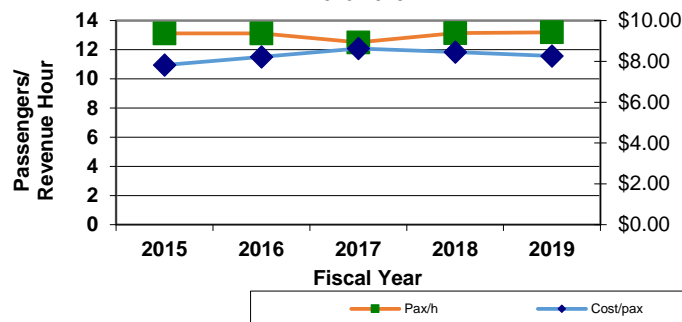
Historical Customer Service
Survey Results



Annual Unlinked Boardings and Revenue Hours
FY2015-2019



Full Cost Per Passenger and Passenger Per Hour
FY2015-2019



Monthly Summary Statistics for Wheels

May 2020

PARATRANSIT

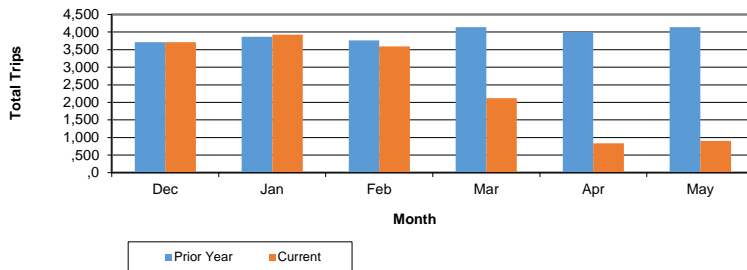
| General Statistics | May 2020 | % Change from last year | Year to Date |
|-----------------------------------|----------|-------------------------|--------------|
| Total Monthly Passengers | 905 | -78.2% | 34,920 |
| Average Passengers Per Hour | 1.03 | -14.2% | 1.07 |
| On Time Performance | 98.1% | 8.0% | 95.92% |
| Cost per Trip | \$63.26 | 87.0% | \$55.77 |
| Number of Paratransit Assessments | 0 | -100.0% | 202 |
| Calls Answered in <1 Minute | 82.4% | 5.5% | 88.79% |

**There were no in-person assessments due to Covid-19, but the applicants received temporary presumptive eligibility based on their application*

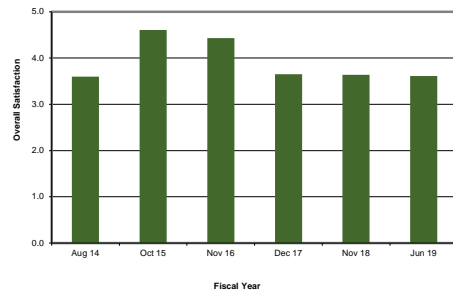
and doctor's verification until the in-person assessments can be resumed.

| Missed Services Summary | May 2020 | Year to Date |
|----------------------------------|----------|--------------|
| 1st Sanction - Phone Call | 0 | 10 |
| 2nd Sanction - Written Letter | 0 | 1 |
| 3rd Sanction - 15 Day Suspension | 0 | 0 |
| 4th Sanction - 30 Day Suspension | 0 | 0 |
| 5th Sanction - 60 Day Suspension | 0 | 0 |
| 6th Sanction - 90 Day Suspension | 0 | 0 |

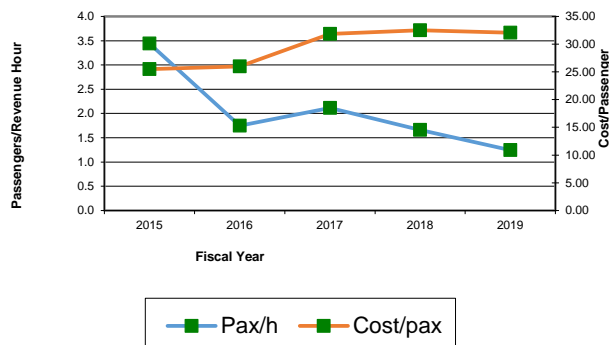
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour FY2015-2019



Monthly Summary Statistics for Wheels
May 2020

| SAFETY | | | | | | | | |
|-----------------------------------|--------------------|--------------|--------------------|--------------------|---------------------|-----------|--------------------|--------------------|
| ACCIDENT DATA | May 2020 | | | | Fiscal Year to Date | | | |
| | Fixed Route | | Paratransit | | Fixed Route | | Paratransit | |
| Total | 0 | | 0 | | 23 | | 1 | |
| Preventable | 0 | | 0 | | 16 | | 1 | |
| Non-Preventable | 0 | | 0 | | 7 | | 0 | |
| Physical Damage | | | | | | | | |
| Major | 0 | | 0 | | 0 | | 0 | |
| Minor | 0 | | 0 | | 18 | | 1 | |
| Bodily Injury | | | | | | | | |
| Yes | 0 | | 0 | | 2 | | 0 | |
| No | 0 | | 0 | | 13 | | 1 | |
| | | | | | | | | |
| MONTHLY CLAIMS ACTIVITY | Totals | | | | | | | |
| Amount Paid | | | | | | | | |
| This Month | \$211.03 | | | | | | | |
| To Date This Fiscal Year | \$31,867.63 | | | | | | | |
| | | | | | | | | |
| Budget | \$100,000.00 | | | | | | | |
| % Expended | 32% | | | | | | | |
| | | | | | | | | |
| CUSTOMER SERVICE - ADMINISTRATION | | | | | | | | |
| CATEGORY | Number of Requests | | | | | | | |
| | May 2020 | Year To Date | | | | | | |
| | | | | | | | | |
| Praise | 0 | 6 | | | | | | |
| Bus Stop | 2 | 13 | | | | | | |
| Incident | 0 | 0 | | | | | | |
| Trip Planning | 0 | 4 | | | | | | |
| Fares/Tickets/Passes | 0 | 6 | | | | | | |
| Route/Schedule Planning | 2 | 21 | | | | | | |
| Marketing/Website | 0 | 2 | | | | | | |
| ADA | 0 | 4 | | | | | | |
| TOTAL | 4 | 56 | | | | | | |
| | | | | | | | | |
| 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 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 1 |
| Safety | 2 | 1 | 0 | 33 | 2 | 0 | 0 | 5 |
| Driver/Dispatch Discourtesy | 1 | 1 | 0 | 14 | 0 | 0 | 0 | 4 |
| Early | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| Late | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 8 |
| No Show | 1 | 0 | 0 | 5 | 1 | 0 | 0 | 2 |
| Incident | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 4 |
| Driver/Dispatch Training | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 11 |
| Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bypass | 0 | 1 | 0 | 29 | 0 | 0 | 0 | 0 |
| TOTAL | 5 | 5 | 0 | 129 | 3 | 1 | 0 | 35 |
| Valid Complaints | | | | | | | | |
| Per 10,000 riders | 2.07 | | | | | | | |
| Per 1,000 riders | | | | | 3.31 | | | |

LAVTA COMMITTEE ITEMS - July 2020 - November 2020

Finance & Administration Committee

July

| | Action | Info |
|--|--------|------|
| Minutes | X | |
| Treasurers Report | X | |
| *Typically July committee meetings are cancelled | | |

August

| | Action | Info |
|------------------|--------|------|
| Minutes | X | |
| Treasures Report | X | |

September

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

October

| | Action | Info |
|-------------------|--------|------|
| Minutes | X | |
| Treasurers Report | X | |
| CAFR | X | |

November

| | Action | Info |
|-------------------|--------|------|
| Minutes | X | |
| Treasurers Report | X | |

LAVTA COMMITTEE ITEMS - July 2020 - November 2020

Projects & Services Committee

July

Minutes

Action

Info

X

*Typically July committee meetings are cancelled

August

Minutes

Action

Info

X

ZEB Study Update

X

September

Minutes

Action

Info

X

ZEB Study Update

X

October

Minutes

Action

Info

X

Winter Service Changes (effective February)

X

SAV Updates

X

November

Minutes

Action

Info

X

SAV Updates

X

AGENDA

ITEM 6

STAFF REPORT

SUBJECT: Atlantis Transit Facility – Schematic Design

FROM: Toan Tran, Director of Operations and Innovation

DATE: July 6, 2020

Action Requested

Staff requests that the Board of Directors approve Resolution 20-2020, authorizing the Executive Director to execute Contract Task Order (CTO) 4 between LAVTA and Kimley-Horn and Associates (KHA) to assist with project management services for schematic design of the LAVTA Atlantis Transit Facility.

Background

In 2006, LAVTA purchased the land for the planned Atlantis Transit Facility located in the Oaks Business Park. Conceptual design was developed in 2008 but due to the recession, the project was put on hold. The bus wash and fueling facilities were constructed in 2013 but no other major activities have taken place since.

Discussion

With the expectation that there could be potential stimulus funding made available in the near future and Alameda County Transportation Commission (ACTC) including this project on its 10-year priority list, staff has taken the plan off the shelf and begun work with Kimley-Horn and Associates on the initial phase. The initial phase consists of planning and concept design. The result of the initial phase will be a LAVTA decision for the proposed site layout, components and general site specifications required to use as a basis for continuing with the design in the next phase.

Phase 2, which is the schematic design phase, will include in-depth services from site civil, building architecture, landscape architecture, site lighting, utilities, structural engineering, electrical as well as mechanical. The documents produced will guide and bridge the design between the current conceptual phase and forthcoming construction/design-build phase. The detailed scope of work for phase 2 is included in Attachment 2.

At the June 2020 Projects & Services Committee meeting, LAVTA and KHA staff provided a progress report on the current efforts as well as outlining the schedule and tasks for Phase 2 of the project. There were several comments and requests from committee members pertaining to the timeline of the project and the layout of the administration building. In following up to the comments and requests, Mike Mowery from KHA will make a presentation to Board.

Fiscal Impact

Phase 2 of the project is included in the fiscal year 2020-21 approved capital budget. However, the approved budget amount of \$350,000 is approximately \$100,000 less than the revised amount. The primary reason for the disparity is due to the budgeted amount being based on preliminary, high level estimates whereas the revised amount is task specific and is calculated based on staff hours and rates for each task. The proposal (Attachment 2) is currently being reviewed and analyzed by an external source. Staff will provide an update of the findings at the Board meeting.

Recommendation

Staff requests that the Board of Director approve Resolution 20-2020, authorizing the Executive Director to execute a Contract Task Order 4 between LAVTA and Kimley-Horn and Associates in the amount of \$450,000 to assist with project management services for schematic design of the LAVTA Atlantis Transit Facility. Please note the Projects & Services Committee supported the resolution for the execution of CTO 4 in the amount of \$350,000.

Attachments

1. Resolution 20-2020
2. KHA Contract Task Order 4
3. KHA Atlantis Presentation

Approved: _____

RESOLUTION NO. 20-2020

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE CONTRACT
TASK ORDER 4 WITH KIMLEY-HORN AND ASSOCIATES TO ASSIST WITH
MANAGEMENT SERVICES FOR SCHEMATIC DESIGN OF THE ATLANTIS
TRANSIT FACILITY**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) purchased the Atlantis Transit Facility located in the Oaks Business Park; and

WHEREAS, the bus wash and fueling facilities were constructed in 2013; and

WHEREAS, with potential stimulus funding being made available in the near future and Alameda County Transportation Commission including this project on its 10-year priority list, staff has taken the plan off the shelf and begun work with Kimley-Horn and Associates on the initial phase; and

WHEREAS, the result of the initial phase will be a LAVTA decision for the proposed site layout, components and general site specifications required to use as a basis for continuing with the design in the next phase.; and

WHEREAS, phase 2, which is the schematic design phase, will include in-depth services from site civil, building architecture, landscape architecture, site lighting, utilities, structural engineering, electrical as well as mechanical; and

WHEREAS, the documents produced will guide and bridge the design between the current conceptual phase and forthcoming construction/design-build phase

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to execute Contract Task Order 4 with Kimley-Horn and Associates in the amount of up to \$450,000 to assist with management services for schematic design of the Atlantis Transit Facility.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of July 2020.

BY _____
Bob Woerner, Chair

ATTEST _____
Michael Tree, Executive Director

**Kimley-Horn Task Order No. 04
Scope of Services
For On-Call Engineering Consulting Services**

June 30, 2020

Kimley-Horn and Associates, Inc. is currently contracted with Livermore Amador Valley Transit Authority (LAVTA) for On-Call Engineering Consulting Services (RFP #2016-14). This scope of services is for Task Order No. 4 under the Agreement dated February 3, 2017, to assist LAVTA with project management services for planning and concept design for LAVTA's transit facility.

The scope of services for Task Order 4 is described below.

BACKGROUND AND PURPOSE

The consultant, Kimley-Horn and Associates, Inc. (KHA) is submitting this scope of work to provide professional planning and schematic design of the bus maintenance facility at Atlantis Court. This document will define Phase 2 of a 3-phase approach; Phase I (Task Order 3 dated May 15th, 2020) was the planning and conceptual design phase. The purpose of Phase 2 is for KHA to continue to support LAVTA's efforts to plan, develop, design and implement improvements to their physical fixed assets at their transit bus maintenance facility.

The services for all three phases will be performed according to a schedule mutually determined by LAVTA and KHA. The following sections of this scope of work will define in greater detail the proposed phasing of services to be performed, including a general listing of sub-task services for each phase of the project.

Description of Work and Phasing

The scope of work for the project is to assist LAVTA with project management services for planning, engineering design, and construction activities for LAVTA's transit facility.

Kimley-Horn's project services will cover three (3) phases of the project (see Figure 1):

Phase 1 (*Previous Scope*) - Planning and Concept Design;

Timeline: Completed

Phase 2– Schematic Design;

Timeline: Summer/Fall 2020; Expected Milestones shown in Tasks below

Phase 3 (*Separate Scope*) – Design Build Bid and Final Design

Timeline: 2021

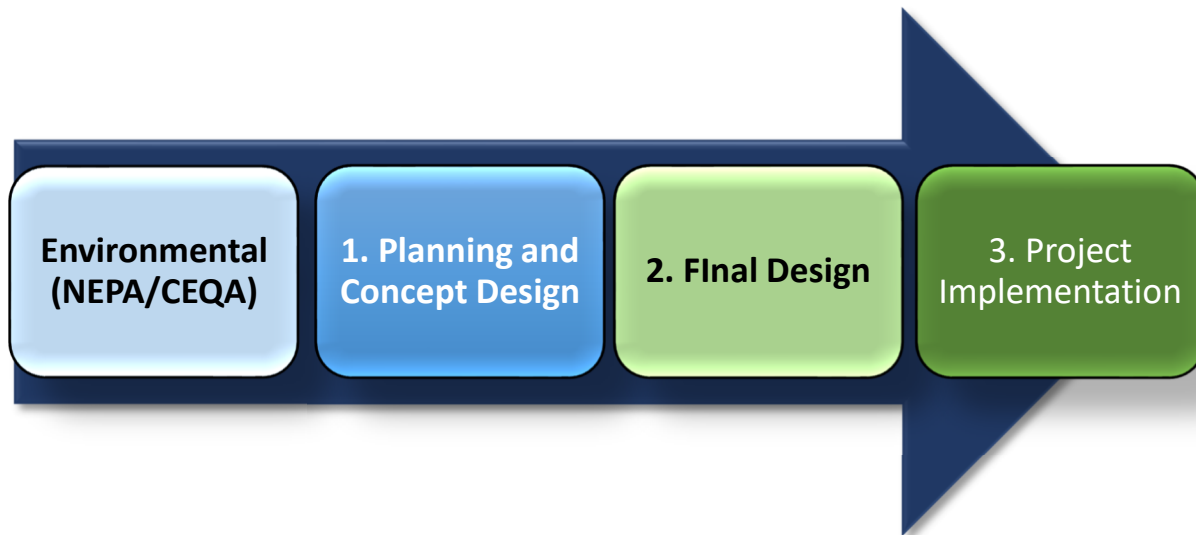


Figure 1 - Work Flow for LAVTA Bus Maintenance Facility

The following sections provide a narrative overview of the types of tasks and the general timeline for each of these phases. Due to the early stage of the project, many design details are being discovered; therefore, our proposed tasks are general in nature. As the project advances, KHA will refine and add details about specific tasks needed to support LAVTA.

2 PHASE 2 – SCHEMATIC DESIGN PHASE

2.1 General Tasks

The following tasks will be included as subtasks under each Phase:

2.1.1 Meeting Support and Coordination

KHA shall prepare meeting agendas and draft presentations or other handouts to support LAVTA at these stakeholders/partner meetings. KHA will prepare summary meeting notes for LAVTA.

The Design Team will also coordinate with LAVTA and City of Livermore staff as needed to produce the design documents in accordance to LAVTA and City of Livermore design standards.

2.1.2 Project Progress Meetings/Conference Calls

KHA will schedule and attend weekly or bi-weekly project status update conference calls or meetings consistent with the project schedule as determined by LAVTA. These calls will be led by Kimley-Horn and attended by project team members, LAVTA staff and open to other relevant stakeholders or partners.

2.2 Schematic Design and Site Refinement

The conceptual plans finalized in Phase 1 will be further developed by the Design Team. This will identify appropriate design criteria and existing conditions that affects the design and construction of the proposed facilities. The Design Team will advance the conceptual building and site plans providing additional layer of detail regarding site improvements and building architecture. The schematic design phase will include services from site civil, building architecture, landscape architecture, site lighting, utilities, structural engineering, electrical as well as mechanical. The documents produced will guide and bridge the design between the current schematic design phase and forthcoming construction/design-build phase.

2.2.1 Draft Schematic Design Plans

The Draft Schematic Design will provide plans with sufficient detail of site improvements to provide information on the recommended location and sizes of offices, hallways, shops, employee facilities, storage rooms, vehicle bays, vehicle parking structure, wash facility, building risers, and utility areas (including communications). The document will expand further on the conceptual design developed in Phase 1 and will include services and design features from the following list below.

The following is a listing of the work items to be developed in the schematic design development task:

| | | |
|----------------------------|--|----------------------|
| Horizontal control | Structural | Fire and Life safety |
| Grading and Drainage plans | Foundations | Communications |
| Demolition Plan | Landscape / Irrigation | Finishes |
| Utility plans | Plumbing plans | Equipment layouts |
| Storm Water Control | Electrical schematic plans | Specialties |
| Site Lighting | Architectural Drawings including Elevations, Floor Plans | |
| Site Parking Layout | Mechanical (HVAC) plans | |

Civil Site Plans

Kimley-Horn will prepare a site improvement plan set as part of the Draft Schematic Design Package. This includes the parking lot layout and maintenance yard for the entire lot with site features such as accessible path of travel, ADA stalls, EV parking stalls, fence/gates, bioretention and Storm Water features identified. A wet utility plan featuring site water lines, wastewater, gas lines and storm water will be schematically shown from the building face to the City's point of connection. A Horizontal control plan, Grading and Drainage plan, Demolition plan and Storm Water Control plan will be included in the Schematic Design set. No detailed grading, construction details, cross sections or profiles are expected to be included in this set.

Landscape Architectural Plans

At the Draft Schematic Design phase, Kimley-Horn will prepare Landscape Architectural plans, based on the conceptual layout and programming depicted on the current site plan. At this phase landscape planting design, hardscape design, site furnishings selection, and proposed irrigation methods will be presented as one consolidated plan. The plans will depict the landscape and hardscape concepts and design intent for the vehicular use areas, site perimeter landscape areas, proposed buildings surroundings, and employee break area. To further convey design intent, plans may include, written descriptions, graphics, and photographs to communicate the overall vision, theme, location and character of the project neighborhood.

At this phase, the Consultant will prepare:

- One (1), color-rendered site plan with associated notes and information
- Up to two (2) section/elevation graphics
- One (1) full-color materials and theming imagery board.

At this phase, inventory of existing plant material including a tree mitigation and disposition plan is excluded but may be provided as an additional service. An arborist report is also excluded as part of this phase.

Site Lighting Plans

Site lighting plans will be included in the Draft Schematic Design Package. This will include the lighting layout and photometric analysis of the parking lot and maintenance yard. County standards and industry standards will be utilized as guidelines for the lighting requirements. At a Draft SD design level, site lighting plans will only show the parking lot and maintenance yard light layout and will not include any underground information (i.e. conduit/conductor layout, light pole foundation design).

Site Electrical Plans

Electrical plans will be included in the Draft Schematic Design Package. This will include site electrical plans, single line diagrams, and power requirements including transformer size and location for the building and the site lighting. At this Draft SD design level, site electrical plans will not show the internal power connections or the PG&E service point connections.

Architectural Plans

FMG and Heller Manus will prepare an Architectural Draft Schematic Design set for their respective buildings on site. This includes the following items:

- Review programming to confirm the program requirements and the assumed size of the multiple areas and functions needed for the facility.
- Prepare schematic plan layout of the building to establish the footprint. This includes an Architectural site plan, floor plans, and roof plans for both buildings.
- Develop one layout and provide up to two revisions implementing LAVTA and stakeholder comments. This task includes building elevation drawings and sections.
- Architectural plans will include schematic design for interior services such as MEP, Utilities, HVAC, Plumbing, Power and Lighting.

2.2.2 Agency Review

The Draft Schematic Design plans will be submitted to LAVTA staff for review and comment prior to the initiation of the Final Schematic Design Submittal.

LAVTA will review the design submittal from the Design Team and provide comments for incorporation into the Final Schematic Design Documents.

2.2.3 Final Schematic Design Submittal

The final subtask shall be to prepare the Final Schematic Design Package for LAVTA review and approval. Ten copies of the final schematic design submittal shall be delivered to LAVTA for distribution. LAVTA shall receive a drawing for the bus maintenance facility and associated components.

2.2.4 Graphic Renderings

The Design Team will refine graphic renderings of the buildings and develop renderings of site as exhibit materials for presentations and other usages. Graphic renderings are assumed to be of two formats: 1) Revit model of 3d building renderings; 2) Photo-simulated 3d renderings of the site based on aerial drone footage.

Renderings will be produced based using the project design plans as a base. Graphical elements such as landscaping elements, paving materials, building materials, site facility elements, etc will be provided as a color graphic.

Four exhibits are expected to be produced as part of this of this task – one for each building and two aerial oblique photo-simulations of the site. A draft version of this package will be included with last Draft Schematic Design Plans package, and the final renderings will be submitted with the Final Schematic Design Plans.

2.3 Task Schedule

The Phase 2 tasks will take approximately 2 to 3 months, with exact schedule to be determined by LAVTA and KHA. Key milestone dates are anticipated as follows:

Key Milestone Dates:

- Expected NTP: 7/6/2020
- Draft Schematic Design Plans: Early October
- Final Schematic Design Plans: Late October / Early November

2.4 Deliverables

- ✓ Monthly progress meetings/minutes (Task 2.1.1)
- ✓ Monthly reports (Task 2.1.1)
- ✓ Design Package (Task 2.2.1, 2.2.3)

This task will include the completion of Draft Schematic Design Documents in conformance with the previously approved conceptual design plans in Phase 1. Continuous coordination with LAVTA staff shall be maintained throughout the design phase to reduce time required for detailed reviews. Milestone reviews shall be scheduled at the completion to produce the Final Schematic

Design Documents. however, the continual coordination mechanisms in place shall allow the Design Team to continue work as the documents are being reviewed.

- ✓ Graphic Renderings (Task 2.2.4)

2.5 Task Costs

Project costs for Phase 2 are in the proposed project budget below:

| | Kimley-Horn PM and Civil Design | Kimley-Horn Structural Design | Kimley-Horn Landscape Architecture | Kimley-Horn Lighting and Electrical Design | | Heller Manus | FMG |
|---|---------------------------------------|-------------------------------------|--|---|--|--|--|
| Task 2.1 Meetings and Coordination | \$ 25,000.00 | - | - | - | | \$ 20,260.00 | \$ 19,200.00 |
| Task 2.2.2 Draft Schematic Design | \$ 14,810.00 | \$ 40,000.00 | \$ 15,330.00 | \$ 8,650.00 | | \$ 95,130.00 | \$ 89,675.00 |
| Task 2.2.3 Final Schematic Design | \$ 9,310.00 | \$ 22,500.00 | \$ 5,260.00 | \$ 6,265.00 | | \$ 20,370.00 | \$ 19,200.00 |
| Task 2.2.4 Graphic Renderings | \$ 13,000.00 | - | - | - | | Included in Schematic Design Tasks | Included in Schematic Design Tasks |
| Total | \$ 62,120.00 | \$ 62,500.00 | \$ 20,590.00 | \$ 14,915.00 | | \$ 135,760.00 | \$ 128,075.00 |

| | |
|----------------------------------|----------------------|
| Kimley-Horn Total: | \$ 160,125.00 |
| Heller Manus Total: | \$ 135,760.00 |
| FMG Total: | \$ 128,075.00 |
| Direct Reimbursables: | \$1,000 |

| | |
|----------------------------|----------------------|
| Total for Phase II: | \$ 424,960.00 |
|----------------------------|----------------------|

Note: Heller Manus and FMG fees include respective building MEP subconsultant. FMG fees also include a specialty equipment subconsultant.

Reimbursable costs are not expected to exceed \$1,000.

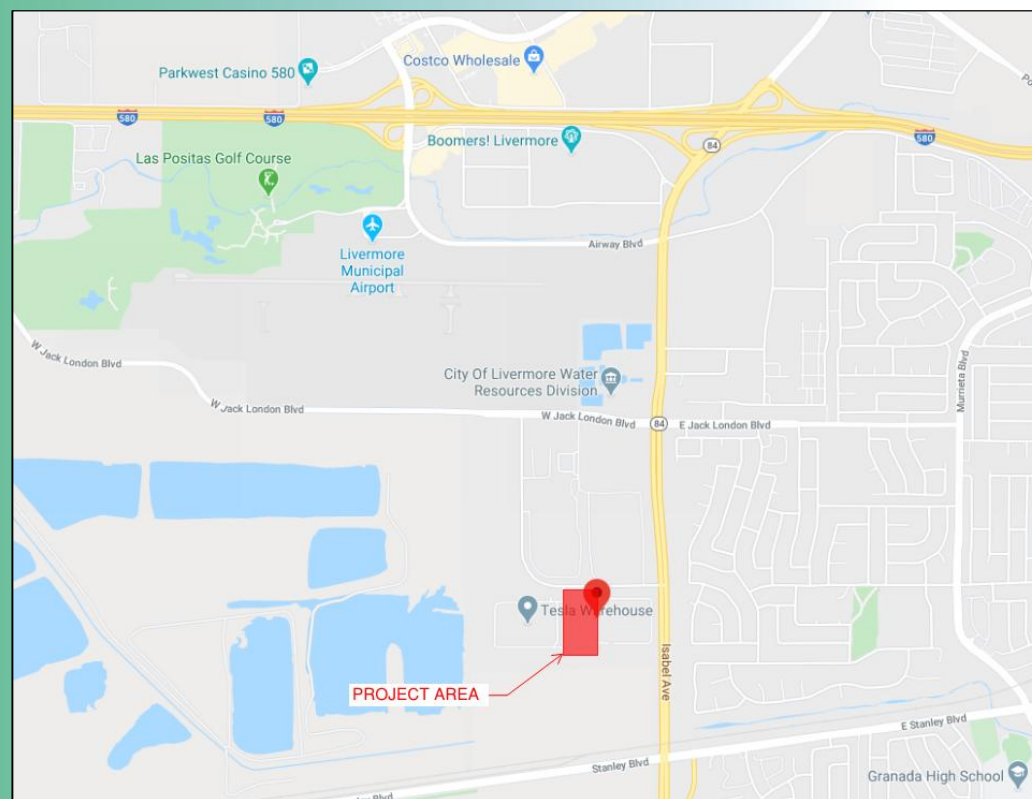
This includes up to two hardcopies of the printed Final Schematic Design set and 2 copies of any requested exhibits or renderings in color. Electronic copies of all submittal documents will be provided.

Livermore Amador Valley
TRANSIT AUTHORITY



Concept Phase
moving to
Schematic Design

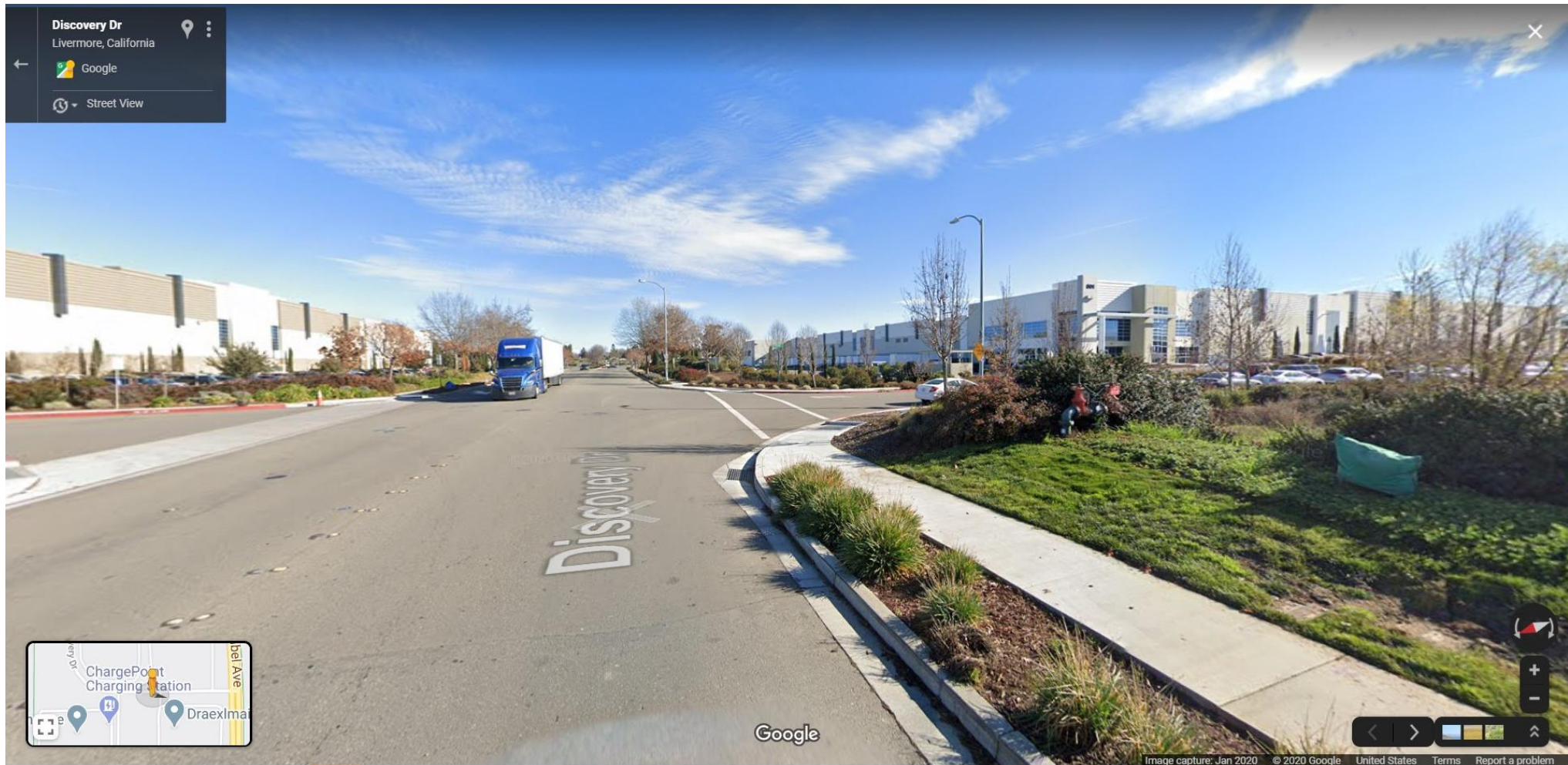
Atlantis Court Transit Facility

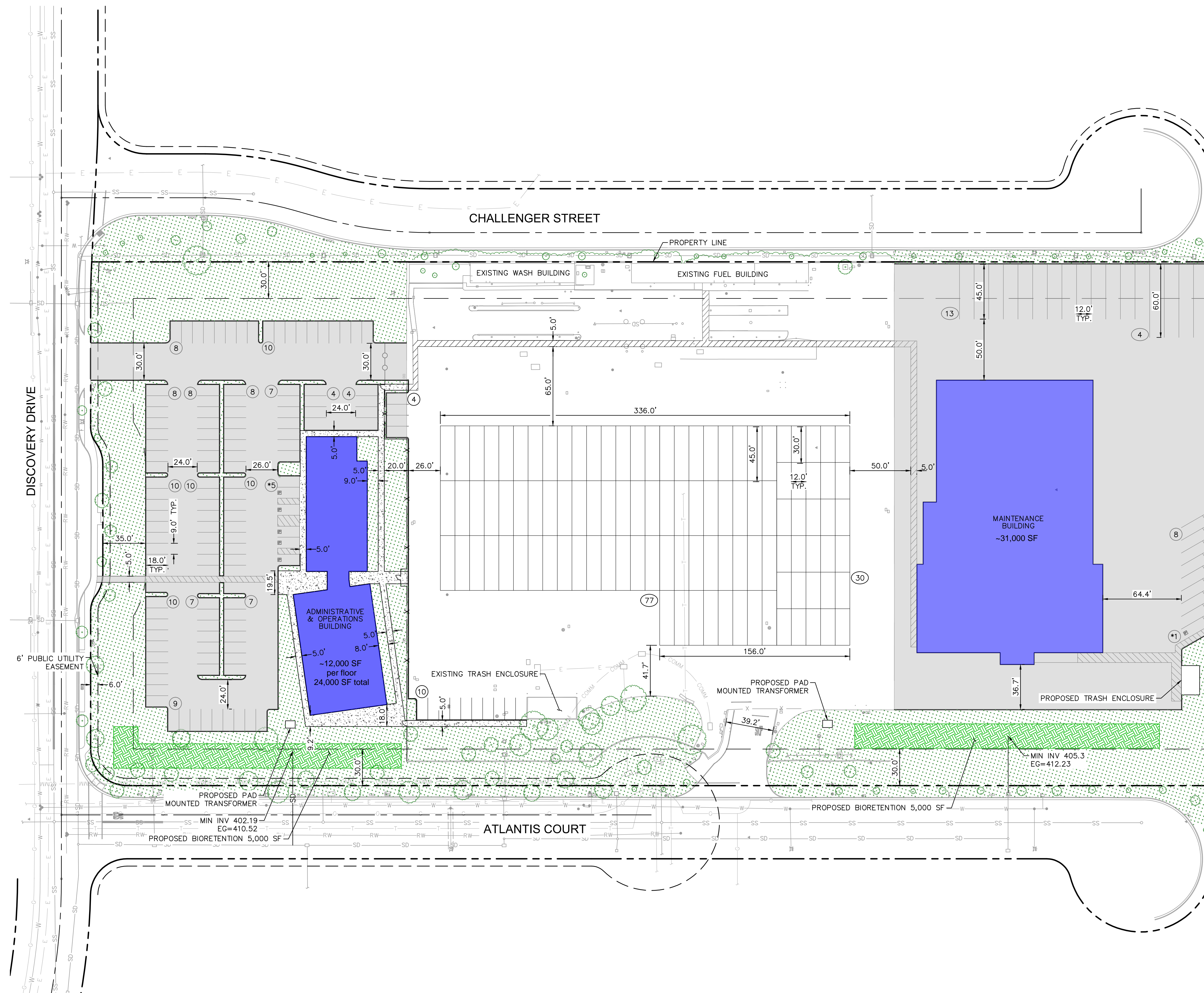






Adjacent Architecture on Discovery Drive





LEGEND

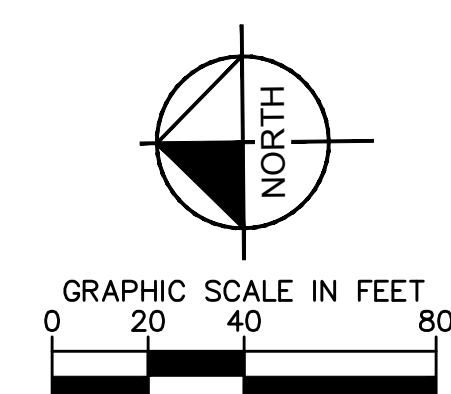
- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- SETBACK LINE
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED BIORETENTION
- PROPOSED LANDSCAPING
- # NUMBER OF STANDARD (9'X18') PARKING STALLS (* INDICATES ADA SPOTS)
- ## NUMBER OF BUS PARKING STALLS

PARKING NOTE:

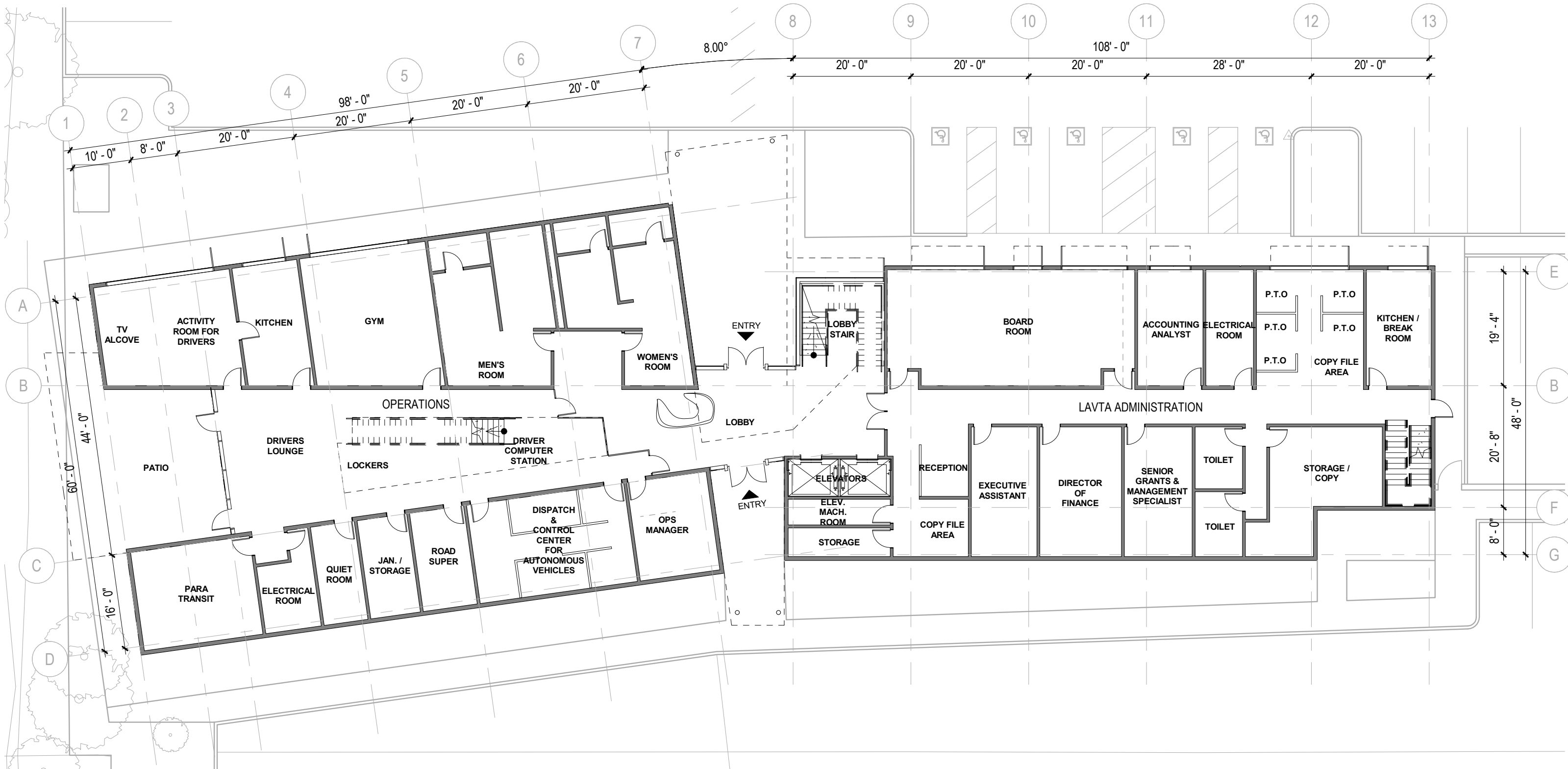
ZONING: PDI - PLANNED DEVELOPMENT INDUSTRIAL
PARKING REQUIREMENT BASED OFF TABLE 4.6 IN SECTION 4.04.02 OF THE LIVERMORE DEVELOPMENT CODE
ADA REQUIRED PARKING IS BASED OFF CHART 4.1.2(5)(A) OF THE ADA ACCESSIBILITY GUIDELINES (ADAAG)
PRIMARY USE: OFFICE/ADMINISTRATIVE BUILDING
PARKING REQUIREMENT: 1 SPACES / 300 SQUARE FEET (SF)
GROSS FLOOR AREA: X SF
PARKING REQUIRED = X SF * (1 SPACE / 300 SF) = X SPACES

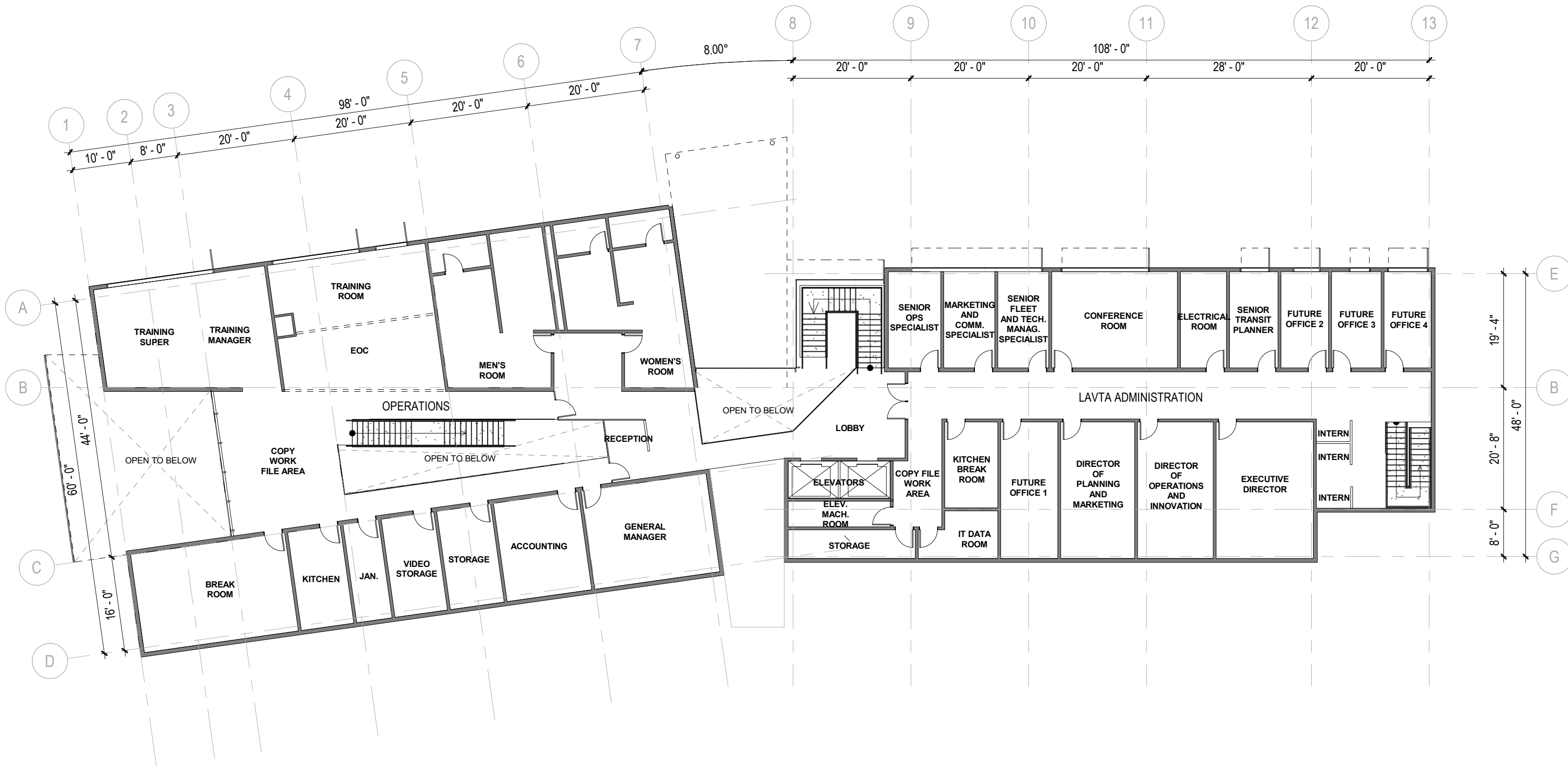
| PARKING DATA TABLE | | | |
|--------------------------------|----------|----------|----------|
| PARKING | EXISTING | REQUIRED | PROPOSED |
| STANDARD SPACES | 14 | - | 142 |
| STANDARD/VAN ACCESSIBLE SPACES | 2 | 6 | 6 |
| 60' BUS STALLS | 0 | - | 4 |
| 45' BUS STALLS | 15 | - | 94 |
| 30' BUS STALLS | 0 | - | 30 |
| OPTIONAL EV STALLS* | - | 7 | - |
| OPTIONAL CLEAN AIR STALLS* | - | 11 | - |
| TOTAL VEHICULAR PARKING | 31 | - | 267 |

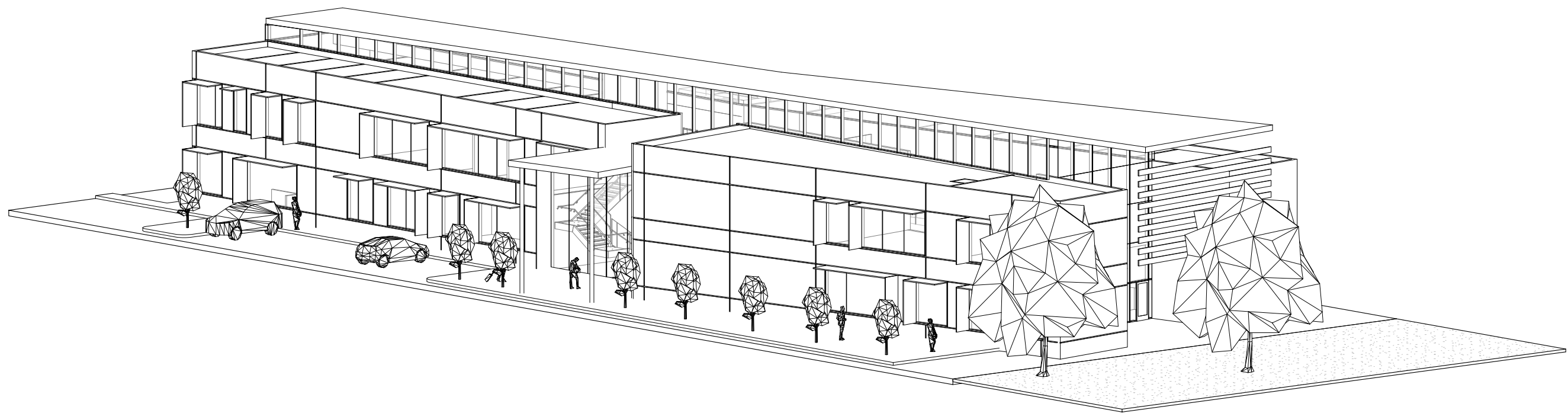
* OPTIONAL EV AND CLEAN AIR STALL REQUIREMENTS ARE PER CALGREEN CODE SECTION 5.106.5.2 & 5.106.5.3

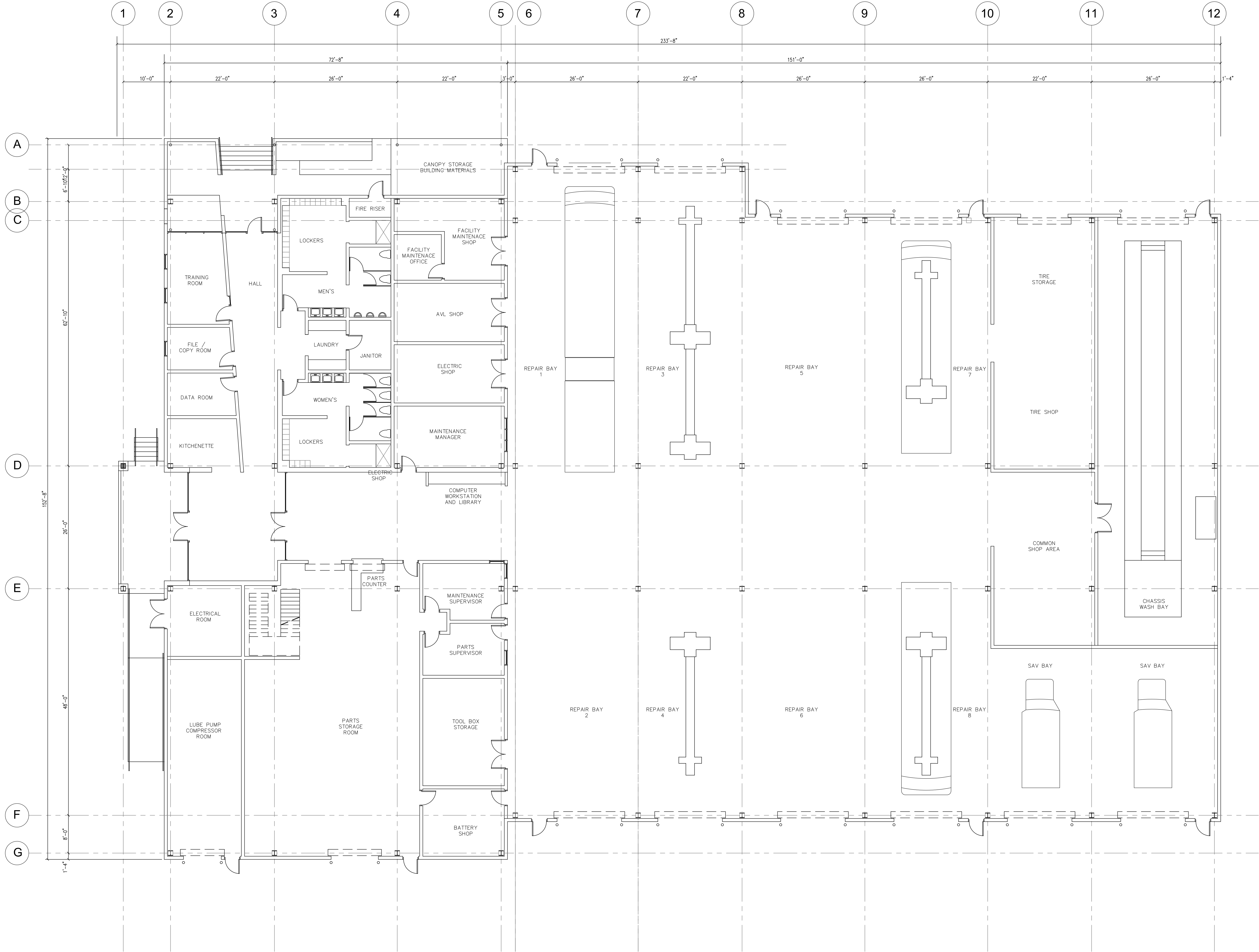


CONCEPTUAL SITE PLAN
JUNE 2020









| | | | |
|-----------|----|------|-----|
| REVISIONS | # | DATE | BY |
| | #1 | REV1 | BY1 |
| | #2 | REV2 | BY2 |
| | #3 | REV3 | BY3 |
| | #4 | REV4 | BY4 |

MAINTENANCE BUILDING
FLOOR PLAN

BUS MAINTENANCE FACILITY
LAVTA
LIVERMORE, CA

F&M ARCHITECTS
330 15TH STREET
OAKLAND, CA 94612

DATE: 06/19/2020

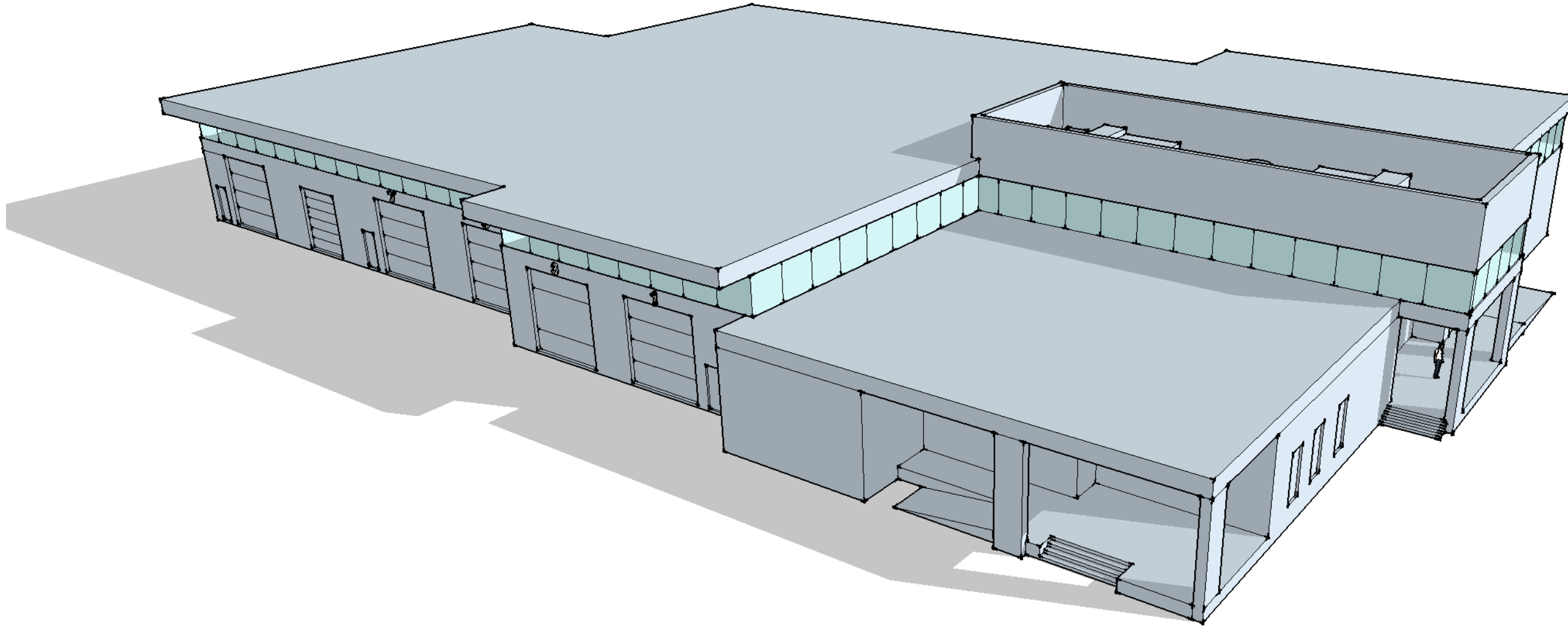
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DRAWN: -

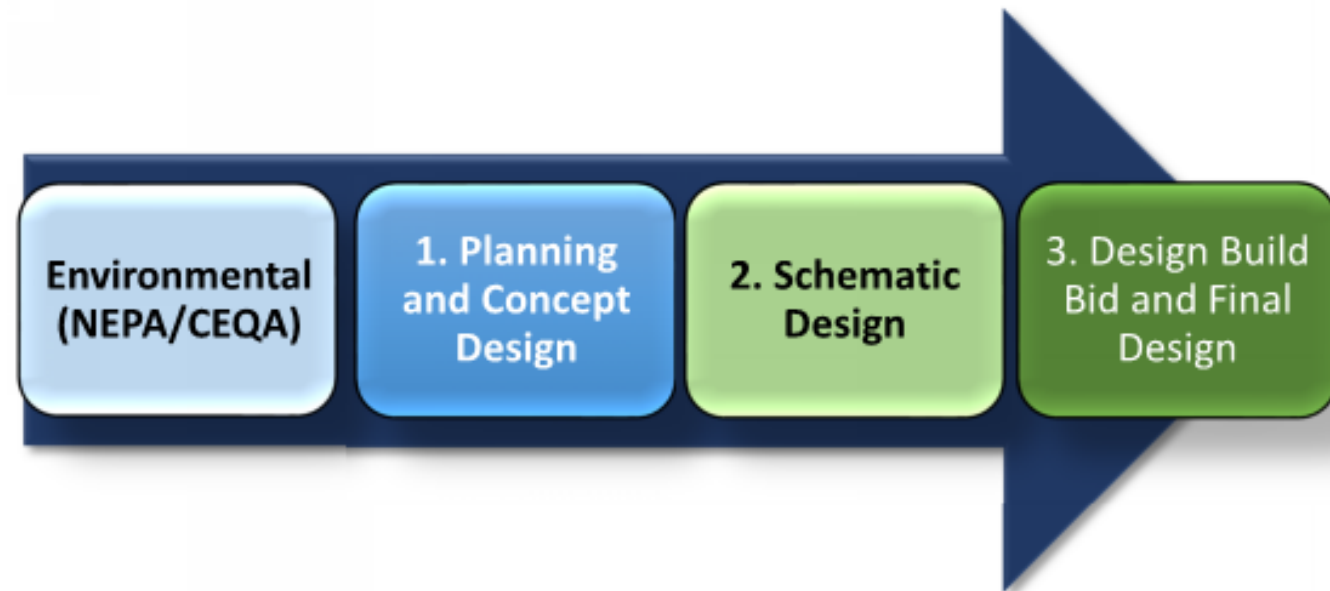
PROJ. NO.: -

FILE NAME: -

1 OF 1



**LAVTA BUS MAINTENANCE FACILITY
ALTERNATE CONCEPT**



PHASE 1 SERVICES AND DELIVERABLES:

Phase 1 included:

- Building and Site Programming for key features
- Conceptual Building Design with Alternatives
- Conceptual Site Layout
- Site Survey

Schedule for Phase 1:

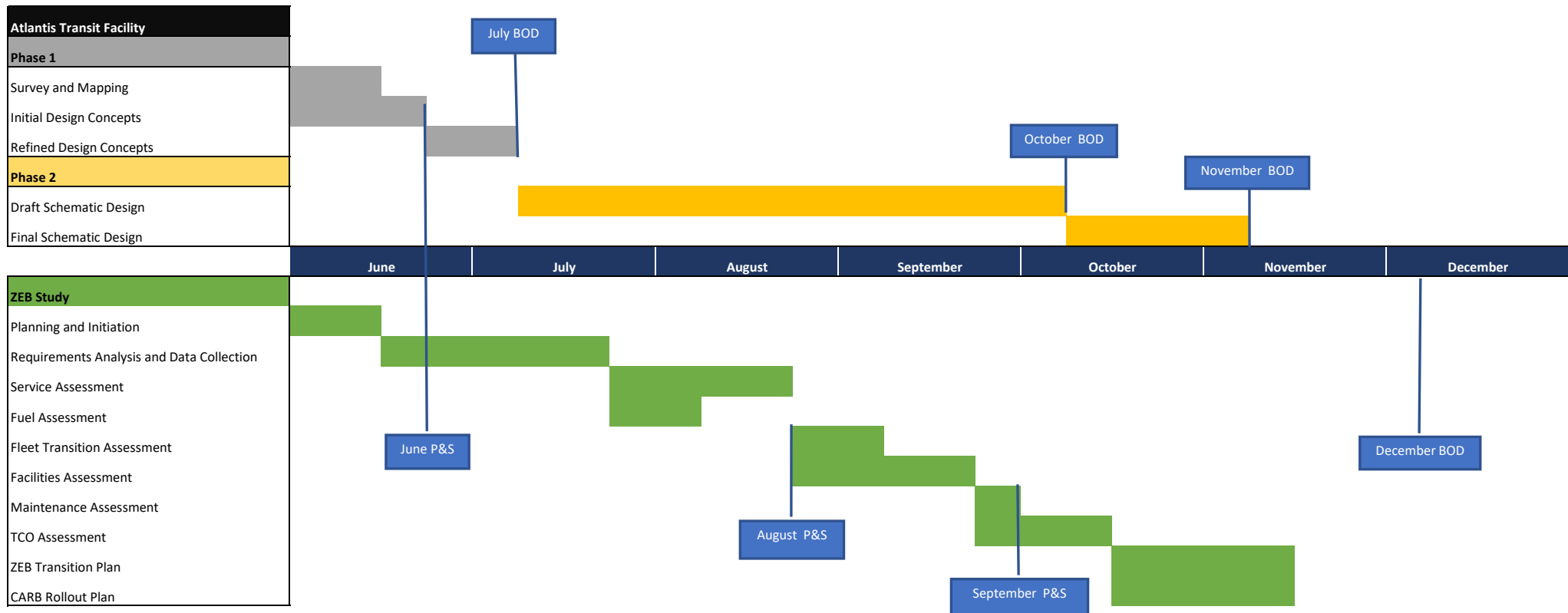
June 26th - Conceptual Design Alternatives - Building and Site
July 6th - Board Meeting / Concept Design Decision

PHASE 2 SERVICES AND DELIVERABLES:

Phase 2 will include additional services from

- Utility, Grading and Stormwater
- Site Landscaping / Site Lighting
- Mechanical, Electrical and Plumbing Engineering
- Refined Building Architecture and Building Layout
- Refined Site Design

Project Timeline



AGENDA

ITEM 7

STAFF REPORT

SUBJECT: Modification 6 to Contract with MTM for Paratransit Operations

FROM: Toan Tran, Director of Operations and Innovation

DATE: July 6, 2020

Action Requested

Approve Modification 6 to the contract with MTM for paratransit services.

Background

On March 7, 2014, LAVTA entered into an Agreement with Medical Transportation Management, Inc. (MTM) for the management, maintenance, and operation of LAVTA's paratransit services. The initial period of the contract began on May 1, 2014, and ended June 30, 2017, after which LAVTA has held the option to extend the contract for four (4) one-year periods at its sole discretion. To date, LAVTA has exercised three of the four available one-year options, with the latest option period having ended on June 30, 2020.

MTM continues to provide daily, pre-scheduled, door-to-door transportation service in the Tri-Valley area for people with disabilities. Because of the COVID-19 pandemic, the demand for the dial-a-ride service has decreased significantly, going from 150 to 40 trips per weekday. MTM is experiencing financial hardship as a result.

In an effort to maintain operational stability, MTM continues to employ key personnel, which includes the General Manager, dispatchers, and reservationists. Although wages and benefits for these positions are accounted for in the price per trip rate, the current trip volume is not adequate to support the ongoing fixed cost. In order to prevent potential layoffs, MTM requested a supplemental payment to the monthly fixed cost during the pandemic. The monthly fixed cost consists of wages and benefits for the positions mentioned above as well as expenses related to software and utilities. LAVTA agreed to provide MTM a monthly supplemental payment of \$26,500, which is based actual expenditures over a six-month period prior to COVID-19. The agreement was for March 16, 2020 to June 30, 2020.

Discussion

As staff reported at the April 2020 Projects & Services Committee meeting, in the event there is a need to extend the agreement past June 30, staff will bring the item back for approval. In addition to extending the current payment agreement, staff also recommends exercising the last option year of the contract. However, given the current reduced trip volume, staff believes this is an opportune time to issue a new solicitation for paratransit services. Potential service disruptions will be minimized as a result of fewer trips being scheduled.

Recommendation

Taking into account the time required for a formal solicitation, staff recommends that the Board of Directors authorize the Executive Director to execute Modification #6 with MTM to extend the current payment agreement and exercise the last option term until December 31, 2020. Since the monthly supplemental agreement was based on trip volume, staff recommends that it be waived and revert back to the pre-COVID pricing structure of a per trip cost when the average weekday trip volume for any month is 100 or more trips. The new pricing structure will be as follows:

| Tier | Number of Trips per Month | Price per Trip | Change from Previous Rates |
|-------------|--------------------------------------|---------------------------|---------------------------------------|
| 1 | Up to 4,199 | \$36.94 | \$0.72 or 2% |
| 2 | 4,200 – 6,699 | \$36.05 | \$0.70 or 2% |
| 3 | 4,700+ | \$34.85 | \$0.68 or 2% |

Attachments:

1. Proposed Modification to MTM contract.
2. MTM Contract Modification 1-5

Approved: _____

**MODIFICATION NO. 6 TO AGREEMENT BETWEEN
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AND
MEDICAL TRANSPORTATION MANAGMENT**

THIS MODIFICATION to the Agreement is made and entered into on July 1, 2020 by and between the LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint exercise of powers agency established pursuant to California law, hereinafter referred to as "LAVTA," and Medical Transportation Management., a Missouri corporation, hereinafter referred to as Contractor."

WITNESSETH

WHEREAS, on March 7, 2014, LAVTA and the Contractor entered into an Agreement for the management and operation of LAVTA's paratransit operations; and

WHEREAS, to date, LAVTA has exercised three of the four available one-year options, with the current option period ended on June 30, 2020; and

WHEREAS, because of the COVID-19 pandemic, the demand for the dial-a-ride service has decreased significantly, going from 150 to 40 trips per weekday. MTM is experiencing financial hardship as a result; and

WHEREAS, LAVTA agreed to provide MTM a monthly supplemental payment of \$26,500, which is based actual expenditures over a six-month period prior to COVID-19. The agreement is from March 16, 2020 to June 30, 2020; and

WHEREAS, given the current reduced trip volume, staff believes this is an opportune time to issue a new solicitation for paratransit services; and

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to extend the current payment agreement until December 31, 2020 and exercise the last option term of the contract for six months. In the event the average weekday trip volume for any month is 100 or more trips, the supplemental agreement will be suspended and the new pricing structure will be as follows:

| Tier | Number of Trips per Month | Price per Trip | Change from Previous Rates |
|-------------|--------------------------------------|---------------------------|---------------------------------------|
| 1 | Up to 4,199 | \$36.94 | \$0.72 or 2% |
| 2 | 4,200 – 6,699 | \$36.05 | \$0.70 or 2% |
| 3 | 4,700+ | \$34.85 | \$0.68 or 2% |

WITNESS WHEREOF, the parties hereto have caused this Modification to the Agreement to be executed by and through their respective officers on the day written below/

BY LAVTA this _____ day of _____, 2020

BY MTM this _____ day of _____, 2020

| | |
|---------------|----------------------------------|
| MTM: | LAVTA: |
| By: _____ | By: _____ |
| Name & Title: | Michael Tree, Executive Director |
| _____ | |

**MODIFICATION NO. 1
TO
AGREEMENT BETWEEN LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AND MEDICAL TRANSPORTATION MANAGMENT**

THIS MODIFICATION to the Agreement is made and entered into on July 1, 2016 by and between the LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint exercise of powers agency established pursuant to California law, hereinafter referred to as "LAVTA," and Medical Transportation Management., a Missouri corporation, hereinafter referred to as Contractor."

WITNESSETH

WHEREAS, on March 7, 2014, LAVTA and the Contractor entered into that certain Agreement for the management and operation of LAVTA's paratransit operations; and

WHEREAS, in accordance with Section 13 of the Agreement, LAVTA and the Contractor desire to modify the Agreement for Fiscal Year 2016-17 (July 1, 2016 through June 30, 2017);

NOW THEREFORE, in consideration of the foregoing recital and covenants and agreements of each of the parties herein set forth, the parties hereto do agree as follows:

1. Section 4, Price Formula, is amended in the following particulars only: Commencing July 1, 2016 through June 30, 2017 (FY 2016-17) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement as follows:

Payment to Contractor for services will adjust based on monthly volume of trips:

| Tier | Trips Per Month | Per Trip Rate |
|------|-----------------|---------------|
| 1 | Up to 4,199 | \$32.51 |
| 2 | 4,200-4,699 | \$31.72 |
| 3 | 4,700+ | \$30.67 |

2. The Service Quality Standard Index is revised to include a new performance measure:

CORRECTIVE ACTION BASED PROGRAM (Assessed Monthly)

| Category | | Inputs | |
|------------------------------------|---|---|---|
| Monthly Invoice and Data Reporting | Collection and Reporting of Monthly Invoice Detail and Operating Statistics | Trips, Passengers, Late Cancellations, No-Shows, Revenue Miles, Revenue Hours, Non-Revenue Miles, Non-Revenue Hours | <p>Monthly invoices and reports detailing accurate operating data are due on the 10th of the month.</p> <p>Reports that are received after the 10th of the month, or are incomplete, will be subject to damages until received or corrected.</p> <p>Damages = \$50 per day – first violation; \$100 per day – second violation; \$250 per day – third violation. \$500 per day for additional violations.</p> |

3. Any changes in the future to the original contract and subsequent Contract Modifications, including this Modification, will be discussed and agreed upon in writing.

WITNESS WHEREOF, the parties hereto have caused this Modification to the Agreement to be executed by and through their respective officers on the day written below.

BY LAVTA this 11 day of July, 2016.

BY CONTRACTOR this 11 day of July, 2016.

CONTRACTOR:

By: Alaina Macia
Alaina Macia, CEO

LAVTA:

By: Michael Tree
Michael Tree, Executive Director

APPROVED AS TO FORM:

By: [Signature]
LAVTA Legal Counsel

MODIFICATION NO. 2
TO
AGREEMENT BETWEEN LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AND MEDICAL TRANSPORTATION MANAGMENT

THIS MODIFICATION to the Agreement is made and entered into on July 1, 2016 by and between the LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint exercise of powers agency established pursuant to California law, hereinafter referred to as "LAVTA," and Medical Transportation Management., a Missouri corporation, hereinafter referred to as Contractor."

WITNESSETH

WHEREAS, on March 7, 2014, LAVTA and the Contractor entered into that certain Agreement for the management and operation of LAVTA's paratransit operations; and

WHEREAS, on July 11, 2016, LAVTA and the Contractor entered into Contract Modification #1, revising the price formula, and revising the Service Quality Standards Index for Fiscal Year 2016-17; and

WHEREAS, in accordance with Section 13 of the Agreement, LAVTA and the Contractor desire to exercise the first option year of the contract for the Fiscal Year 2017-18 and modify the hourly rate per Exhibit B.

NOW THEREFORE, in consideration of the foregoing recital and covenants and agreements of each of the parties herein set forth, the parties hereto do agree as follows:

1. Section 4, Price Formula, is amended in the following particulars only: Commencing July 1, 2017 through June 30, 2018 (FY 2017-18) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement will adjust as follows:

| Tier | Trips Per Month | Per Trip Rate |
|------|-----------------|---------------|
| 1 | Up to 4,199 | \$33.16 |
| 2 | 4,200-4,699 | \$32.35 |
| 3 | 4,700+ | \$31.28 |

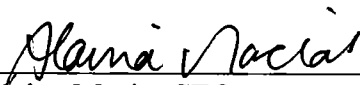
2. Any changes in the future to the original contract and subsequent Contract Modifications, including this Modification, will be discussed and agreed upon in writing.
3. The Service Quality Standards Index (SQSI) will remain the same as in FY16/17.

WITNESS WHEREOF, the parties hereto have caused this Modification to the Agreement to be executed by and through their respective officers on the day written below.

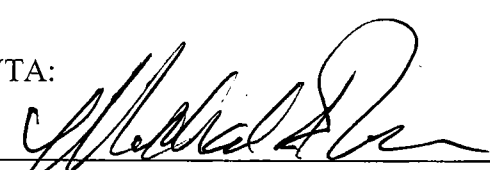
BY LAVTA this 7th day of June, 2017.

BY CONTRACTOR this 26th day of June, 2017.

CONTRACTOR:

By: 
Alaina Macia, CEO

LAVTA:

By: 
Michael Tree, Executive Director

APPROVED AS TO FORM:

By: 
LAVTA Legal Counsel

Bond No. 106272749
Renewal Bond
Modification No. 2
Renewal Term: July 1, 2017
through June 30, 2018
(FY 2017-18)

Attachment 6

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS, that

WHEREAS the LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY, hereinafter designated as "LAVTA," has awarded to Medical Transportation Management, Inc., hereinafter designated as the "Principal," a Contract for the Operation and Maintenance of Fixed Route and Paratransit Bus Services; and

WHEREAS, said Principal is required under the terms of said Contract and the Specifications therefore to furnish a bond of faithful performance of said Contract,

Travelers Casualty and Surety

NOW, THEREFORE, we, the Principal, and Company of America, as a California-admitted Surety, are held and firmly bound unto the said LAVTA in the penal sum of \$200,000, for the payment of which sum, well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above-bound Principal, or its heirs, executors, administrators, successors, or assigns approved by LAVTA, shall promptly and faithfully perform the covenants, conditions and agreements in the Contract during the original term and any extensions thereof as may be granted by LAVTA, with or without notice to Surety, and during the period of any guarantees or warranties required under the Contract, and shall also promptly and faithfully perform all the covenants, conditions, and agreements of any alteration of the Contract made as therein provided, notice of which alterations to Surety being hereby waived, on Principal's part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify, defend, protect, and hold harmless LAVTA as stipulated in the Contract, then this obligation shall become and be null and void; otherwise it shall be and remain in full force and effect.

No extension of time, change, alteration, modification, or addition to the Contract, or of the work required thereunder, shall release or exonerate Surety on this bond or in any way affect the obligation of this bond; and Surety does hereby waive notice of any such extension of time, change, alteration, modification, or addition.

Whenever Principal shall be and declared by LAVTA to be in default under the Contract, Surety shall promptly remedy the default, or shall promptly do one of the following at LAVTA's election:

1. Undertake through its agents or independent contractors, reasonably acceptable to LAVTA, to complete the Contract in accordance with its terms and conditions and to pay and perform all obligations of Principal under the Contract, including without limitation, all obligations with respect to warranties, guarantees, and the payment of liquidated damages.
2. Reimburse LAVTA for all costs LAVTA incurs in completing the Contract, and in correcting, repairing or replacing any defects in materials or workmanship and/or materials and workmanship which do not conform to the specifications in the Contract.

Surety's obligations hereunder are independent of the obligations of any other surety for the performance of the Contract, and suit may be brought against Surety and such other sureties, jointly and severally, or against any one or more of them, or against less than all of them without impairing LAVTA'S rights against the others.

No right of action shall accrue on this bond to or for the use of any person or corporation other than LAVTA or its successors or assigns.

In the event suit is brought upon this bond by LAVTA, Surety shall pay reasonable attorney's fees and costs incurred by LAVTA in such suit.

This bond may be canceled at any time upon thirty (30) days advance written notice from the Surety to the Obligor.

IN WITNESS WHEREOF, the above bounded parties have executed this instrument under their seals this 1 day of July, 2017, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

Medical Transportation Management, Inc.
16 Hawk Ridge Drive, Lake St. Louis, MO 63367

Principal

By: Donald D. Cheneys

Note: To be signed by Principal and Surety and signature of individual signing for Surety shall be notarized and evidence of power of attorney attached.

By: _____

Travelers Casualty and Surety Company of America

Surety

One Tower Square, Hartford, CT 06183

Address of Surety

By: Debra A. Woodard

Debra A. Woodard, Attorney-in-Fact

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of ~~California~~ ^{DJ} Missouri

County of St. Louis

On July 1, 2017 before me, Dana A. Johnessee, Notary Public,
(Here insert name and title of the officer)

personally appeared Debra A. Woodard, Attorney-in-Fact,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

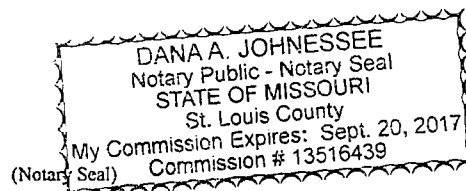
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature of Notary Public

Dana A. Johnessee, Notary Public



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Performance Bond

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 2 Document Date 7/1/2017

Travelers Casualty and Surety Company of America

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
☐ Corporate Officer

(Title)

- ☐ Partner(s)
☒ Attorney-in-Fact
☐ Trustee(s)
☐ Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/they, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document

State of Missouri
County of St. Louis

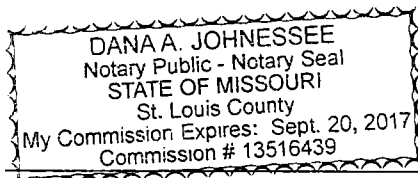
On 7/1/2017 before me, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared Debra A. Woodard known to be the Attorney-In-Fact of

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

the corporation described in and that executed the within and foregoing instrument, and known to me to be the person who executed the said instrument in behalf of said corporation, and he duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.

My Commission Expires:



A handwritten signature in cursive script, appearing to read "Dana A. Johnessee", written over a horizontal line.

Dana A. Johnessee, Notary Public



POWER OF ATTORNEY

Farmington Casualty Company
 Fidelity and Guaranty Insurance Company
 Fidelity and Guaranty Insurance Underwriters, Inc.
 St. Paul Fire and Marine Insurance Company
 St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
 Travelers Casualty and Surety Company
 Travelers Casualty and Surety Company of America
 United States Fidelity and Guaranty Company

Attorney-In Fact No. 231637

Certificate No. 007162649

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Andrew P. Thome, Dana A. Johnessee, Peter J. Mohs, Debra A. Woodard, Barbara Buchhold, Michael D. Wiedemeier, Amanda L. Williams, Georgina Fink, and Andrea McCarthy

of the City of Chesterfield, State of Missouri, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 27th day of March, 2017.

Farmington Casualty Company
 Fidelity and Guaranty Insurance Company
 Fidelity and Guaranty Insurance Underwriters, Inc.
 St. Paul Fire and Marine Insurance Company
 St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
 Travelers Casualty and Surety Company
 Travelers Casualty and Surety Company of America
 United States Fidelity and Guaranty Company



State of Connecticut
 City of Hartford ss.

By: _____

Robert L. Raney, Senior Vice President

On this the 27th day of March, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
 My Commission expires the 30th day of June, 2021.



Marie C. Tetreault
 Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

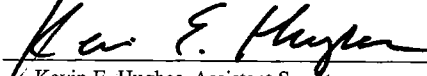
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 1 day of July, 20 17.


Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

Livermore Amador Valley
TRANSIT AUTHORITY



September 10, 2018

Alaina Macia
Medical Transportation Management, Inc.
16 Hawk Ridge Drive
Lake St. Louis, MO 63367

Dear Alaina

On March 7, 2014 LAVTA entered into an Agreement with Medical Transportation Management, Inc. (MTM) for the provision of paratransit services. In accordance with this Agreement, the initial period of the contract began on May 1, 2014 and ends June 30, 2017, and LAVTA has sole discretion to extend the contract for four (4) one-year periods. This letter confirms LAVTA's intention to exercise the option to extend this contract for the period of July 1, 2018 through June 30, 2019.

In addition, in accordance with Section 4 of this Agreement, this letter also confirms the 2% increase in the per trip rate for FY19. Commencing July 1, 2018 through June 30, 2019 (FY 2018-19) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement will adjust as follows:

| Tier | Trips Per Month | Per Trip Rate |
|------|-----------------|---------------|
| 1 | Up to 4,199 | \$33.82 |
| 2 | 4,200-4,699 | \$33.00 |
| 3 | 4,700+ | \$31.91 |

MTM has provided quality paratransit services for LAVTA since the beginning of this contract. We look forward to another successful year of providing excellent service throughout the Tri-Valley.

It is a pleasure working with you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Tree', is written over the word 'Sincerely'.

Michael Tree
Executive Director

RECEIVED

AUG 17 2018

Livermore Amador Valley
Transit Authority

Bond No. 106272749 - Renewal Bond
Renewal Term: July 1, 2018
through June 30, 2019
(FY 2018-19)

Attachment 6

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS, that

WHEREAS the LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY, hereinafter designated as "LAVTA," has awarded to **Medical Transportation Management, Inc.** hereinafter designated as the "Principal," a Contract for the Operation and Maintenance of Fixed Route and Paratransit Bus Services; and

WHEREAS, said Principal is required under the terms of said Contract and the Specifications therefore to furnish a bond of faithful performance of said Contract,

NOW, THEREFORE, we, the Principal, and **Travelers Casualty and Surety Company of America**, as a California-admitted Surety, are held and firmly bound unto the said LAVTA in the penal sum of \$200,000, for the payment of which sum, well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents,

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above-bound Principal, or its heirs, executors, administrators, successors, or assigns approved by LAVTA, shall promptly and faithfully perform the covenants, conditions and agreements in the Contract during the original term and any extensions thereof as may be granted by LAVTA, with or without notice to Surety, and during the period of any guarantees or warranties required under the Contract, and shall also promptly and faithfully perform all the covenants, conditions, and agreements of any alteration of the Contract made as therein provided, notice of which alterations to Surety being hereby waived, on Principal's part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify, defend, protect, and hold harmless LAVTA as stipulated in the Contract, then this obligation shall become and be null and void; otherwise it shall be and remain in full force and effect.

No extension of time, change, alteration, modification, or addition to the Contract, or of the work required thereunder, shall release or exonerate Surety on this bond or in any way affect the obligation of this bond; and Surety does hereby waive notice of any such extension of time, change, alteration, modification, or addition.

Whenever Principal shall be and declared by LAVTA to be in default under the Contract, Surety shall promptly remedy the default, or shall promptly do one of the following at LAVTA's election:

1. Undertake through its agents or independent contractors, reasonably acceptable to LAVTA, to complete the Contract in accordance with its terms and conditions and to pay and perform all obligations of Principal under the Contract, including without limitation, all obligations with respect to warranties, guarantees, and the payment of liquidated damages.
2. Reimburse LAVTA for all costs LAVTA incurs in completing the Contract, and in correcting, repairing or replacing any defects in materials or workmanship and/or materials and workmanship which do not conform to the specifications in the Contract.

Surety's obligations hereunder are independent of the obligations of any other surety for the performance of the Contract, and suit may be brought against Surety and such other sureties, jointly and severally, or against any one or more of them, or against less than all of them without impairing LAVTA'S rights against the others.

No right of action shall accrue on this bond to or for the use of any person or corporation other than LAVTA or its successors or assigns.

In the event suit is brought upon this bond by LAVTA, Surety shall pay reasonable attorney's fees and costs incurred by LAVTA in such suit.

IN WITNESS WHEREOF, the above bounded parties have executed this instrument under their seals this 1 day of July, 2018, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

Medical Transportation Management, Inc.
635 Maryville Centre Drive, Suite 300, St. Louis, MO 63141
Principal

By: Glenn Dacia

By: CEO

Note: To be signed by Principal and Surety and signature of individual signing for Surety shall be notarized and evidence of power of attorney attached.

Travelers Casualty and Surety Company of America
Surety
One Tower Square, Hartford, CT 06183
Address of Surety

By: Barbara Pannier
Barbara Pannier, Attorney-In-Fact

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of ~~California~~ ^{Missouri} 

County of St. Louis

On July 1, 2018 before me, Andrea McCarthy, Notary Public
(Here insert name and title of the officer)

personally appeared Barbara Pannier, Attorney-In-Fact

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public Andrea McCarthy, Notary Public



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Performance Bond

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 2 Document Date 7/1/18

Travelers Casualty and Surety Company of America

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
☐ Corporate Officer

(Title)

- ☐ Partner(s)
☒ Attorney-in-Fact
☐ Trustee(s)
☐ Other _____

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. ~~he/she/they~~, is /are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document

State of Missouri
County of St. Louis

On July 1, 2018, before me, a Notary Public in and for said County and State, residing herein, duly commissioned and sworn, personally appeared Barbara Pannier known to me to be Attorney-In-Fact of

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

a corporation described in and that executed the within and foregoing instrument, and known to me to be the person who executed the said instrument in behalf of said corporation, and he duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.



Andrea McCarthy, Notary Public

My Commission Expires: _____

ANDREA MCCARTHY
Notary Public – Notary Seal
State of Missouri, St. Louis County
Commission # 15636518
My Commission Expires July 30, 2019



Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Barbara Pannier**, of **Chesterfield, Missouri**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.



State of Connecticut

City of Hartford ss.

By: _____

Robert L. Raney, Senior Vice President

On this the 3rd day of February, 2017, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021



Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this **1** day of **July 2018**



Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

Livermore Amador Valley
TRANSIT AUTHORITY



July 1, 2019

Alaina Macia
Medical Transportation Management, Inc.
16 Hawk Ridge Drive
Lake St. Louis, MO 63367

Dear Alaina

On March 7, 2014 LAVTA entered into an Agreement with Medical Transportation Management, Inc. (MTM) for the provision of paratransit services. In accordance with this Agreement, the initial period of the contract began on May 1, 2014 and ends June 30, 2017, and LAVTA has sole discretion to extend the contract for four (4) one-year periods. This letter confirms LAVTA's intention to exercise the option to extend this contract for the period of July 1, 2019 through June 30, 2020.

In addition, in accordance with Section 4 of this Agreement, this letter also confirms the 2% increase in the per trip rate for FY20. Commencing July 1, 2019 through June 30, 2020 (FY 2019-20) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement will adjust as follows:

| Tier | Trips Per Month | Per Trip Rate |
|------|-----------------|---------------|
| 1 | Up to 4,199 | \$34.50 |
| 2 | 4,200-4,699 | \$33.66 |
| 3 | 4,700+ | \$31.55 |

We look forward to another successful year of providing excellent service throughout the Tri-Valley.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Tree', is written over a white background.

Michael Tree
Executive Director

Attachment 6

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS, that

WHEREAS the LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY, hereinafter designated as "LAVTA," has awarded to **Medical Transportation Management, Inc.** hereinafter designated as the "Principal," a Contract for the Operation and Maintenance of Fixed Route and Paratransit Bus Services; and

WHEREAS, said Principal is required under the terms of said Contract and the Specifications therefore to furnish a bond of faithful performance of said Contract,

NOW, THEREFORE, we, the Principal, and **Travelers Casualty and Surety Company of America**, as a California-admitted Surety, are held and firmly bound unto the said LAVTA in the penal sum of \$200,000, for the payment of which sum, well and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the above-bound Principal, or its heirs, executors, administrators, successors, or assigns approved by LAVTA, shall promptly and faithfully perform the covenants, conditions and agreements in the Contract during the original term and any extensions thereof as may be granted by LAVTA, with or without notice to Surety, and during the period of any guarantees or warranties required under the Contract, and shall also promptly and faithfully perform all the covenants, conditions, and agreements of any alteration of the Contract made as therein provided, notice of which alterations to Surety being hereby waived, on Principal's part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify, defend, protect, and hold harmless LAVTA as stipulated in the Contract, then this obligation shall become and be null and void; otherwise it shall be and remain in full force and effect.

No extension of time, change, alteration, modification, or addition to the Contract, or of the work required thereunder, shall release or exonerate Surety on this bond or in any way effect the obligation of this bond; and Surety does hereby waive notice of any such extension of time, change, alteration, modification, or addition.

Whenever Principal shall be and declared by LAVTA to be in default under the Contract, Surety shall promptly remedy the default, or shall promptly do one of the following at LAVTA's election:

1. Undertake through its agents or independent contractors, reasonably acceptable to LAVTA, to complete the Contract in accordance with its terms and conditions and to pay and perform all obligations of Principal under the Contract, including without limitation, all obligations with respect to warranties, guarantees, and the payment of liquidated damages.
2. Reimburse LAVTA for all costs LAVTA incurs in completing the Contract, and in correcting, repairing or replacing any defects in materials or workmanship and/or materials and workmanship which do not conform to the specifications in the Contract.

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

State of California Missouri

County of St. Louis

On July 1, 2019 before me, Donna Robson, Notary Public
(Here insert name and title of the officer)

personally appeared Dana A. Johnessee, Attorney-In-Fact

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

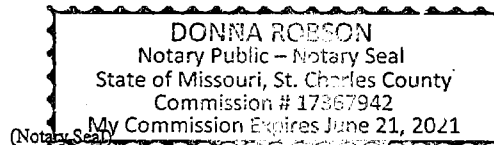
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Donna Robson

Signature of Notary Public

Donna Robson, Notary Public



ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Performance Bond

(Title or description of attached document)

(Title or description of attached document continued)

Number of Pages 2 Document Date 07/01/2019

Travelers Casualty and Surety Company of America

(Additional information)

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
☐ Corporate Officer

(Title)

- ☐ Partner(s)
☒ Attorney-in-Fact
☐ Trustee(s)
☐ Other

INSTRUCTIONS FOR COMPLETING THIS FORM

Any acknowledgment completed in California must contain verbiage exactly as appears above in the notary section or a separate acknowledgment form must be properly completed and attached to that document. The only exception is if a document is to be recorded outside of California. In such instances, any alternative acknowledgment verbiage as may be printed on such a document so long as the verbiage does not require the notary to do something that is illegal for a notary in California (i.e. certifying the authorized capacity of the signer). Please check the document carefully for proper notarial wording and attach this form if required.

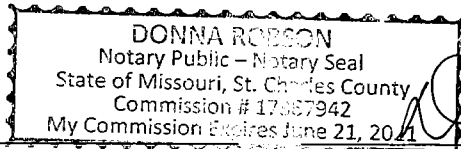
- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he /she/they, is/are) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
 - ❖ Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
 - ❖ Indicate title or type of attached document, number of pages and date.
 - ❖ Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document

State of Missouri
County of St. Louis

On **JULY 1, 2019** before me, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared **DANA A. JOHNESSEE** known to me to be Attorney-in-Fact of **TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA** the corporation described in and that executed the within and foregoing instrument, and known to me to be the person who executed the said instrument in behalf of said corporation, and he duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.

My Commission Expires



Donna Robson

DONNA ROBSON
NOTARY PUBLIC

TRAVELERS

**Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company**

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint Dana A. Johnessee, of Chesterfield, Missouri, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this 3rd day of February, 2017.



State of Connecticut

City of Hartford ss.

By: Robert L. Raney
Robert L. Raney, Señor Vice President

On this the 3rd day of February, 2017, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.

My Commission expires the 30th day of June, 2021



Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 1 day of July, 2019



Kevin E. Hughes
Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.**

SEP 30 2019

Livermore Amador Valley
Transit Authority

**MODIFICATION NO. 5
TO
AGREEMENT BETWEEN LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AND MEDICAL TRANSPORTATION MANAGEMENT**

THIS MODIFICATION to the Agreement is made and entered into on July 1, 2019 by and between the LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, a joint exercise of powers agency established pursuant to California law, hereinafter referred to as "LAVTA," and Medical Transportation Management., a Missouri corporation, hereinafter referred to as Contractor."

WITNESSETH

WHEREAS, on March 7, 2014, LAVTA and the Contractor entered into an Agreement for the management and operation of LAVTA's paratransit operations; and

WHEREAS, MTM and LAVTA negotiated a reduced cost per trip because of much higher than expected ridership in FY15-16; and

WHEREAS, ridership on LAVTA paratransit services has reduced to ridership levels similar to those experienced during the procurement of the contract.

NOW THEREFORE, in consideration of the foregoing recital and covenants and agreements of each of the parties herein set forth, the parties hereto do agree as follows:

1. Section 4, Price Formula, is amended in the following particulars only: Commencing July 1, 2019 through June 30, 2020 (FY 2019-20) LAVTA agrees to pay the Contractor for performance of the service set forth in this Agreement as follows:

Payment to Contractor for services will adjust based on monthly volume of trips:

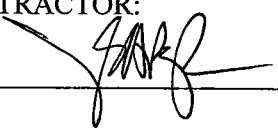

| Tier | Number of Trips Per Month | Price Per Trip | Change from Original Bid Cost |
|------|------------------------------|----------------|-------------------------------|
| 1 | Up to 4,199 | \$ 36.22 | \$1.69 |
| 2 | 4,200-4,699 | \$ 35.34 | \$ 0.85 |
| 3 | 4,700+ | \$ 34.17 | \$(0.26) |

2. Any changes in the future to the original contract and subsequent Contract Modification, including this Modification, will be discussed and agreed upon in writing.

WITNESS WHEREOF, the parties hereto have caused this Modification to the Agreement to be executed by and through their respective officers on the day written below/

BY LAVTA this 1 day of October, 2019

BY CONTRACTOR this 27 day of September, 2019

| | |
|---|---|
| <p>CONTRACTOR:</p> <p>By: </p> <p>Name & Title:</p> <p><u>Brian Brought - C.O.O. TRANSIT</u></p> | <p>LAVTA:</p> <p>By: </p> <p>Michael Tree, Executive Director</p> |
|---|---|

AGENDA

ITEM 8

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 6, 2020

Action Requested

Receive an update on recent legislative activities and approve one legislative SUPPORT position for transit-related provisions of H.R. 2, the INVEST in America Act (also known as Moving Forward Act), as recommended by the Finance & Administration Committee.

Background

In February 2020, the Board of Directors approved LAVTA's 2020 Legislative Program, built upon the following four principles in support of LAVTA's mission:

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

In April, staff brought an update to the Finance & Administration Committee concerning forecasted revenue impacts of the COVID-19 emergency as well as details on the \$25 billion in funding for public transit included in the Coronavirus Aid, Relief, and Economic Security (CARES) Act signed into law on March 27. This report provides an update on recent state and federal legislative activities of interest to LAVTA with focus on the ongoing impacts of the COVID-19 emergency, new short- and long-term federal funding proposals for public transportation, and progress on regional distribution of public transportation funding under the CARES Act.

Discussion

Federal Update

Since the CARES Act was enacted in March, there has not been broad consensus in Congress on further federal legislation specifically to address the economic and public-health impacts of the COVID-19 pandemic. On May 15, the House passed a bill known as the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act (H.R. 6800) to appropriate another \$3 trillion of economic stimulus. The bill included an additional \$15 billion in supplemental formula funding for public transportation, of which nearly \$12 billion would be available by formula to urbanized areas in the same vein as the \$25 billion CARES Act appropriation. This bill has not been taken up in the Senate as of this writing. The

CARES Act's enhanced unemployment benefits expire July 31, which may be the next and last major opportunity for Congress to take action on further economic stimulus in direct response to the pandemic before the November election.

Meanwhile, with the current five-year surface-transportation authorization known as the FAST Act set to expire September 30, on June 2 House Transportation & Infrastructure Committee Chair Rep. Peter DeFazio (D-OR) unveiled H.R. 2, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act, which would authorize nearly \$500 billion in funding for federal surface-transportation programs over five years, at just over 60 percent above existing spending levels. Within the bill, public transportation programs see a 72 percent increase compared to the FAST Act. Notably, 21.3 percent of the bill's spending (\$105 billion) would be authorized for public transportation, an increase from the 20 percent authorized under the FAST Act and its predecessors.

Following a two-day markup session in Committee, on June 22 H.R. 2, was reintroduced as an even broader \$1.5 trillion infrastructure bill, repackaged along with housing, education, energy, healthcare, and other infrastructure-spending proposals far beyond just the surface-transportation reauthorization plan. Attachment 1 provides a summary of the bill's key provisions as referred out of Committee. On June 26, Representative Eric Swalwell (CA-15) signed on as a co-sponsor of the bill. As of this writing, the bill and additional amendments were undergoing floor debate in the House of Representatives en route to a final floor vote.

Critically, the House bill provides supplemental aid in FY 2021 for highway and transit programs at existing levels authorized under the FAST Act for FY 2020, to replace lost revenues due to the COVID-19 crisis, advance projects, and preserve jobs. This near-term aid also includes an additional \$5.8 billion for public transportation formula programs, including availability of FTA Section 5307 funds available at a 100 percent federal cost share and eligible for use for operating expenses, similar to the CARES Act appropriation.

Other provisions of the House bill of interest to LAVTA include:

- Increased funding for buses, including more grant funding for zero-emission buses
- More flexible Federal rules for mobility-on-demand programs that integrate new technologies with public transit as the backbone
- New requirements for deployment of autonomous transit vehicles
- New multi-modal carbon-reduction program for States to invest in flexible projects, including transit

On the Senate side, the Senate Environment and Public Works Committee has already approved the highway portions of the Senate version of the FAST Act reauthorization, but other committees responsible for other portions of the bill, including public transportation, have not yet produced any alternative proposals in advance of the FAST Act's September 30 expiration. Nevertheless, the House bill is an important step in setting up a potential reconciliation process with the Senate to enact a successor surface-transportation bill this year, including identifying mechanisms to pay for the long-term spending authorizations.

As currently drafted, the INVEST in America/Moving Forward Act includes provisions for public transportation that support all four of LAVTA's adopted legislative principles. It is supported by the American Public Transportation Association (see support letter in Attachment 2) and the California Transportation Association (see support letter in Attachment 3). For these reasons, the Finance & Administration committee recommends a SUPPORT position on the bill's provisions.

State Update

The state Legislature reconvened May 4, with key goals to address urgent legislative matters related to the COVID-19 emergency and adopt a state budget by the constitutionally mandated June 15 deadline. The Governor's May Revise, unsurprisingly, was dramatically different from his January budget, and included drastically pared-down spending for FY20-21 in light of an estimated reduction in revenue of \$41 billion, to fund only essential priorities for public health, public safety, public education, and support for workers and businesses.

Of the reductions in revenues forecast by the state, the State Transit Assistance (STA) program funded by the sales tax on diesel fuel, is expected to be 40% below January's estimates, consistent with assumptions in LAVTA's current adopted FY 20-21 budget. In addition, revenues supporting Cap-and-Trade-funded programs such as the Low Carbon Transit Operations Program (LCTOP), which are generated by auctions of carbon-emissions allowances, are facing significant new uncertainties after many years of favorable results.

On June 15, the Legislature passed SB 74 (Mitchell), the Budget Act of 2020, based on a preliminary \$142 billion budget deal struck by the Senate and Assembly, but negotiations between the Legislature and the Administration continued thereafter, resulting in additional actions finalize details of the spending plan before the July 1 start of the new fiscal year. Among these was AB 90, which was signed by the Governor on June 29 and provides statutory relief measures for transit agencies to help support key operations in lieu of additional funding availability, by:

- Instituting a hold-harmless provision for revenue-based distribution of STA, LCTOP, and STA State of Good Repair allocations
- Temporarily suspending financial penalties associated with not meeting TDA farebox recovery requirements
- Temporarily suspending financial penalties associated with STA limits on year-over-year increases to operating cost per hour

Regional Issues: CARES Act Funding Distribution

On April 22, the Metropolitan Transportation Commission voted make approximately 60% of the funding apportioned to the Bay Area by the CARES Act (\$781 million) available to the region's transit operators immediately, including \$3.5 million for LAVTA. MTC reserved the remaining 40% of the region's CARES Act funding to be programmed in July in consideration of input from the newly established regional Blue Ribbon Task Force, with which LAVTA serves as an appointed participant.

Next Steps

If the Board approves a SUPPORT position on H.R. 2's transit provisions included as the INVEST in America Act, staff will engage with the offices of California's two Senators to encourage the Senate to include the INVEST in America Act's public transit provisions in any Senate surface-transportation reauthorization bill. The Senate is expected to reconvene from recess July 20.

Recommendation

The Finance & Administration Committee recommends the Board approve a SUPPORT position for H.R. 2, the INVEST in America Act/Moving Forward Act.

Attachments:

1. Summary of INVEST in America Act
2. APTA letter of support
3. California Transit Association letter of support

Approved: _____

**MTC Staff Summary of the INVEST in America Act,
U.S. House of Representatives Surface Transportation Reauthorization Proposal
June 22, 2020**

On June 18, 2020, the House Committee on Transportation and Infrastructure (T&I Committee) approved a five-year, \$494 billion surface transportation reauthorization bill—the “Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act”—which closely tracks with MTC’s surface transportation reauthorization priorities, as detailed in Attachment B. The bill proposes to increase surface transportation investment by about 60 percent above current spending levels with a significant amount of the new funding directed to transit and metropolitan-focused programs, both of which are longstanding MTC priorities. As advocated for by MTC, the bill would also weave climate change and resiliency into the core federal transportation program and grow resources to advance national goals related to safety, economic growth, and congestion relief while preserving flexibility for the Bay Area to address our unique mobility challenges. In light of the COVID-19 public health crisis, the bill would provide near-term aid to replace lost highway and transit revenues and authorize a portion of the funding to be available at 100 percent federal share to help keep projects on track and preserve jobs in the aftermath of the COVID-19 crisis.

Below is an overview of the key features of the INVEST in America Act.

Increases Federal Investment in Surface Transportation; Five Years of Funding Certainty

The bill would provide \$494 billion in fiscal years (FY) 2021 to 2025 for highway, transit, rail and surface transportation safety investments, a 62 percent increase over FAST Act funding levels, as shown below. Of the \$424 billion in proposed highway and transit resources, approximately 75 percent would be directed to the core FAST Act programs (highway and transit formula programs, nationally and regionally significant projects, and the transit Capital Investment Grant (CIG) program). The bill would grow federal rail investment nearly fivefold, authorizing \$60 billion to fund Amtrak, intercity, and

| Transportation Authorization Funding Comparison Chart (\$ in Billions) | | | |
|--|------------------------------------|---|---|
| | FAST Act (FY 2015-2020) | INVEST in America Act (FY 2021-2025) | % Increase over FAST Act |
| Highway | \$225 | \$320 | 42% |
| Transit | \$ 61 | \$105 | 72% |
| Rail | \$ 10 | \$ 60 | 483% |
| Other (safety, misc.) | \$ 9 | \$ 10 | 16% |
| TOTAL | \$305 | \$495 | 62% |

Commuter rail. The remaining \$10 billion would fund highway and motor carrier safety programs. Importantly, Congress would need to identify an estimated \$140 billion on top of anticipated Highway Trust Fund (HTF) revenues to fund the INVEST in America Act, according to a June 4, 2020, Eno Transportation analysis.

Grows Core Surface Transportation Programs; Retains FAST Act Framework

In light of the COVID-19 public health crisis, the INVEST in America Act would direct the bulk of the bill's year one (FY 2021) funding increases toward one-time flexible COVID-19 emergency aid formula funds for states, regions and transit operators. For the core FAST Act highway and transit formula programs, the bill would extend FY 2020 funding levels through FY 2021. Beginning in FY 2022, the INVEST in America Act would increase base funding levels for each of the core highway and transit programs, as detailed in the charts below, as well as invest in the new metro- and climate-focused programs.

| INVEST in America Act vs. FAST Act Funding \$ in Millions | | | | | |
|--|---------------|----------------------------------|----------------|----------------|---|
| | FAST Act | INVEST in America (FY 2021-2025) | | | |
| | FY 2020 | FY 2021 | 5-Year Total | 5-Year Average | % Increase (FY 2020 vs. 5-year Average) |
| <i>Federal Highway Formula Programs</i> | | | | | |
| National Highway Performance Program | 24,237 | 24,237 | 140,570 | 28,114 | 16% |
| Surface Transportation Program | 11,288 | 11,288 | 65,319 | 13,064 | 16% |
| Congestion Mitigation and Air Quality Improvement Program | 2,496 | 2,496 | 14,478 | 2,896 | 16% |
| Highway Safety Improvement Program | 2,407 | 2,407 | 15,463 | 3,093 | 28% |
| National Freight Program | 1,487 | 1,487 | 8,625 | 1,725 | 16% |
| Transportation Alternatives Program | 850 | 850 | 6,854 | 1,371 | 61% |
| Metropolitan Planning | 358 | 358 | 2,445 | 489 | 37% |
| Railway-Highway Grade Crossings | 245 | 245 | 1,225 | 245 | 0% |
| FHWA Ferry Program | 80 | 80 | 560 | 112 | 40% |
| <i>New Highway Formula Programs</i> | | | | | |
| FY 2021 COVID-19 Flexible Formula Funds | - | 14,742 | 14,742 | 2,948 | n/a |
| Carbon Pollution Reduction Program | - | - | 8,341 | 1,668 | n/a |
| Pre-Disaster Mitigation Program | - | - | 6,251 | 1,250 | n/a |
| <i>Discretionary Highway Programs and Other</i> | | | | | |
| Projects of National and Regional Significance, Metro Performance, Climate and Resiliency grants, Community Transportation grants, and other | 3,731 | 3,753 | 35,823 | 7165 | 92% |
| Total Highway Program | 47,104 | 61,869 | 320,156 | 64,031 | 36%* |

*This differs from the comparison of total FAST Act highway funding vs. INVEST in America funding because highway funding levels in the base comparison year—FY 2020—were larger than FAST Act funding levels for the previous years. The FAST Act increased funding levels each year, beginning in FY 2015 and ending with FY 2020.

| INVEST in America Act vs. FAST Act Funding (cont'd) \$ in Millions (authorization of Highway Trust Fund revenues, unless otherwise specified) | | | | | | |
|---|---------------|----------------------------------|---------------|----------------|----------------|---|
| | FAST Act | INVEST in America (FY 2021-2025) | | | | |
| | FY 2020 | FY 2021 | FY 2022 | 5-Year Total | 5-Year Average | % Increase (FY 2020 vs. 5-year Average) |
| <i>Federal Transit Formula Programs</i> | | | | | | |
| Urbanized Area Formula | 4,930 | 4,930 | 7,506 | 35,670 | 7,134 | 45% |
| State of Good Repair Formula | 2,684 | 2,684 | 4,193 | 19,909 | 3,982 | 48% |
| Rural Formula Grants | 673 | 673 | 1,025 | 4,872 | 974 | 45% |
| High Density and Growing States | 570 | 570 | 587 | 2,919 | 584 | 2% |
| Bus and Bus Facilities Formula | 465 | 465 | 1,240 | 5,544 | 1,109 | 139% |
| Seniors and Individuals with Disabilities | 286 | 286 | 435 | 2,066 | 413 | 45% |
| Metropolitan Planning | 142 | 142 | 190 | 920 | 184 | 30% |
| <i>New Transit Formula Programs</i> | | | | | | |
| FY 2021 COVID-19 Flexible Formula Funds | - | 5,795 | - | 5,795 | 1,159 | n/a |
| <i>Transit Discretionary Grant Programs and Other</i> | | | | | | |
| Capital Investment Grant Program (General Funded (GF)) | 2,302 | 3,260 | 3,500 | 21,510 | 4,302 | 87% |
| Bus Facilities and Fleet Expansion Grants | 289 | 344 | 437 | 1,945 | 389 | 35% |
| Zero Emission Bus Grants (formerly "Low-No") | 55 | 55 | 375 | 1,780 | 356 | 547% |
| Washington-D.C. grants (GF), Transit-Supportive Communities Program, Bus Testing, and other | 172 | 293 | 1,504 | 2,334 | 467 | 171% |
| Total Transit Program | 12,567 | 19,495 | 20,992 | 105,264 | 21,053 | 68%* |

*This differs from the comparison of total FAST Act transit funding vs. INVEST in America funding because transit funding levels in the base comparison year—FY 2020—were larger than FAST Act funding levels for the previous years. The FAST Act increased funding levels each year, beginning in FY 2015 and ending with FY 2020.

Targets Investment to Metros; Funds New Metro Mobility Program

As advocated for by MTC, the INVEST in America Act would grow federal support for metro areas while maintaining the core FAST Act framework. The bill would increase the amount of flexible highway funding directed to the Bay Area and regions throughout the country, maintain the federal commitment to highway and bridge state-of-good repair, increase safety investments by nearly 30 percent, and increase the federal commitment to improving freight mobility. The bill would also make a historic federal commitment to improving mobility and reducing congestion by pledging Highway Trust Fund revenues to a new metro mobility program and multimodal discretionary grant programs. INVEST in America Act provisions related to metro-mobility are further detailed below.

New Flexible Highway Funding for Regions

Importantly, the bill would grow the highly flexible and metro-focused Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, increasing funding for both by 16 percent over the life of the bill—a rate consistent with the growth of the more traditionally state-focused National Highway Performance Program and the National Freight Formula Programs, as shown in the chart on page 2—and further increasing program flexibility. Specifically, the bill would add resiliency improvements to the list of projects eligible to receive STP funding (see the Climate and Resilience section for more detail) and the long-standing time-limit on CMAQ operating assistance would be lifted for projects that demonstrate net air quality benefits. The INVEST in America Act would increase funding to metros by growing the overall STP and CMAQ programs, increasing to 60 percent (up from 55 percent) the portion of the STP program that is suballocated to MTC and our metropolitan planning organization (MPOs), and creating new metro-focused grant programs, including a “Metro Performance Program,” which is a longstanding MTC request.

The Metro Performance Program—funded at \$750 million over five years—would reward high-performing metropolitan planning organizations (MPOs) with flexible funding to invest in road, bridge, transit, bicycle/pedestrian, or other projects selected at the MPO’s discretion. Beginning in FY 2023 and extending through FY 2025, \$250 million per year would be allocated via a population-based formula to MPOs designated by the Secretary of Transportation as high-performing. Criteria for “high performing” include the MPO’s legal, financial and technical capabilities; the extent to which the MPO’s planning and decision-making process support the achievement of federal performance targets; the timely obligation of STP funds and project delivery effectiveness; and the MPO’s history of coordination with state and local partners. Grant awards would be a minimum of \$10 million and maximum of \$50 million per fiscal year.

The bill would additionally provide \$250 million in discretionary “Gridlock Reduction Grants” to reduce urban congestion in large metro areas, with an emphasis on operational, technological, and mode shift strategies.

Funds Multimodal Discretionary Grants; Restores Bay Area Competitiveness

Projects of National and Regional Significance

The bill would replace the existing Infrastructure for Rebuilding America (INFRA) discretionary grant freight program with the Projects of National and Regional Significance (PNRS) program, providing over \$9 billion over five years for large highway, transit, and passenger and freight rail projects that reduce congestion. In general, PNRS grant eligibility would be limited to projects costing \$100 million or greater; the minimum grant size would be \$25 million. With respect to public transit and freight projects, the projects would be eligible only insofar as they also provide a benefit to public roads or the national highway system, respectively. Of note, the bill would guarantee funding for the PNRS program by funding the grants out of the HTF rather than the General Fund. The proposed PNRS criteria appear likely to be favorable to projects in metro areas and include items such as the average number of people or volume of freight supported by the project, as well as mobility, economic, resilience, and environmental benefits generated by the project. This is in contrast to the INFRA program, which has heavily favored rural projects; notably, the Bay Area has not received a single INFRA grant since the program was created in 2015.

Community Transportation Investment Grants

The bill would establish the Community Transportation Investment Grant program—which is modeled after the BUILD (formerly TIGER) program—at \$600 million per year beginning in FY 2022. Unlike BUILD, this new multimodal grant program would be funded out of the Highway Trust Fund, removing the uncertainty associated with competing for General Fund resources during the annual appropriations process. The bill would direct the U.S. Department of Transportation (USDOT) to develop objective criteria to evaluate grant applications based on project benefits as they relate to improving safety, state of good repair and transportation system access, and reducing greenhouse gas emissions. These changes would increase the competitiveness of multimodal projects in Bay Area and other metro areas relative to the BUILD program, which since 2017 has predominantly funded highway projects with a focus on capacity expansion and targeted more than two-thirds of program resources to rural areas, according to a 2019 Transportation for America analysis. Grant awards under this program would be capped at \$25 million, and 25 percent of the funds would be reserved for rural projects.

Increases Transit Investment; Bay Area Funding Grows 50 Percent

The INVEST in America Act would make a historic commitment to public transportation, growing federal transit investment by 72 percent compared to a 42 percent growth in the highway program. Consistent with MTC's advocacy, the bill directs much of this growth into the core transit formulas the Bay Area's annual formula funding would grow an estimated 50 percent, to \$3.4 billion under the INVEST in America Act from \$2.3 under the five-year FAST Act authorization (FY 2016 – FY 2020)—and the Capital Investment Grant Program (CIG), which helps to fund large-scale transit capacity expansions. As demonstrated in the chart below, the proposed allocation of transit funding could result in substantial growth in resources for Bay Area transit operators.

| INVEST in America Transit Funding Chart | | | | |
|--|-----------------|------------------------------|-----------------------------|---|
| | FAST Act | INVEST in America Act | | |
| | FY 2020 | 5-Year Average | % Increase (Average) | Bay Area Transit Impact* (Estimated) |
| <i>Transit Formula Programs (subset)</i> | | | | |
| Urbanized Area | 4,930 | 7,134 | 45% | \$1.6 billion over five years, an increase from \$1.1 billion under the FAST Act. |
| State of Good Repair | 2,684 | 3,982 | 48% | \$1.6 billion over five years, an increase from less than \$1.1 billion under the FAST Act. |
| Rural Formula Grants | 673 | 974 | 45% | \$12 million over five years, an increase from \$8 million under the FAST Act. |
| High Density and Growing States | 570 | 584 | 2% | Funding is included in Urbanized Area and Rural Formula amounts. |
| Bus and Bus Facilities Formula | 465 | 1,109 | 139% | \$142 million over five years, an increase from \$73 million under the FAST Act. |
| Seniors and Individuals with Disabilities | 286 | 413 | 45% | \$62 million over five years, an increase from 25 million under the FAST Act. |

*This assumes that Bay Area's FY 2020 share of the Urbanized Area and Bus and Bus Facilities formula programs—the two formulas the bill proposes to revise—extend through FY 2025,

| INVEST in America Transit Funding Chart, cont. | | | | |
|---|-----------------|------------------------------|-----------------------------|--|
| | FAST Act | INVEST in America Act | | |
| | FY 2020 | 5-Year Average | % Increase (Average) | Bay Area Transit Impact (Estimated) |
| <i>Discretionary Grant Programs (subset)</i> | | | | |
| Capital Investment Grant Program | 2,302 | 4,302 | 87% | Increased funding for Bay Area transit modernization and expansion priorities; streamlined process for securing federal funds. |
| Bus and Bus Facilities Grants | 289 | 389 | 35% | Opportunity to fund fleet expansions. |
| Zero Emission Bus Grants (formerly "Low-No") | 55 | 356 | 547% | Bay Area competitiveness greatly improved; Resources to transition to zero-emission fleets. |
| Bus Frequency and Ridership Grants | 0 | 83 | n/a | New resources to support the Bay Area's connectivity goals. |
| FTA Ferry Program | 30 | 50 | 66% | Potentially large growth in funding for Bay Area ferries. |

Of note, the bill proposes to update the Urbanized Area and Bus and Bus Facilities formula program beginning in FY2023 to incentivize rail and bus frequency over low operating costs—a change that could benefit Bay Area transit operators—and targets more resources to areas of persistent poverty. Staff is still assessing the impact of these proposed formula changes.

Capital Investment Grant Program Improvements

In addition to increasing CIG funding by nearly 90 percent—from \$2.3 billion in FY 2020 to an average of \$4.3 billion in FY 2021-FY2025—the INVEST in America Act would streamline the CIG approval process and enhance program certainty by requiring new transparency measures to help applicants know where they stand in the grant approval process. Additionally, the bill would raise the federal cost-share back to the traditional 80 percent while providing incentives (in the form of an easier approval process) for higher local matches, a provision that would certainly benefit the Bay Area, as our priority transit projects in the CIG pipeline are proposing a match of more than two-to-one. Lastly, the bill would create a new affordable housing incentive in the CIG program, directing FTA to boost an applicant’s rating “if the applicant demonstrates substantial efforts to preserve or encourage affordable housing near the project.”

Supports Bay Area Transit Agencies in Transitioning to Zero-Emission Fleets

The bill would convert the existing “Low- or No- Emissions Bus Grant Program” to a “Zero Emission Bus Grant Program” and grow grant resources more than fivefold. Importantly—as advocated for by MTC and many of our California partners—the bill proposes policy changes that would increase California transit operators’ competitiveness and reward those transit operators who have made a commitment to transitioning to a zero-emission fleet. Specifically, the bill refocuses the program solely on grants for zero-emission vehicles (vs. zero- and low-emission vehicles) and strikes a requirement that the Federal Transit Administration (FTA) only consider projects that make greater emissions reductions than comparable buses, which has hurt areas that have previously invested in cleaner buses. Additionally, the bill directs FTA to award grants to larger-scale bus procurements and to operators that have transition plans in place, both provisions that will benefit transit operators in California who have been focused on larger fleet transitions.

Emphasis on Transit Frequency, Ridership and Equity

In addition to the formula changes noted on the previous page, the bill would create a new competitive capital grant program focused on increasing bus frequency and ridership through implementing transit priority signaling and bus-only lanes. Projects would be required to be consistent with guidance on street design issued by the National Association of City Transportation Officials. The program—funded at about \$100 million per year for FY 2022-25—is similar to the Bay Area’s Transit Performance Initiative Investment program and could help advance the region’s connectivity and ridership goals.

The INVEST in America Act would additionally create a \$21 million demonstration grant program to support reduced fare transit, similar to the Bay Areas’ means-based fare pilot. FTA would award 2-year grants on a competitive basis; grant recipients could use the funds for the implementation of reduced fare transit programs and offset lost fare revenues.

Unfortunately, the bill includes several provisions that could limit transit agencies’ ability to utilize new technologies, including mobility on demand (MOD) and automation, to improve service for transit riders. Specifically, the bill would discourage agencies from using third-party MOD providers like Uber and Lyft by reducing the federal share to 60 percent from 80 percent if a third-party provider is used. Additionally, the bill would prohibit the use of FTA funds on automated vehicle projects seeking to replace low-ridership fixed-route service with on automated demand shuttles. However, the bill does clarify that federal funds may be used to invest in mobility as a service platform and clarify that upgrades to fare collection systems and all costs associated with fare collection are eligible for federal formula funds.

Increases Bicycle and Pedestrian Infrastructure Investment with More Local Control

The bicycle and pedestrian-focused Transportation Alternatives Program (TAP)—which helps to fund California’s Active Transportation Program—would grow from \$850 million in FY 2020 to nearly \$1.5 billion in FY 2022. In addition to this substantial boost in funding—more than 60 percent over the course of the bill—the INVEST in America Act would increase from 55 percent to 66 percent the portion of the program that is administered by regions, or in the Bay Area’s case, MTC. The bill would additionally give states the option to devolve the remaining third of the program to regions or other local partners for administration. The bill would allow individual bicycle and pedestrian (bike-ped) projects to be funded at 100 percent federal share as long as the *average* local match for TAP-funded projects statewide is at least 20 percent.

The bill would additionally provide \$250 million in “Active Transportation Connectivity Grants” to fund bike-ped networks and spines and related planning, including complete streets planning. With respect to micro-mobility, the bill authorizes scooters and electric bicycles to use bicycle facilities subject to speed and weight limits.

Expanded Metropolitan Planning Scope to Include Climate, Resilience, and Equity; New Responsibilities Paired with Commensurate Funding Increase

The INVEST in America Act builds on the performance-based planning approach introduced in 2012 and reinforced in the 2015 FAST Act authorization by adding “combatting climate change” to a list of the national federal highway program goals paired with a proposed a new greenhouse gas emission performance measure to be developed by the USDOT Secretary in consultation with the Administrator of the Environmental Protection Agency. Importantly, the measure would be expressed on a per capita basis, similar to California’s target for our Sustainable Communities Strategy, Plan Bay Area 2050.

The bill also adds new regional planning requirements, including adding climate change and a vulnerability assessment as new categories of the regional transportation plan and a requirement to list resilience projects as a new category in the four-year transportation investment strategy (Transportation Improvement Program, or TIP). With regards to the long-range climate planning requirements, the bill would model proposed updates after California’s Sustainable Communities Strategies requirements; requiring MPOs to identify investments and strategies to reduce per-capita greenhouse gas emissions from transportation sources, identify investments and strategies to manage transportation demand and increase the non-single occupancy vehicle mode share, and “recommend zoning and other land use policies that would support infill, transit-oriented development and mixed use development.” The long-range plan vulnerability assessment would be required to include a critical infrastructure risk-assessment, analysis of evacuation routes, and a description of the MPO’s adaptation and resilience improvement strategies that will inform the region’s transportation investment decisions.

The bill further requires MPOs to incorporate an equity-focused “transportation access” assessment into the TIP. The bill would direct USDOT to develop a dataset states and MPOs would use to assess the level of safe, reliable, and convenient access to jobs and services by mode. States and MPOs would be required to incorporate into TIPs a description of how the investment strategy would improve the overall level of system access, similar to the existing requirement that TIPs include a description of how the planned investment strategy would make progress toward a region’s performance targets.

As advocated for by MTC, these new responsibilities would be accompanied by a substantial Metropolitan Planning Program funding increase. Highway and transit metropolitan planning resources would grow 35 percent—nearly double the rate of the core highway programs—from \$500 million in FY 2020 to an annual average of \$673 million under the INVEST in America Act.

Creates a Strong Federal Partner on Climate Change and Resiliency

The bill makes progress on two MTC priorities, namely addressing climate change and providing additional resources and incentives for the use of new technology to address the nation's mobility challenges.

Climate Change Mitigation & Resilience

Makes Resiliency Improvements Eligible for Federal Highway Program Funds

As advocated for by MTC, the bill explicitly makes resilience-related projects eligible under the National Highway Performance Program and Surface Transportation Program, which together encompass nearly three quarters of total federal highway formula spending. Examples of eligible resilience projects include traditional “grey” infrastructure improvements such as road elevation and relocation, widening bridges and upsizing culverts, installing seismic retrofits, and coastal hydraulic countermeasures, as well as nature-based resiliency solutions (also referred to as “natural infrastructure” or “green infrastructure”) such as the restoration of vegetated areas to manage storm surges.

Funds New Climate and Resiliency Programs

With regard to targeted climate change mitigation and resilience funding—another MTC priority—the bill would create two new formula programs: The Carbon Pollution Reduction Program and Pre-Disaster Mitigation Program which would provide states with \$8.3 billion and \$6.2 billion from FY 2022-FY2025, respectively. While this scale is smaller than that of the largest highway programs, this would still be a major step forward; funding levels would be comparable to the proposed FY2022-2025 federal investment in the National Freight Program (\$8.6 billion) and Transportation Alternative Program (\$6.8 billion). Each state would receive formula funds in proportion to their share of the overall highway formula program funds (excluding the “off the top” CMAQ, Metropolitan Planning, and Railway-Highway Grade Crossings funds).

The Carbon Reduction Pollution Program could fund any federally-eligible road, bridge, bike/ped, transit, or rail project that would support the reduction of surface transportation-related greenhouse gas emissions; like under CMAQ, road projects that solely increase single-occupancy vehicle capacity would be ineligible. Up to 10 percent of the program funds could be used for operating assistance for transit, passenger rail, or transportation systems management and operations projects. The Pre-Disaster Mitigation Program would fund resilience and emergency evacuation needs.

On a smaller scale, the bill also creates a \$250 million/year Community Climate Innovation Grant program for FY 2022-2025 to support projects to reduce greenhouse gas (GHG) emissions from the transportation sector, prioritizing those projects expected to yield the most significant GHG reductions. Eligible applicants include MPOs, transit operators and local jurisdictions, among others.

Climate-Focus in Planning and Research

In addition to the climate-focused planning provisions described on page 7, the bill adds reducing greenhouse gas emissions as a new research priority for various research grant programs and requires a study to assess the potential impact of climate change on the national freight and intercity passenger rail network.

Invests in Transportation Research

The bill more than doubles funding for the Technology and Innovation Deployment Program to \$152 million per year for FY 2022-25. With respect to automated vehicles (AVs), the bill establishes a national clearinghouse to research the impacts of highly AVs as well as mobility on demand and mobility as a service on land use, urban design, social equity and other items. The bill requires a study of how AVs will interact with general road users, including bicyclists and pedestrians.

The bill establishes a new, voluntary \$10 million/year national vehicle miles traveled (VMT) pilot program for FY 2022-25 to test the design, acceptance and financial sustainability of a national per-mile user fee. The bill specifies that the Secretary of the Treasury shall establish the fee on an annual basis such that it would be equivalent to existing federal fuel taxes.

Rail Investment Expansion and Safety

The bill increases federal rail investment by more than fivefold over FAST Act levels, providing \$60 billion to address state of good repair backlogs, establish new intercity rail routes, and expand on commuter rail. It includes a threefold increase in funding for Amtrak to address state of good repair and expand service. It also makes numerous improvements to safety and establishes a \$2.5 billion grade separation grant program over five years.

COVID-19 Response and Recovery: Revenue Backfill, Including Capital Funding Backfill for Major Transit Improvements

The bill would provide \$83 billion in FY 2021 to support states, local governments and transit agencies in administering highway and transit programs, advancing projects and preserving jobs in the aftermath of the COVID-19 crisis. Funding would be available at 100 percent federal share to eliminate the need for a match in FY21. In addition, nearly \$22 billion of the total FY21 funding amount—nearly \$15 billion in highway formula funds, \$6 billion in transit formula funds, and the remainder in highway and motor carrier safety funds—is extremely flexible; unlike traditional highway and most federal transit formula funds the Bay Area receives, funding could directly support agency salaries and operating expenses. States, regions, and transit operators would receive those highly flexible formula funds in proportion to their share of highway and transit formula apportionments from prior years.

Additionally, a subset of transit expansion CIG projects—including Caltrain Electrification, BART Transbay Core Capacity and BART Silicon Valley Phase 2—would be authorized to receive an increased federal cost share (an additional 30 percent of the total project cost) to help ensure the projects can still move forward despite a potential loss of matching funds due to declining revenue as a result of COVID-19.



**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**

June 11, 2020

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The Honorable Peter A. DeFazio
Chair
Committee on Transportation and
Infrastructure
U.S. House of Representatives
2165 Rayburn Office Building
Washington, DC 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
2164 Rayburn Office Building
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves,

On behalf of America's public transportation industry, which directly employs more than 435,000 workers and supports millions of private-sector jobs, we write to thank you for your extraordinary leadership and express our strong support for H.R. 7095, the "Investing in a New Vision for the Environment and Surface Transportation in America Act" (INVEST in America Act).

The INVEST in America Act makes critical investments for surface transportation infrastructure, including \$105 billion for public transportation and \$60 billion for commuter rail, Amtrak, and other high-performance rail. The bill recognizes the immediate need for public transit agencies to continue to provide essential services during the COVID-19 pandemic and support our nation's economic recovery. It also provides a long-term vision to address the more than \$100 billion state-of-good-repair backlog in public transit infrastructure and meet the mobility demands of growing communities, including small urban and rural communities.

This transformative investment in public transportation and passenger rail helps our communities meet growing mobility demands, create family-wage jobs, expand U.S. manufacturing and supply chains, and grow the economy. It also puts us on the path to increase access to opportunities for all Americans and build more equitable communities. In addition, the INVEST in America Act addresses the environmental and sustainability challenges facing our communities, nation, and the world.

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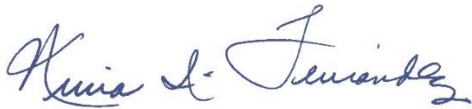
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The Honorable Peter A. DeFazio
The Honorable Sam Graves
June 11, 2020
Page 2

These investments are absolutely critical to jumpstart our economic recovery. The time is now to make an important investment in our national infrastructure that will provide staying power to drive our economy for years to come.

Thank you again for your leadership on these issues. We look forward to working collaboratively with you and your colleagues on both sides of the aisle as this bill advances through the legislative process.

Sincerely,



Nuria I. Fernandez
Chair



Paul P. Skoutelas
President and CEO

cc: The Honorable Eleanor Holmes Norton, Chair, Subcommittee on Highways and Transit,
Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Rodney Davis, Ranking Member, Subcommittee on Highways and Transit,
Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Dan Lipinski, Chairman, Subcommittee on Railroads, Pipelines, and Hazardous
Materials, Committee on Transportation and Infrastructure, U.S. House of Representatives

The Honorable Rick Crawford, Ranking Member, Subcommittee on Railroads, Pipelines, and
Hazardous Materials, Committee on Transportation and Infrastructure, U.S. House of
Representatives

Members of the Committee on Transportation and Infrastructure, U.S. House of Representatives



Connecting us.

June 16, 2020

The Honorable Peter A. DeFazio, Chair
Committee on Transportation and Infrastructure
United States House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves, Ranking Member
Committee on Transportation and Infrastructure
United States House of Representatives
2164 Rayburn House Office Building
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves,

On behalf of the members of the California Transit Association, I write to you today to express our support for the "Investing in a New Vision for the Environment and Surface Transportation in America Act" (INVEST in America Act).

The INVEST in America Act establishes a bold vision for the country's surface transportation network that is furthered, in part, by an unprecedented level of federal investment in public transportation. The \$165 billion the bill would invest in public transportation and rail systems over the next five years is a welcome supplement to the investments made by the State of California to bring public transportation and rail assets into a state of good repair and to expand access to affordable, frequent and efficient transit service.

We are heartened to see that the bill would provide \$5.8 billion in Fiscal Year 2021 to address the immediate funding needs of transit agencies grappling with the financial and operational impacts of the COVID-19 pandemic. This funding, which augments the \$25 billion in emergency funding already provided to transit agencies through the Coronavirus Aid, Relief and Economic Security (CARES) Act, is necessary to help address the **\$3.1 billion** in funding needs that remain at California transit agencies after fully accounting for the CARES Act and would prevent avoidable cuts to transit service.

Additionally, we appreciate that the bill proposes a series of programmatic changes to various discretionary grant and financing programs, designed to better leverage federal investments and deliver on progressive policy objectives. We continue to review these programmatic changes with our members and hope to engage with you more fully on them as the bill moves through the legislative process. With that said, we want to provide immediate feedback on proposed changes to the Low or No Emission Vehicle Grant (Low-No) program (Section 2403), given California's leadership in zero-emission bus deployments and the recent adoption of the Innovative Clean Transit regulation by the California Air Resources Board. The regulation requires all transit agencies in California to begin to purchase zero-emission buses, as soon as 2023, and requires all transit buses in California to be zero-emission by 2040.

To start, we strongly support the higher funding levels proposed for zero-emission bus grants when coupled with several of the proposed programmatic changes, as the historic Low-No program is continually oversubscribed and demand for zero-emission buses is only expected to grow as more transit agencies commit to full conversion to zero-emission technologies. As an Association, we support the proposal to limit investments from the program to zero-emission buses, inclusive of battery electric and hydrogen fuel cell technologies, and will recall for the committee that we long-called for state and federal programs to focus their investments in zero-emission buses on mid-to-large scale deployments, as they provide transit agencies with better insight into the operational limitations of zero-emission buses than do deployments of single buses, can reveal unforeseen challenges with infrastructure buildout, and require transit agencies to proactively plan for full fleet conversion. We, therefore, support the proposed changes to the program that would establish minimum deployment requirements for small and large transit agencies to take receipt of a zero-emission bus grant.

We know that, should the higher funding levels be approved by Congress, California transit agencies will vie for these dollars to facilitate implementation of the ICT regulation. Given our existing leadership in deploying zero-emission buses, we urge Congress to view California transit agencies as key to advancing zero-emission bus technology, developing the supply chains to support zero-emission bus manufacturing, and creating industry best practices that will support the nation's eventual transition to these technologies.

To allow California to continue its leadership on zero-emission bus technologies to the benefit of the nation's transit industry, we ask that you consider the following amendments to Section 2403 of the bill:

- **Expand the list of “eligible areas” to includes states that require their local transit agencies by law or regulation to convert to zero-emission buses.**

This change, which is consistent with amendments being pursue by Congresswoman Julia Brownley (CA-26), would reward California – and any other state that adopts a regulation requiring conversion to zero-emission buses – for their commitment to deploying zero-emission buses by making all transit agencies in the state eligible for funding from the program, regardless of whether they are in a non-attainment or maintenance area.

- **Create an alternative eligibility path for “a recipient that is required by state law or regulation to convert their entire bus fleet to zero-emission buses by 2040 and which is required by the state law or regulation to develop a fleet transition study by 2023.”**

This change would acknowledge that California's ICT regulation advances a complete and coherent strategy for deploying zero-emission buses and achieving full conversion to zero-emission technologies. As such, its provisions, which include the requirement that all transit agencies submit “rollout plans,” approved by their governing body by 2023, should be held harmless by the eligibility requirements of the program.

For background, the rollout plans required by the ICT regulation must include: a goal of full transition to zero-emission buses by 2040; identification of the types of zero-emission bus technologies a transit agency is planning to deploy; a schedule for construction of facilities and infrastructure modifications or upgrades; a description on how a transit agency plans to deploy zero-emission buses in disadvantaged communities; a training plan and schedule for zero-

emission bus operators and maintenance and repair staff; and, identification of potential funding sources.

These requirements are consistent with Congress's intent of ensuring that investments made by the program are well-considered and lead to a methodical deployment of zero-emission buses.

Again, we thank you for your leadership in proposing the INVEST in America Act. We look forward to continuing to engage with you on this bill as it moves through the legislative process. If you have any questions regarding the amendments we are proposing, please contact me at 323-594-6342 or via email at michael@caltransit.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Pimentel". The signature is fluid and cursive, with the first name "Michael" and last name "Pimentel" clearly distinguishable.

Michael Pimentel
Deputy Executive Director

cc: The Honorable Nancy Pelosi, Speaker, United States House of Representatives
California's Congressional Delegation

AGENDA

ITEM 9

STAFF REPORT

SUBJECT: Resolution in Support of Application for FY 20-21 Funding through the State Transit Assistance State of Good Repair Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 6, 2020

Action Requested

Staff requests the Board of Directors approve Resolution 22-2020 in support of an allocation request to Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

Background

Senate Bill 1, also known as the Road Repair and Accountability Act of 2017, augmented the existing State Transit Assistance program with a new State of Good Repair (SGR) program funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. Funds are distributed by formula on a population basis in the region to the Metropolitan Transportation Commission (MTC), and on a revenue basis to eligible transit operators for transit maintenance, rehabilitation, and capital projects. The State Controller's Office (SCO) has estimated that \$55,606 in revenue-based SGR funds will be available for allocation to LAVTA in FY 2020-21.

In a departure from previous years where transit agencies requested revenue-based program funds directly from Caltrans, beginning in Fiscal Year (FY) 2019-20, Caltrans has revised the State of Good Repair (SGR) Program guidelines to require regional agencies like MTC to approve transit operators' revenue-based SGR projects and submit a single region-wide list of projects to Caltrans by September 1 of each year. Furthermore, transit operators in the Bay Area will need to submit a governing board-approved project list for all anticipated SGR Program expenditures to MTC for inclusion in the Regional SGR Program Project List.

The program guidelines state that transit agencies receiving funds from the SGR Program must submit expenditure proposals listing projects that maintain the public transit system in a state of good repair, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.

- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Discussion

Staff proposes to use the FY 2020-21 SGR allocation to augment and continue the agency's ongoing preventative maintenance program.

Attachment 1 is a Board resolution as required by Caltrans and MTC which would authorize the Executive Director to request allocations for specific projects and execute the necessary Certifications and Assurances with Caltrans.

Fiscal Impact

The FY 20-21 SGR allocation is included in the FY 21 agency budget. It is anticipated that SCO will announce final revised estimates for FY21 in August and the first of four quarterly payments will be made in November.

Recommendation

Staff recommends the Board of Directors approve Resolution 22-2020 in support of an allocation request to MTC and Caltrans for the State Transit Assistance State of Good Repair (SGR) Program.

Attachments:

1. Resolution 22-2020

Approved: _____

RESOLUTION NO. 22-2020

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE
SUBMITTAL OF APPLICATIONS, SUPPORTING DOCUMENTS AND
EXECUTION OF FUNDING AGREEMENTS FOR THE FISCAL YEAR 2019-
2020 STATE TRANSIT ASSISTANCE STATE OF GOOD REPAIR PROGRAM
FOR PREVENTATIVE MAINTENANCE**

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

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

WHEREAS, the State Controller's Office has released the Fiscal Year 2021 SGR apportionments and LAVTA is estimated to receive \$55,606 in SGR funds; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has designated the Metropolitan Transportation Commission (MTC) as the regional entity responsible for coordinating the administration of all SGR projects and distribution of SGR funds to eligible project sponsors (local agencies) within the nine-county Bay Area; and

WHEREAS, the Livermore Amador Valley Transit Authority wishes to delegate the submittal of applications, necessary supporting documents, and any amendments thereto to the Executive Director;

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

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the SGR program and any amendments thereto with the Metropolitan Transportation Commission and California Department of Transportation.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of July 2020.

BY _____
Bob Woerner, Chair

ATTEST _____
Michael Tree, Executive Director

AGENDA

ITEM 10

STAFF REPORT

SUBJECT: Resolution in Support of Participation in the Metropolitan Transportation Commission's Clipper START! Pilot Program

FROM: Michael Tree, Executive Director

DATE: July 6, 2020

Action Requested

Staff recommends the Board of Directors authorize the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

Background

The Metropolitan Transportation Commission (MTC) has established an 18-month pilot program to offer discounted transit fares to low income individuals. Known as Clipper START!, the program will allow adults who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level to qualify. The pilot originally included only BART, Caltrain, Golden Gate Transit, Golden Gate Ferry, and Muni.

Discussion

MTC has now invited the transit operators in the East Bay to participate in Clipper START!. Because of the way the Clipper program is configured, all East Bay operators, including LAVTA, County Connection, WestCAT and Tri Delta Transit must have the same fare policy rules, meaning we would all have to participate or not participate. I discussed the program with the other agencies and we have decided as a group to seek to be included in the pilot. The 18-month pilot period starts on July 15, even though none of us are collecting fares at the present time. Clipper will be responsible for all program means testing and for issuing cards to eligible individuals. The discount will be embedded into the card, similar to the Senior and Youth Clipper Cards.

Budget

Riders using the Clipper START! card will receive a 20 percent discount on fares. MTC is considering the use of Cares Act funding to reimburse LAVTA for half of that discount. The remainder of the discount will be recovered using our Low Carbon Transit Operations Program (LCTOP) funds. We view the program as an opportunity to assist Tri-Valley residents who may be economically challenged in the months ahead.

Recommendation

Staff recommends the Board of Directors authorize the Executive Director to notify the Metropolitan Transportation Commission (MTC) of LAVTA's desire to participate in MTC's Clipper START! pilot program.

Attachments:

1. Resolution 24-2020

Submitted: _____

RESOLUTION NO. 24-2020

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING
PARTICIPATION IN THE METROPOLITAN TRANSPORTATION
COMMISSION'S CLIPPER START! PILOT PROGRAM**

WHEREAS the Metropolitan Transportation Commission (MTC) has established a pilot program called Clipper START!, which offers discounted fares to low income transit riders; and

WHEREAS the MTC has solicited Bay Area transit agencies to participate in the pilot and will subsidize up to a 10 percent discount on fares under this program; and

WHEREAS the Livermore Amador Valley Transit Authority has Low Carbon Transit Operations Program (LCTOP) funds that can be used to the remaining amount of the proposed 20 percent discount;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors that the Livermore Amador Valley Transit Authority's Executive Director is authorized to notify MTC of our desire to participate in the Clipper START! pilot program.

APPROVED AND PASSED this 6th day of July 2020.

Bob Woerner, Chair

ATTEST:

Michael Tree, Executive Director