

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

**BOARD OF DIRECTORS MEETING**

**BOARD MEMBERS**

**DAVID HAUBERT – CHAIR**  
**EVAN BRANNING**  
**JULIE TESTA**  
**BRITTNI KIICK**

**MELISSA HERNANDEZ – VICE CHAIR**  
**JEAN JOSEY**  
**KARLA BROWN**

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

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

**TELECONFERENCE**

**FEBRUARY 6, 2023 – 4:00 PM**

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

This meeting will proceed via teleconference in accordance with Government Code Section 54953(e)(2), in order 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.

Public comments will also be accepted via email until 1:00 p.m. on Monday, February 6, 2023 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 2/6/2023” 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 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](http://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>  
Passcode: BOD1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:  
Dial: 1 (669) 900-6833  
Webinar ID: 867 1584 1855  
Passcode: 761222

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

- 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  
Passcode: 761222

*Please note to submit public comment via telephone dial \*9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then dial \*6 to unmute when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

**To submit written comments:**

- Provide public written comments prior to the meeting by email, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org)

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, February 6, 2023 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 2/6/2023” 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**

**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. January Tri-Valley Accessible Advisory Committee Minutes**

**5. Consent Agenda**

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

A. **Minutes of the January 9, 2023 Board of Directors meeting.**

B. **Treasurer's Report for December 2022**

**Recommendation:** The Finance and Administration Committee recommends approval of the December 2022 Treasurer's Report.

C. **Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference**

**Recommendation:** Staff recommends that the Board of Directors adopt Resolution 07-2023 declaring that LAVTA meetings will continue to be held via teleconference.

**6. 2023 Legislative Program**

**Recommendation:** The Finance & Administration Committee recommends the Board of Directors approve Resolution 06-2023 affirming LAVTA's 2023 Legislative Program

**7. Brown Act Remote Meeting Guidance**

**Recommendation:** No specific action is proposed for this Board meeting.

**8. Cancellation of Phase Two of 2018-Adopted Fare Increase**

**Recommendation:** Staff recommends that the Board of Directors permanently cancel phase 2 of the previously adopted 2018 fare increase to Senior and Disabled Monthly Pass and Dial-A-Ride ticket.

**9. Executive Director's Report**

**10. Adjourn to CLOSED SESSION**

**11. Closed Session pursuant to Government Code Section 54957(b):  
PUBLIC EMPLOYMENT EVALUATION Title: Executive Director**

**12. Reconvene to OPEN SESSION**

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

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

**14. Next Meeting Date is Scheduled for: March 6, 2023**

**15. 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

2/2/2023

LAVTA, Executive Assistant

Date

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

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

## **AGENDA**

### **ITEM 4**

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

**Tri-Valley Accessible Advisory Committee**

**DATE:** Wednesday, January 4, 2023

**PLACE:** Zoom Teleconference

**TIME:** 3:30 p.m.

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**DRAFT MINUTES**

**1. Call to Order**

The TAAC Chair Herb Hastings called the meeting to order at 3:30 pm.

**Members Present:**

Herb Hastings	County of Alameda
Kulwant Singh	County of Alameda – Alternate
Connie Mack	City of Dublin
David Weir	City of Livermore
Susan O’Neill	City of Livermore – Alternate
Sue Tuite	City of Pleasanton
Jennifer White	City of Pleasanton – Alternate
Zack Silva	Social Services
Amy Mauldin	Social Services
Diana Houghtaling	Social Services – Alternate
Esther Waltz	PAPCO Representative

**Staff Present:**

Nathan Barreras	LAVTA
Johanna Duran	Transdev
Regina Flores	MV Transit
Kent Hinton	Transdev
Kadri Kulm	LAVTA
Rosa Noya	County Connection
Christy Wegener	LAVTA

**2. Roll Call**

3. **Approval of Agenda and Modifications in necessary**  
Mack/Weir
4. **Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)**  
None.
5. **Minutes of the November 8, 2022 meetings of the Committee**  
Approved.  
Weir/Tuite
6. **Chair Report**  
Chair Hastings reported he has been selected to be a member of the Caltrans' Interagency Transportation Equity Advisory Committee. This committee has quarterly meetings with the next one coming up in March. Kulwant Singh said he used to work for CalTrans.
7. **Executive Director's Report**  
LAVTA's new Executive Director Christy Wegener introduced herself to the committee and updated the committee on LAVTA staffing.
8. **Pleasanton Rides' ADA Riders Transfer to LAVTA**  
In 2017 LAVTA and City of Pleasanton engaged Nelson/Nygaard to explore the effectiveness of the current organization, management, and delivery of paratransit services in the Tri-Valley and prepare recommendations for service improvements. One of the recommendations of the study ('Mobility Forward') was to transfer Americans with Disability Act (ADA) services from the City of Pleasanton to LAVTA, which took effect on January 1, 2023. Staff reported that the transition has been smooth.
9. **PAPCO Meeting**  
PAPCO has had no meeting since the last TAAC meeting.
10. **Service Updates and Concerns**  
Sue Tuite reported on a bus stop on Route 8 at 1<sup>st</sup> and Neal Street in Pleasanton. She said the drivers tend to let people off onto the grass instead of the concrete pad.
10. **Adjournment**  
Meeting adjourned at 4:30 pm.

## **AGENDA**

### **ITEM 5A**



**MINUTES OF THE JANUARY 9, 2023 ZOOM TELECONFERENCE**  
**LAVTA BOARD OF DIRECTORS MEETING**

**1. Call to Order**

Meeting was called to order by Chair David Haubert at 4:00pm.

**2. Roll Call of Members**

**Members Present**

David Haubert – County of Alameda  
Brittini Kiick – City of Livermore (arrived at 4:26pm)  
Evan Branning – City of Livermore  
Jean Josey – City of Dublin  
Karla Brown – City of Pleasanton  
Julie Testa – City of Pleasanton  
Melissa Hernandez – City of Dublin

**3. Meeting Open to Public**

Kelly Abreu, a resident of Fremont, provided public comment regarding opposing the Dublin Parking Garage project and he noted that public comment was also sent by email to the Executive Director and Board Members just prior to the meeting.

**4. Consent Agenda**

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

A. **Minutes of the December 16, 2022 Special Board of Directors meeting.**

B. **Treasurer's Report for November 2022**

**Recommendation:** Staff recommends that the Board of Directors approve the November 2022 Treasurer's Report.

C. **Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference**

**Recommendation:** Staff recommends that the Board of Directors adopt Resolution 01-2023 declaring that LAVTA meetings will continue to be held via teleconference.

Approved: Brown/Hernandez  
Aye: Brown, Josey, Branning, Hernandez, Haubert  
No: None  
Abstain: Testa  
Absent: Kiick

**5. Resolution of the Board of Directors Appreciating the Services of Pleasanton Councilmember Kathy Narum and Livermore Vice Mayor Gina Bonanno**

The Board of Directors adopted the Resolutions 02-2023 and 03-2023 appreciating the services of Councilmember Kathy Narum and Vice Mayor Gina Bonanno.

Approved: Josey/Brown

Aye: Brown, Josey, Branning, Hernandez, Haubert, Testa

No: None

Abstain: None

Absent: Kiick

**6. Welcome of New Board Members and Adoption of Resolution with Committee Assignments**

The Board of Directors adopted Resolution 04-2023 appointing Julie Testa to Finance and Administration Committee and Evan Branning to the Projects and Services Committee.

Approved: Brown/Hernandez

Aye: Brown, Josey, Branning, Hernandez, Haubert, Testa

No: None

Abstain: None

Absent: Kiick

**7. Appointment of Alternate LAVTA Board Member to Innovate 680**

Chair David Haubert opened public comment on Agenda Item 7.

Kelly Abreu, a resident of Fremont, provided public comment regarding opposing widening I-680 and requested multi-modal transportation (bike, pedestrian, and bus lanes) between Fremont and Pleasanton to be innovated.

The Board of Directors appointed Julie Testa as the alternate member to the Innovate 680 Policy Advisory Committee.

Approved: Josey/Brown

Aye: Brown, Josey, Branning, Hernandez, Haubert, Testa

No: None

Abstain: None

Absent: Kiick

**8. Approval of Modification #4 to MV Transportation Contract**

Staff provided background and information on Modification #4 to MV Transportation contract. It was noted that fiscal impact of this Modification through the end of FY23 is approximately \$200,000.00.

The Board of Directors discussed this agenda item with staff.

The Board of Directors approved Modification # 4 to the contract with MV Transportation, Inc., implementing various financial incentives to help address driver recruitment and retention challenges brought on by the COVID-19 pandemic.

Approved: Branning/Hernandez  
Aye: Brown, Josey, Branning, Hernandez, Haubert, Testa  
No: None  
Abstain: None  
Absent: Kiick

## **9. Contract Award for Doolan Radio Tower Generator Installation**

[Brittni Kiick, from City of Livermore, arrived during Contract Award for Doolan Radio Tower Generator Installation.]

Staff reported that the ABL System at LAVTA was deployed since 2001 and at Doolan Tower there is a radio, server, and networking equipment that depend on uninterrupted power to track and communicate with Wheels buses. Staff informed that in recent years LAVTA has encountered power outages where the equipment is down for up to five days. LAVTA looked at numerous options that were not viable to provide power at the Doolan Tower site and the best option for the site was a propane powered generator. LAVTA issued a procurement and received three bids. The lowest bid was for \$125,743.76 and includes equipment, installation, permitting, etcetera, and a 15% contingency.

The Board of Directors discussed this agenda item with staff.

Chair David Haubert opened public comment on Agenda Item 9.

Kelly Abreu, a resident of Fremont, provided public comment requesting a broader view of different technologies like solar or hydrogen with a solid technical explanation.

The Board of Directors approved Resolution 05-2023, authorizing the Executive Director to execute an agreement with James Day Construction, Inc. for installation of an emergency stand-by generator at the Doolan Tower Facility.

Approved: Josey/Hernandez  
Aye: Brown, Josey, Branning, Hernandez, Haubert, Testa, Kiick  
No: None  
Abstain: None  
Absent: None

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

Executive Director Christy Wegener recognized and thanked staff and MV Transportation for their recent efforts with various localized flooding events and for updating our website accordingly. Executive Director Christy Wegener reported that ridership is still increasing slowly and is about 35% below pre-covid numbers with faster ridership return on weekends. Executive Director Christy Wegener also highlighted her 90-day onboarding plan, MTCs Regional Network Manager (RNM) Business Case, Dial-A-Ride Customer Satisfaction Survey, and the Shared Autonomous Vehicle (SAV) Project Update.

## **11. Matters Initiated by the Board of Directors**

Chair David Haubert skipped matters initiated by the Board of Directors.

**12. Next Meeting Date is Scheduled for: February 6, 2023**

**13. Adjournment**

Meeting adjourned at 4:43pm.

# **AGENDA**

## **ITEM 5B**

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for December 2022

FROM: Tamara Edwards, Director of Finance

DATE: February 6, 2023

**Action Requested**

Approval of the LAVTA Treasurer's Report for December 2022.

**Discussion**

***Cash accounts:***

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

***General checking account activity (105):***

Beginning balance December 1, 2022	\$14,213,382.66
Payments made	\$26,121,182.05
Deposits made	\$21,749,639.06
Transfer from Farebox Account	\$300,000.00
Ending balance December 31, 2022	\$10,141,829.67

***Farebox account activity (106):***

Beginning balance December 1, 2022	\$226,309.07
Deposits made	\$102,380.17
Transfer to General Checking	\$300,000.00
Ending balance December 31, 2022	\$28,689.24

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

Beginning balance December 1, 2022	\$11,073,888.81
Ending balance December 31, 2022	\$11,073,888.81

***Operating Expenditures Summary:***

As this is the sixth 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 50%. The agency is at 35.06% overall. However, we have not received our Paratransit billing for the first six months of this fiscal year so have been unable to accrue them, therefore this amount is not 100% accurate.

***Operating Revenues Summary:***

While expenses are at 35.06%, revenues are at 50.6% allowing for a healthy cash flow.

**Recommendation**

The Finance and Administration Committee recommends approval of the December 2022 Treasurer's Report.

Attachments:

1. December 2022 Treasurer's Report

*Approval:* \_\_\_\_\_

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
December 31, 2022**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	10,141,852	
106 CASH - FIXED ROUTE ACCOUNT	28,689	
107 Clipper Cash	537,753	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	465,795	
135 INVESTMENTS - LAIF	10,788,800	
13599 INVESTMENTS - LAIF Mark to Market	143,000	
150 PREPAID EXPENSES	(339)	
160 OPEB ASSET	1,603,154	
165 DEFERRED OUTFLOW-Pension Related	427,480	
166 DEFERRED OUTFLOW-OPEB	9,583	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	(111,674)	
111 NET PROPERTY COSTS	53,874,256	
<b>TOTAL ASSETS</b>		<b>77,908,835</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	296,480	
211 PRE-PAID REVENUE	2,041,677	
21101 Clipper to be distributed	451,066	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	(0)	
22020 FICA MEDICARE	0	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	0	
22030 SDI TAXES PAYABLE	9	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	1,619	
22090 WORKERS' COMPENSATION PAYABLE	48,425	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
23101 Net Pension Liability	605,181	
23105 Deferred Inflow- OPEB Related	387,692	
23104 Deferred Inflow- Pension Related	559,302	
23103 INSURANCE CLAIMS PAYABLE	34,248	
23102 UNEMPLOYMENT RESERVE	17,376	
<b>TOTAL LIABILITIES</b>		<b>4,443,075</b>

**FUND BALANCE:**

301 FUND RESERVE	44,796,195	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	17,556,222	
30401 SALE OF BUSES & EQUIPMENT	85,787	
FUND BALANCE	11,027,556	
<b>TOTAL FUND BALANCE</b>		<b>73,465,760</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>77,908,835</b>



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
December 31, 2022**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	740,940	113,344	437,484	303,457	59.0%
4020000	Business Park Revenues	233,568	19,464	97,320	136,248	41.7%
4020500	Special Contract Fares	487,116	70,036	70,036	417,080	14.4%
4020500	Special Contract Fares - Paratransit	36,000	3,378	12,507	23,493	34.7%
4010200	Paratransit Passenger Fares	56,255	6,398	40,804	15,451	72.5%
4060100	Concessions	21,672	1,925	5,774	15,898	26.6%
4060300	Advertising Revenue	180,000	0	0	180,000	0.0%
4070400	Miscellaneous Revenue-Interest	26,054	0	37,553	(11,499)	144.1%
4070300	Non transportation revenue	136,464	11,662	65,875	70,589	48.3%
4090100	Local Transportation revenue	245,000	409	1,303	243,697	0.5%
4099100	TDA Article 4.0 - Fixed Route	10,715,920	0	10,610,799	105,121	99.0%
4099500	TDA Article 4.0-BART	57,517	11,175	47,035	10,482	81.8%
4099200	TDA Article 4.5 - Paratransit	191,227	19,493	82,340	108,887	43.1%
4099600	Bridge Toll- RM2, RM1	409,489	0	0	409,489	0.0%
4110100	STA Funds-Paratransit	-	0	0	-	#DIV/0!
4110500	STA Funds- Fixed Route BART	300,792	0	0	300,792	0.0%
4110100	STA Funds-pop	1,377,503	0	0	1,377,503	0.0%
4110100	STA Funds- rev	468,141	0	0	468,141	0.0%
4110100	STA Funds- Lifeline	-	0	0	-	#DIV/0!
4110100	Caltrans	-	0	0	-	#DIV/0!
4130000	FTA Section	5,730,074	0	0	5,730,074	100.0%
4130000	FTA Section 5307 ADA Paratransit	422,316	0	0	422,316	0.0%
4130000	FTA 5311	-	0	46,283	(46,283)	100.0%
4640500	Measure B Gap	-	0	0	-	100.0%
4640500	Measure B Express Bus	-	0	0	-	100.0%
4640100	Measure B Paratransit Funds-Fixed Route	-	0	0	-	#DIV/0!
4640100	Measure B Paratransit Funds-Paratransit	-	0	0	-	#DIV/0!
4640200	Measure BB Paratransit Funds-Fixed Route	1,603,800	200,639	480,990	1,122,810	30.0%
4640200	Measure BB Paratransit Funds-Paratransit	803,168	100,478	240,875	562,293	30.0%
<b>RAIL</b>		<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL REVENUE</b>		<b>24,243,016</b>	<b>558,402</b>	<b>12,276,976</b>	<b>11,966,040</b>	<b>50.6%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
December 31, 2022**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$1,991,423	\$197,390	\$773,992	\$1,217,431	38.87%
502 00	Personnel Benefits	\$1,480,173	\$24,185	\$422,603	\$1,057,570	28.55%
503 00	Professional Services	\$1,067,817	\$79,608	\$295,537	\$772,280	27.68%
503 05	Non-Vehicle Maintenance	\$851,947	\$53,430	\$438,186	\$413,761	51.43%
503 99	Communications	\$7,000	\$74	\$100,998	(\$93,998)	1442.84%
504 01	Fuel and Lubricants	\$2,164,000	\$104,798	\$543,269	\$1,620,732	25.10%
504 03	Non contracted vehicle maintenance	\$34,055	\$0	\$0	\$34,055	0.00%
504 99	Office/Operating Supplies	\$56,094	\$14,355	\$41,292	\$14,802	73.61%
504 99	Printing	\$77,000	\$1,336	\$23,942	\$53,058	31.09%
505 00	Utilities	\$370,399	\$21,754	\$160,770	\$209,629	43.40%
506 00	Insurance	\$650,156	\$23	\$502,480	\$147,676	77.29%
507 99	Taxes and Fees	\$229,663	\$6,849	\$55,934	\$173,729	24.35%
508 01	Purchased Transportation Fixed Route	\$11,107,549	\$898,384	\$5,045,115	\$6,062,434	45.42%
2-508 02	Purchased Transportation Paratransit	\$3,231,200	\$426	\$19,087	\$3,212,113	0.59%
508 03	Purchased Transportation WOD	\$73,262	\$5,931	\$30,384	\$42,878	41.47%
508 03	Purchased Transportation SAV	\$480,000	\$0	\$0	\$480,000	0.00%
509 00	Miscellaneous	\$162,028	\$8,796	\$21,368	\$140,660	13.19%
509 02	Professional Development	\$69,250	\$1,967	\$16,945	\$52,305	24.47%
509 08	Advertising	\$140,000	\$834	\$6,802	\$133,198	4.86%
<b>TOTAL</b>		<b>\$24,243,016</b>	<b>\$1,420,138</b>	<b>\$8,498,701</b>	<b>\$15,744,315</b>	<b>35.06%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**December 31, 2022**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	549,722	0	0	549,722	0.00%
4090194	TDA Shop repairs and replacement	235,500	0	0	235,500	0.00%
4091094	TDA Transit Center Improvements	123,602	0	0	123,602	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	686,979	0	0	686,979	0.00%
4090394	TDA Doolan Tower Upgrade	124,000	0	0	124,000	0.00%
4091794	TDA bus stops	1,157,143	0	0	1,157,143	0.00%
4090994	TDA buses 2022	2,893,860	0	0	2,893,860	0.00%
4090994	TDA Buses 2025	2,233,061	0	0	2,233,061	0.00%
4090294	TDA Atlantis	4,136,000	0	0	4,136,000	0.00%
409xx94	Non-Revenue Vehicle	50,000	0	0	50,000	0.00%
4091796	RM2 bus stops	2,300,000	0	0	2,300,000	0.00%
409xx94	TDA SAV	67,941	0	0	67,941	0.00%
409xx96	BT SAV	2,695,000	0	0	2,695,000	0.00%
4111700	SGR shelters and stops	50,000	0	0	50,000	0.00%
4110900	State Buses 2025	944,976	0	0	944,976	0.00%
4110500	Prop 1B office and facility	94,192	0	0	94,192	0.00%
41120	SGR battery packs	61,126	0	0	61,126	0.00%
41110	SGR Transit Center	62,746	0	0	62,746	0.00%
411xx	Dublin Parking garage	19,500,000	357,000	357,000	19,143,000	1.83%
41102	State Atlantis	30,522,000	0	0	30,522,000	0.00%
41323	FTA buses 2022	11,574,837	0	11,440,196	134,641	98.84%
41309	FTA Buses 2025	12,712,147	0	0	12,712,147	0.00%
41311	FTA bus stops	2,000,000	0	0	2,000,000	0.00%
413xx	SAV infrastructure	385,000	0	0	385,000	0.00%
41320	FTA Hybrid battery packs	212,180	0	0	212,180	0.00%
41310	FTA Transit Center	440,000	0	0	440,000	0.00%
<b>TOTAL REVENUE</b>		<b>95,912,012</b>	<b>357,000</b>	<b>11,797,196</b>	<b>84,114,816</b>	<b>12.30%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**December 31, 2022**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	34,958,000	0	247,190	34,710,810	0.71%
5550107	Shop Repairs and replacement	235,500	8,828	8,828	226,672	3.75%
5551607	SAV	3,147,941	0	0	3,147,941	0.00%
5552307	Buses 2022	14,468,697	0	14,347,762	120,935	99.16%
555xx07	Buses 2025	15,890,184	0	0	15,890,184	0.00%
5550507	Office and Facility Equipment	393,914	0	4,381	389,533	1.11%
5551007	Transit Center Upgrades and Improvements	626,348	0	24,051	602,297	3.84%
5551207	Doolan Tower upgrade	124,000	2,007	2,007	121,993	1.62%
5551807	Dublin Parking Garage	19,500,000	357,000	830,263	18,669,737	4.26%
5551707	Bus Shelters and Stops	5,507,143	0	76,968	5,430,175	1.40%
5552007	Major component rehab	960,285	4,571	4,571	955,714	0.48%
555??07	Transit Capital	100,000	67,296	79,285	20,715	79.29%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>95,912,012</b>	<b>439,701</b>	<b>15,625,305</b>	<b>80,286,707</b>	<b>16.29%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>0.00</b>	<b>(82,701)</b>	<b>(3,828,109)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>0.00</b>	<b>(959,165)</b>	<b>(71,551)</b>		

California State Treasurer

Fiona Ma, CPA



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

January 12, 2023

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

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

[Tran Type Definitions](#)

Account Number: 80-01-002

December 2022 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	11,073,888.81
Total Withdrawal:	0.00	Ending Balance:	11,073,888.81

REPORT.: Jan 18 23 Wednesday  
RUN....: Jan 18 23 Time: 17:35  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 12-22 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
12-22	023590	12/06/22	GIL01 (GILLIG LLC)		9,840,987.85	.00	9,840,987.85	Automatic Generated Check
	023590	12/31/22	GIL01 (GILLIG LLC)		(9,840,987.85)	.00	(9,840,987.85)	Ck# 023590 Reversed
	023591	12/09/22	AIM01 (AIM TO PLEASE JANITORIAL SER		5,586.42	.00	5,586.42	Automatic Generated Check
	023592	12/09/22	ALA04 (TREASURER OF ALAMEDA COUNTY)		473,262.75	.00	473,262.75	Automatic Generated Check
	023593	12/09/22	ATC01 (ALEXANDER'S TREE CARE)		4,400.00	.00	4,400.00	Automatic Generated Check
	023594	12/09/22	ATT03 (AT&T )		1,887.28	.00	1,887.28	Automatic Generated Check
	023595	12/09/22	BAD01 (JAMES W BADE)		250.00	.00	250.00	Automatic Generated Check
	023596	12/09/22	BAY03 (BAY AREA NEWS GROUP)		770.40	.00	770.40	Automatic Generated Check
	023597	12/09/22	CAL01 (CALIFORNIA TRANSIT ASSOC)		9,500.00	.00	9,500.00	Automatic Generated Check
	023598	12/09/22	CEL01 (CELTIS VENTURES INC)		7,320.75	.00	7,320.75	Automatic Generated Check
	023599	12/09/22	CHA03 (MARIA DE LOS ANGELES CEJA CH		250.00	.00	250.00	Automatic Generated Check
	023600	12/09/22	CMA01 (CALIFORNIA MUNICIPAL ADVISOR		5,700.00	.00	5,700.00	Automatic Generated Check
	023601	12/09/22	CUR01 (CURIS SYSTEM LLC)		686.58	.00	686.58	Automatic Generated Check
	023602	12/09/22	DEL01 (DELL MARKETING LP)		10,595.57	.00	10,595.57	Automatic Generated Check
	023603	12/09/22	HER03 (MARIBEL L. CASTRO HERNANDEZ)		250.00	.00	250.00	Automatic Generated Check
	023604	12/09/22	KIM02 (KIMLEY-HORN AND ASSOC, INC)		1,940.50	.00	1,940.50	Automatic Generated Check
	023605	12/09/22	MET01 (METROPOLITAN TRANSPORT-)		900.00	.00	900.00	Automatic Generated Check
	023606	12/09/22	MVT01 (MV TRANSPORTATION, INC.)		45,500.00	.00	45,500.00	Automatic Generated Check
	023607	12/09/22	PRE03 (PREMIER SECURITY SOLNS CO)		21,000.00	.00	21,000.00	Automatic Generated Check
	023608	12/09/22	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	Automatic Generated Check
	023609	12/09/22	RSE01 (R & S ERECTION)		5,858.00	.00	5,858.00	Automatic Generated Check
	023610	12/09/22	SEL00 (SELECT IMAGING)		167.58	.00	167.58	Automatic Generated Check
	023611	12/09/22	SHA02 (SHAMROCK OFFICE SOLUTIONS)		19.43	.00	19.43	Automatic Generated Check
	023612	12/09/22	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	Automatic Generated Check
	023613	12/09/22	TAC01 (TAC ENERGY)		28,665.99	.00	28,665.99	Automatic Generated Check
	023614	12/09/22	TX238 (MEGAN LEVITT)		18.91	.00	18.91	Automatic Generated Check
	023615	12/09/22	WSP01 (WSP USA INC)		22,561.50	.00	22,561.50	Automatic Generated Check
	023616	12/14/22	OLG01 (VIANEY OLGUIN)		150.00	.00	150.00	Automatic Generated Check
	023616	12/31/22	OLG01 (VIANEY OLGUIN)		(150.00)	.00	(150.00)	Ck# 023616 Reversed
	023617	12/27/22	ASC01 (ASCENDAL GROUP-USLLC)		1,590.75	.00	1,590.75	Automatic Generated Check
	023618	12/27/22	ATT02 (AT&T )		426.61	.00	426.61	Automatic Generated Check
	023619	12/27/22	AVI01 (AMADOR VALLEY INDUSTRIES)		598.00	.00	598.00	Automatic Generated Check
	023620	12/27/22	CAL13 (CALIFORNIA TRANSIT)		397.23	.00	397.23	Automatic Generated Check
	023621	12/27/22	COR01 (CORBIN WILLITS SYSTEMS)		269.40	.00	269.40	Automatic Generated Check
	023622	12/27/22	DAY02 (DAY & NIGHT PEST CONTROL)		218.00	.00	218.00	Automatic Generated Check
	023623	12/27/22	DIRO1 (DIRECT TV)		14.00	.00	14.00	Automatic Generated Check
	023624	12/27/22	GBS01 (WILLIAM R. GRAY & COMPANY IN		2,710.00	.00	2,710.00	Automatic Generated Check
	023625	12/27/22	HAN01 (HANSON BRIDGETT MARCUS)		13,020.00	.00	13,020.00	Automatic Generated Check
	023626	12/27/22	LYF01 (LYFT, INC)		4,043.94	.00	4,043.94	Automatic Generated Check
	023627	12/27/22	MAK01 (MAKAI SOLUTIONS)		994.36	.00	994.36	Automatic Generated Check
	023628	12/27/22	MET01 (METROPOLITAN TRANSPORT-)		8,276.00	.00	8,276.00	Automatic Generated Check
	023629	12/27/22	PAC11 (PACIFIC ENVIROMENTAL SERV)		260.00	.00	260.00	Automatic Generated Check
	023630	12/27/22	PAC16 (PACIFIC COAST TRANE)		2,555.00	.00	2,555.00	Automatic Generated Check
	023631	12/27/22	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	Automatic Generated Check
	023632	12/27/22	SCF01 (SC FUELS)		81,274.21	.00	81,274.21	Automatic Generated Check
	023633	12/27/22	STA17 (STANLEY ACCESS TECHNOLOGIES)		497.00	.00	497.00	Automatic Generated Check
	023634	12/27/22	TX238 (MEGAN LEVITT)		20.00	.00	20.00	Automatic Generated Check
	023635	12/29/22	BON01 (REGINA E. BONANNO)		300.00	.00	300.00	Automatic Generated Check
	023636	12/29/22	CAL02 (CALACT)		715.00	.00	715.00	Automatic Generated Check
	023637	12/29/22	HER05 (MELISSA HERNANDEZ STRAH)		300.00	.00	300.00	Automatic Generated Check
	023638	12/29/22	JOS02 (JEAN INGALLS JOSEY)		400.00	.00	400.00	Automatic Generated Check
	023639	12/29/22	KIT01 (BRITTON KIICK)		200.00	.00	200.00	Automatic Generated Check
	H12677	12/09/22	TAX01 (HERB HASTINGS)		25.08	.00	25.08	TAX01, PARATAXI REIMBURSE
	H12678	12/09/22	TX242 (BONNIE WOLF)		80.00	.00	80.00	TX242, PARATAXI REIMBURSE
	H12679	12/09/22	TX228 (DEBORAH BUTLER)		57.59	.00	57.59	TX228, PARATAXI REIMBURSE
	H12680	12/16/22	UBE01 (UBER )		1,886.57	.00	1,886.57	UBE01, NOV-22 GO DUBLIN B
	H12681	12/19/22	AGM01 (A.G.M. SIGNS)		1,335.50	.00	1,335.50	AGM01, 11072208, MP1356 D
	H12682	12/12/22	RIC03 (RICHARD MILLER)		2,500.00	.00	2,500.00	RIC03, 120922, MP1363 TES
	H12683	12/12/22	NEL01 (NELSON/NYGAARD CONSULTING AS		2,824.99	.00	2,824.99	NEL01, 83783, LAVTA SRTP/
	H12684	12/01/22	STA01 (STATE COMPENSATION FUND)		1,292.83	.00	1,292.83	STA01, DEC-22 WORKER'S CO
	H12685	12/07/22	SHE05 (SHELL )		104.95	.00	104.95	SHE05, DEC-22 CC STATEMEN
	H12686	12/01/22	VER01 (VERIZON WIRELESS)		1,756.89	.00	1,756.89	VER01, 9921236511, 10/23-
	H12687	12/16/22	TEL01 (TPx COMMUNICATIONS)		2,902.20	.00	2,902.20	TEL01, 164351005-0, 12/1-
	H12688	12/19/22	STA13 (STAPLES CREDIT PLAN)		984.85	.00	984.85	STA13, NOV-22 CC STATEMEN
	H12689	12/11/22	PAC01 (AT&T )		361.34	.00	361.34	PAC01,ACCT #436-951-0106,
	H12690	12/05/22	PAC01 (AT&T )		486.09	.00	486.09	PAC01,ACCT #925-243-9029,
	H12691	12/05/22	PAC01 (AT&T )		247.91	.00	247.91	PAC01, ACCT #925-245-0576
	H12692	12/07/22	PAC01 (AT&T )		33.97	.00	33.97	PAC01,ACCT #232-351-6260,
	H12693	12/01/22	MER01 (MERCHANT SERVICES)		104.21	.00	104.21	MER01, NOV-22 TRANSIT CEN
	H12694	12/01/22	MER01 (MERCHANT SERVICES)		30.05	.00	30.05	MER01, NOV-22 MOA CC STAT
	H12695	12/19/22	PAC02 (PACIFIC GAS AND ELECTRIC)		1,522.63	.00	1,522.63	PAC02, 7264840356-5, BUS
	H12696	12/05/22	PAC02 (PACIFIC GAS AND ELECTRIC)		98.06	.00	98.06	PAC02, 7649646868-7, DOOL
	H12697	12/01/22	PAC02 (PACIFIC GAS AND ELECTRIC)		2,732.69	.00	2,732.69	PAC02, 9007202117-4, MOA
	H12698	12/20/22	CAL04 (CALIFORNIA WATER SERVICE)		108.87	.00	108.87	CAL04, 4616555555, TC IRR
	H12699	12/20/22	CAL04 (CALIFORNIA WATER SERVICE)		54.69	.00	54.69	CAL04, 3616555555, TC WAT
	H12700	12/19/22	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 5755555555, CONTRA
	H12701	12/19/22	CAL04 (CALIFORNIA WATER SERVICE)		55.69	.00	55.69	CAL04, 2575555555, TC FIR
	H12702	12/19/22	CAL04 (CALIFORNIA WATER SERVICE)		74.25	.00	74.25	CAL04, 4755555555, MOA FI
	H12703	12/07/22	CAL04 (CALIFORNIA WATER SERVICE)		1,070.54	.00	1,070.54	CAL04, 9098655555, MOA WA
	H12704	12/06/22	CAL04 (CALIFORNIA WATER SERVICE)		470.97	.00	470.97	CAL04, 0198655555, BUS WA
	H12705	12/20/22	TX116 (JACQUELINE POPE-JENKINS)		86.91	.00	86.91	TX116, PARATAXI REIMBURSE
	H12706	12/20/22	TX230 (SCOTT ZHANG)		87.33	.00	87.33	TX230, PARATAXI REIMBURSE
	H12707	12/08/22	EDW01 (TAMARA EDWARDS)		88.15	.00	88.15	EDW01, 11/30-12/22 TRAV
	H12708	12/08/22	NBA01 (NATHAN BARRERAS)		1,397.74	.00	1,397.74	NBA01, 12/5/22 MOVING EXP
	H12709	12/20/22	CEN04 (CENTRAL CONTRA COSTA TRAN)		16,180.00	.00	16,180.00	CEN04, 2023 SOFTWARE MAIN
	H12710	12/20/22	CEN04 (CENTRAL CONTRA COSTA TRAN)		7,598.60	.00	7,598.60	CEN04, 2022 APR-JUNE FUEL
	H12711	12/15/22	MVT01 (MV TRANSPORTATION, INC.)		350,000.00	.00	350,000.00	MVT01, 121706, DEC-22 1ST
	H12712	12/05/22	MVT01 (MV TRANSPORTATION, INC.)		191,417.06	.00	191,417.06	MVT01, OCT-22 FIXED ROUTE
	H12713	12/02/22	AME06 (AMERICAN FIDELITY ASSURANCE		842.52	.00	842.52	AME06, NOV-22 SUPPLEMENTA
	H12714	12/02/22	AME06 (AMERICAN FIDELITY ASSURANCE		1,190.82	.00	1,190.82	AME06, NOV-22 FLEXIBLE SP
	H12715	12/02/22	VSP01 (VSP )		509.98	.00	509.98	VSP01, DEC-22 VISION INSU

REPORT.: Jan 18 23 Wednesday  
 RUN....: Jan 18 23 Time: 17:35  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Cash Disbursements Report  
 Prior Period Report for 12-22 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
12-22	H12716	12/08/22	EMP01 (EMPLOYMENT DEVEL DEPT)		1,552.01	.00	1,552.01	EMP01, STATE TAX-TOAN TRA
	H12717	12/08/22	EFT01 (ELECTRONIC FUND TRANSFERS)		5,710.97	.00	5,710.97	EFT01, FEDERAL TAX-TOAN T
	H12718	12/08/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		11,470.41	.00	11,470.41	DIR02, PR DIRECT DEPOSIT-
	H12719	12/08/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		5,271.23	.00	5,271.23	DIR02, PR DIRECT DEPOSIT-
	H12720	12/01/22	PER01 (PERS )		4,823.10	.00	4,823.10	PER01, PERS NEW CONTRIBUT
	H12721	12/01/22	PER01 (PERS )		4,338.35	.00	4,338.35	PER01, PERS CLASSIC CONTR
	H12722	12/01/22	PER04 (CALPERS RETIREMENT SYSTEM)		2,280.72	.00	2,280.72	PER04, PERS 457 CONTRIBUT
	H12723	12/01/22	EMP01 (EMPLOYMENT DEVEL DEPT)		2,748.50	.00	2,748.50	EMP01, STATE TAX 11/12/22
	H12724	12/01/22	EFT01 (ELECTRONIC FUND TRANSFERS)		9,054.42	.00	9,054.42	EFT01, FEDERAL TAX 11/12/
	H12725	12/01/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		41,262.58	.00	41,262.58	DIR02, PR DIRECT DEPOSIT
	H12726	12/14/22	PER01 (PERS )		5,655.12	.00	5,655.12	PER01, PERS NEW CONTRIBUT
	H12727	12/14/22	PER01 (PERS )		4,338.35	.00	4,338.35	PER01, PERS CLASSIC CONTR
	H12728	12/14/22	PER04 (CALPERS RETIREMENT SYSTEM)		2,490.21	.00	2,490.21	PER04, PERS 457 CONTRIBUT
	H12729	12/14/22	EMP01 (EMPLOYMENT DEVEL DEPT)		3,155.99	.00	3,155.99	EMP01, STATE TAX 11/26/22
	H12730	12/13/22	EFT01 (ELECTRONIC FUND TRANSFERS)		10,164.45	.00	10,164.45	EFT01, FEDERAL TAX 11/26/
	H12731	12/16/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		44,083.87	.00	44,083.87	DIR02, PR DIRECT DEPOSIT
	H12732	12/20/22	BAN03 (BANKCARD CENTER)		16,522.05	.00	16,522.05	BAN03, NOV-22 BOW CC STAT
	H12733	12/28/22	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, DEC-22 BOD STIPEND
	H12734	12/28/22	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, DEC-22 BOD STIPEND
	H12735	12/28/22	NAR01 (KATHERINE NARUM)		200.00	.00	200.00	NAR01, DEC-22 BOD STIPEND
	H12736	12/28/22	BRO03 (KARLA SUE BROWN)		200.00	.00	200.00	BRO03, NOV-22 BOD STIPEND
	H12737	12/28/22	HAU01 (DAVID HAUBERT)		100.00	.00	100.00	HAU01, NOV-22 BOD STIPEND
	H12738	12/28/22	NAR01 (KATHERINE NARUM)		100.00	.00	100.00	NAR01, NOV-22 BOD STIPEND
	H12739	12/28/22	TAX67 (CHRISTEL RAGER)		160.00	.00	160.00	TAX67, PARATAXI REIMBURSE
	H12740	12/28/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71323, PO #7591 BU
	H12741	12/28/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71326, PO #7594 BU
	H12742	12/28/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71327, PO #7595 BU
	H12743	12/28/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71329, PO #7597 BU
	H12744	12/28/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71330, PO #7598 BU
	H12745	12/30/22	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		44,338.88	.00	44,338.88	DIR02, PR DIRECT DEPOSIT
	H12746	12/29/22	EFT01 (ELECTRONIC FUND TRANSFERS)		10,306.59	.00	10,306.59	EFT01, FEDERAL TAX 12/10/
	H12747	12/29/22	EMP01 (EMPLOYMENT DEVEL DEPT)		3,401.25	.00	3,401.25	EMP01, STATE TAX 12/10/22
	H12748	12/29/22	PER04 (CALPERS RETIREMENT SYSTEM)		2,239.20	.00	2,239.20	PER04, PERS 457 CONTRIBUT
	H12749	12/29/22	PER01 (PERS )		4,433.01	.00	4,433.01	PER01, PERS NEW CONTRIBUT
	H12750	12/29/22	PER01 (PERS )		4,385.43	.00	4,385.43	PER01, PERS CLASSIC CONTR
	H12751	12/20/22	CIT07 (CITY OF LIVERMORE - WATER)		45.66	.00	45.66	CIT07, 138431-00, ATLANTI
	H12752	12/20/22	CIT07 (CITY OF LIVERMORE - WATER)		155.71	.00	155.71	CIT07, 139388-00, BUS WAS
	H12753	12/27/22	CIT06 (CITY OF LIVERMORE SEWER)		53.30	.00	53.30	CIT06, 133389-00, TRANSIT
	H12754	12/29/22	MVT01 (MV TRANSPORTATION, INC.)		350,000.00	.00	350,000.00	MVT01, 121707, DEC-22 2ND
	H12755	12/01/22	MCC01 (TONY MCCAULAY)		2,346.51	.00	2,346.51	MCC01, 5/18/22-11/21/22 E
	H12756	12/22/22	PAC02 (PACIFIC GAS AND ELECTRIC)		1,576.06	.00	1,576.06	PAC02, 6062256368-6, ATLA
	H12757	12/27/22	PAC02 (PACIFIC GAS AND ELECTRIC)		7,207.81	.00	7,207.81	PAC02, 5809326332-3, MOA
	H12758	12/31/22	OLG01 (VIANEY OLGUIN)		150.00	.00	150.00	OLG01, 2022 HOLIDAY PARTY
	H12759	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 70894, PO #7583 BU
	H12760	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 70895, PO #7584 BU
	H12761	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 70896, PO #7585 BU
	H12762	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 70897, PO #7586 BU
	H12763	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 71319, PO #7587 BU
	H12764	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 71320, PO #7588 BU
	H12765	12/31/22	GIL01 (GILLIG LLC)		894,834.11	.00	894,834.11	GIL01, 71321, PO #7589 BU
	H12766	12/31/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71322, PO #7590 BU
	H12767	12/31/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71324, PO #7592 BU
	H12768	12/31/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71325, PO #7593 BU
	H12769	12/31/22	GIL01 (GILLIG LLC)		894,287.27	.00	894,287.27	GIL01, 71328, PO #7596 BU
Total for Bank Account 105 ----->					16,280,022.20	.00	16,280,022.20	
Grand Total of all Bank Accounts ----->					16,280,022.20	.00	16,280,022.20	

REPORT.: Jan 18 23 Wednesday  
 RUN....: Jan 18 23 Time: 17:35  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 12-22

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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-22	AGM01 (A.G.M. SIGNS)	11072208H	11/07/22	12/07/22	A	1335.50	AGM01, 11072208, MP1356 DECALS FOR WHEELS SI
12-22	AIM01 (AIM TO PLEASE JANITORIAL SE88-NOV-22		11/30/22	12/30/22	A	5586.42	AIM01, NOV-22 MONTHLY JANITORIAL SERVICE
12-22	ALA04 (TREASURER OF ALAMEDA COUNTY 23DTC05		11/07/22	12/07/22	A	473262.75	ALA04, 23DTC05, ALAMEDA COUNTY PARK GARAGE 1
12-22	AME06 (AMERICAN FIDELITY ASSURANCE FSA11-22H		10/28/22	11/27/22	A	1190.82	AME06, NOV-22 FLEXIBLE SPENDING ACCOUNT
	SUPP11-22H		11/30/22	12/30/22	A	842.52	AME06, NOV-22 SUPPLEMENTAL INSURANCE
	Vendor's Total ----->					2033.34	
12-22	ASC01 (ASCENDAL GROUP-USLLC)	INV-0079	11/30/22	12/30/22	A	1590.75	ASC01, INV-0079, NOV-22 TIRCP GRANT APPLICAT
12-22	ATC01 (ALEXANDER'S TREE CARE)	3277	12/05/22	01/04/23	A	4400.00	ATC01, 3277, MP1301 REMOVE 2 PINE TREES-RUTA
12-22	ATT02 (AT&T )	19213069	12/13/22	01/12/23	A	426.61	ATT02, 19213069, PAYER #9391035694 11/13-12/
12-22	ATT03 (AT&T )	NOV-2022	11/23/22	12/23/22	A	943.64	ATT03, NOV-22 INTERNET PRI
	OCT-2022		11/23/22	12/23/22	A	943.64	ATT03, OCT-22 INTERNET PRI
	Vendor's Total ----->					1887.28	
12-22	AVI01 (AMADOR VALLEY INDUSTRIES)	1012707	11/30/22	12/30/22	A	598.00	AVI01, 1012707, NOV-22 GARBAGE PICK UP SERVI
12-22	BAD01 (JAMES W BADE)	2022PARAD	12/08/22	01/07/23	A	250.00	BAD01, 2022 XMAS BUS PARADE DECORATIONS
12-22	BAN03 (BANKCARD CENTER)	NOV-2022H	12/03/22	01/02/23	A	16522.05	BAN03, NOV-22 BOW CC STATEMENT
12-22	BAY03 (BAY AREA NEWS GROUP)	6710216	11/30/22	12/30/22	A	770.40	BAY03, 6710216, MP1350 DOOLAN TWR PUBLIC NOT
12-22	BON01 (REGINA E. BONANNO)	DEC-2022	12/28/22	01/27/23	A	100.00	BON01, DEC-22 BOD STIPEND
	NOV-2022		11/30/22	12/30/22	A	200.00	BON01, NOV-22 BOD STIPEND
	Vendor's Total ----->					300.00	
12-22	BRO03 (KARLA SUE BROWN)	DEC-2022H	12/28/22	01/27/23	A	200.00	BRO03, DEC-22 BOD STIPEND
	NOV-2022H		11/30/22	12/30/22	A	200.00	BRO03, NOV-22 BOD STIPEND
	Vendor's Total ----->					400.00	
12-22	CAL01 (CALIFORNIA TRANSIT ASSOC)	2023-DUES	01/01/23	01/31/23	A	9500.00	CAL01, 13987, 2023 MEMBERSHIP FEES
12-22	CAL02 (CALACT)	1123-297	01/01/23	01/31/23	A	715.00	CAL02, 1123-297, FY23 MEMBERSHIP RENEWAL
12-22	CAL04 (CALIFORNIA WATER SERVICE)	198111722H	11/17/22	12/17/22	A	470.97	CAL04, 01986555555, BUS WASH 10/19/22-11/16/2
	257113022H		11/30/22	12/30/22	A	55.69	CAL04, 25755555555, TC FIRE 12/1/22-12/31/22
	361120122H		12/01/22	12/31/22	A	54.69	CAL04, 36165555555, TC WATER 10/29/22-11/30/2
	461120122H		12/01/22	12/31/22	A	108.87	CAL04, 46165555555, TC IRRG 10/29/22-11/30/22
	475113022H		11/30/22	12/30/22	A	74.25	CAL04, 47555555555, MOA FIRE 12/1/22-12/31/22
	575113022H		11/30/22	12/30/22	A	74.25	CAL04, 57555555555, CONTRACTOR FIRE 12/1-12/3
	909111822H		11/18/22	12/18/22	A	1070.54	CAL04, 90986555555, MOA WATER 10/19/22-11/18/
	Vendor's Total ----->					1909.26	
12-22	CAL13 (CALIFORNIA TRANSIT)	312022NOV	12/15/22	01/14/23	A	397.23	CAL13, 31-2022-NOV, NOV-22 INSURANCE CLAIMS
12-22	CEL01 (CELTIS VENTURES INC)	LAVTAMS10	11/01/22	12/01/22	A	3450.75	CEL01, LAVTAMS010, PO #7577 OCT-22 CAMPAIGNS
	LAVTAMS11		11/01/22	12/01/22	A	3870.00	CEL01, LAVTAMS011, PO #7577 OCT-22 WEBSITE M
	Vendor's Total ----->					7320.75	
12-22	CEN04 (CENTRAL CONTRA COSTA TRAN)	2022-Q2FUH	10/20/22	11/19/22	A	7598.60	CEN04, 2022 APR-JUNE FUEL SURCHARGE
	2023SOFTWH		10/20/22	11/19/22	A	16180.00	CEN04, 2023 SOFTWARE MAINT FEES TRAPEZE-LAVT
	Vendor's Total ----->					23778.60	
12-22	CHA03 (MARIA DE LOS ANGELES CEJA C2022PARAD		12/08/22	01/07/23	A	250.00	CHA03, 2022 XMAS BUS PARADE DECORATIONS
12-22	CIT06 (CITY OF LIVERMORE SEWER)	TC121322H	12/13/22	01/12/23	A	53.30	CIT06, 133389-00, TRANSIT CENTER 11/8/22-12/



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Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-22	CIT07 (CITY OF LIVERMORE - WATER)	388120622H	12/06/22	01/05/23	A	155.71	CIT07, 139388-00, BUS WASH 11/1/22-12/6/22
		431120622H	12/06/22	01/05/23	A	45.66	CIT07, 138431-00, ATLANTIS IRRG 11/1/22-12/6/22
			Vendor's Total	----->		201.37	
12-22	CMA01 (CALIFORNIA MUNICIPAL ADVISO	2022-040	12/06/22	01/05/23	A	5700.00	CMA01, 2022-040, MP1187 PENSION POLICY DEVEL
12-22	COR01 (CORBIN WILLITS SYSTEMS)	C212151	12/15/22	01/14/23	A	269.40	COR01, C212151, JAN-23 SERVICE
12-22	CUR01 (CURIS SYSTEM LLC)	2001	11/28/22	12/28/22	A	686.58	CUR01, 2001, MP1359 CURIS FOGGER REPAIR
12-22	DAY02 (DAY & NIGHT PEST CONTROL)	179371	12/16/22	01/15/23	A	218.00	DAY02, 179371, 12/16/22 RUTAN SERVICE
12-22	DEL01 (DELL MARKETING LP)	632339257	11/25/22	12/25/22	A	10595.57	DEL01, 10632339257, PO #7614 REPLACEMENT COM
12-22	DIR01 (DIRECT TV)	96X221211	12/11/22	01/10/23	A	14.00	DIR01, 025118596X221211, 12/10/22-1/9/23 SER
12-22	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20221125H	12/02/22	01/01/23	A	41262.58	DIR02, PR DIRECT DEPOSIT 11/12/22-11/25/22
		20221209H	12/16/22	01/15/23	A	44083.87	DIR02, PR DIRECT DEPOSIT 11/26/22-12/9/22
		20221223H	12/30/22	01/29/23	A	44338.88	DIR02, PR DIRECT DEPOSIT 12/10/22-12/23/22
		20221207FH	12/07/22	01/06/23	A	5271.23	DIR02, PR DIRECT DEPOSIT-TOAN TRAN FINAL ADM
		20221208FH	12/08/22	01/07/23	A	11470.41	DIR02, PR DIRECT DEPOSIT-TOAN TRAN FINAL PTO
			Vendor's Total	----->		146426.97	
12-22	EDW01 (TAMARA EDWARDS)	1130-1202H	12/05/22	01/04/23	A	88.15	EDW01, 11/30-12/2/22 TRAVEL EXPENSE REIMBURS
12-22	EFT01 (ELECTRONIC FUND TRANFERS)	20221125H	11/30/22	12/30/22	A	9054.42	EFT01, FEDERAL TAX 11/12/22-11/25/22
		20221209H	12/13/22	01/12/23	A	10164.45	EFT01, FEDERAL TAX 11/26/22-12/9/22
		20221223H	12/28/22	01/27/23	A	10306.59	EFT01, FEDERAL TAX 12/10/22-12/23/22
		20221208FH	12/08/22	01/07/23	A	5710.97	EFT01, FEDERAL TAX-TOAN TRAN FINAL PAY
			Vendor's Total	----->		35236.43	
12-22	EMP01 (EMPLOYMENT DEVEL DEPT)	20221125H	11/30/22	12/30/22	A	2748.50	EMP01, STATE TAX 11/12/22-11/25/22
		20221209H	12/13/22	01/12/23	A	3155.99	EMP01, STATE TAX 11/26/22-12/9/22
		20221223H	12/28/22	01/27/23	A	3401.25	EMP01, STATE TAX 12/10/22-12/23/22
		20221208FH	12/08/22	01/07/23	A	1552.01	EMP01, STATE TAX-TOAN TRAN FINAL PAY
			Vendor's Total	----->		10857.75	
12-22	GBS01 (WILLIAM R. GRAY & COMPANY I	21706	12/15/22	01/14/23	A	2710.00	GBS01, 21706, NOV-22 SAV ON-CALL ENGINEER SU
12-22	GIL01 (GILLIG LLC)	70894	10/04/22	11/03/22	A	894834.11	GIL01, 70894, PO #7583 BUS #2201 40' ELECTRI
		70894u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		70895	10/04/22	11/03/22	A	894834.11	GIL01, 70895, PO #7584 BUS #2202 40' ELECTRI
		70895u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		70896	10/17/22	11/16/22	A	894834.11	GIL01, 70896, PO #7585 BUS #2203 40' ELECTRI
		70896u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		70897	10/03/22	11/02/22	A	894834.11	GIL01, 70897, PO #7586 BUS #2204 40' ELECTRI
		70897u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		71319	10/21/22	11/20/22	A	894834.11	GIL01, 71319, PO #7587 BUS #2205 40' ELECTRI
		71319u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		71320	10/13/22	11/12/22	A	894834.11	GIL01, 71320, PO #7588 BUS #2206 40' ELECTRI
		71320u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		71321	10/13/22	11/12/22	A	894834.11	GIL01, 71321, PO #7589 BUS #2207 40' ELECRTI
		71321u	12/31/22	/ /		894834.11	Ck# 023590 Reversed
		71322	10/13/22	11/12/22	A	894287.27	GIL01, 71322, PO #7590 BUS #2208 40' ELECTRI
		71322u	12/31/22	/ /		894287.27	Ck# 023590 Reversed
		71323H	10/13/22	11/12/22	A	894287.27	GIL01, 71323, PO #7591 BUS #2209 40' ELECT H
		71324	10/13/22	11/12/22	A	894287.27	GIL01, 71324, PO #7592 BUS #2210 40' ELECTRI
		71324u	12/31/22	/ /		894287.27	Ck# 023590 Reversed
		71325	10/17/22	11/16/22	A	894287.27	GIL01, 71325, PO #7593 BUS #2211 40' ELECTRI
		71325u	12/31/22	/ /		894287.27	Ck# 023590 Reversed
		71326H	10/21/22	11/20/22	A	894287.27	GIL01, 71326, PO #7594 BUS #2212 40' ELECT H
		71327H	10/28/22	11/27/22	A	894287.27	GIL01, 71327, PO #7595 BUS #2213 40' ELECT H
		71328	10/21/22	11/20/22	A	894287.27	GIL01, 71328, PO #7596 BUS #2214 40' ELECTRI
		71328u	12/31/22	/ /		894287.27	Ck# 023590 Reversed
		71329H	10/21/22	11/20/22	A	894287.27	GIL01, 71329, PO #7597 BUS #2215 40' ELECT H
		71330H	11/21/22	12/21/22	A	894287.27	GIL01, 71330, PO #7598 BUS #2216 40' ELECT H
		70894CH	10/04/22	11/03/22	A	894834.11	GIL01, 70894, PO #7583 BUS #2201 40' ELECT H
		70895CH	10/04/22	11/03/22	A	894834.11	GIL01, 70895, PO #7584 BUS #2202 40' ELECT H
		70896CH	10/17/22	11/16/22	A	894834.11	GIL01, 70896, PO #7585 BUS #2203 40' ELECT H
		70897CH	10/03/22	11/02/22	A	894834.11	GIL01, 70897, PO #7586 BUS #2204 40' ELECT H
		71319CH	10/21/22	11/20/22	A	894834.11	GIL01, 71319, PO #7587 BUS #2205 40' ELECT H
		71320CH	10/13/22	11/12/22	A	894834.11	GIL01, 71320, PO #7588 BUS #2206 40' ELECT H
		71321CH	10/13/22	11/12/22	A	894834.11	GIL01, 71321, PO #7589 BUS #2207 40' ELECT H
		71322CH	10/13/22	11/12/22	A	894287.27	GIL01, 71322, PO #7590 BUS #2208 40' ELECT H

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 12-22

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-22	GIL01 (GILLIG LLC)	71324CH	10/13/22	11/12/22	A	894287.27	GIL01, 71324, PO #7592 BUS #2210 40' ELECT H
		71325CH	10/17/22	11/16/22	A	894287.27	GIL01, 71325, PO #7593 BUS #2211 40' ELECT H
		71328CH	10/21/22	11/20/22	A	894287.27	GIL01, 71328, PO #7596 BUS #2214 40' ELECT H
		Vendor's Total ----->				14312424.20	
12-22	HAN01 (HANSON BRIDGETT MARCUS)	1336311	12/12/22	01/11/23	A	6840.00	HAN01, 1336311, NOV-22 CONTRACTS LEGAL FEES
		1336312	12/12/22	01/11/23	A	6180.00	HAN01, 1336312, NOV-22 ADMIN LEGAL FEES
		Vendor's Total ----->				13020.00	
12-22	HAU01 (DAVID HAUBERT)	DEC-2022H	12/28/22	01/27/23	A	100.00	HAU01, DEC-22 BOD STIPEND
		NOV-2022H	11/30/22	12/30/22	A	100.00	HAU01, NOV-22 BOD STIPEND
		Vendor's Total ----->				200.00	
12-22	HER03 (MARIBEL L. CASTRO HERNANDEZ2022PARAD		12/08/22	01/07/23	A	250.00	HER03, 2022 XMAS BUS PARADE DECORATIONS
12-22	HER05 (MELISSA HERNANDEZ STRAH)	DEC-2022	12/28/22	01/27/23	A	200.00	HER05, DEC-22 BOD STIPEND
		NOV-2022	11/30/22	12/30/22	A	100.00	HER05, NOV-22 BOD STIPEND
		Vendor's Total ----->				300.00	
12-22	JOS02 (JEAN INGALLS JOSEY)	DEC-2022	12/28/22	01/27/23	A	200.00	JOS02, DEC-22 BOD STIPEND
		NOV-2022	11/30/22	12/30/22	A	200.00	JOS02, NOV-22 BOD STIPEND
		Vendor's Total ----->				400.00	
12-22	KII01 (BRITTN KIIICK)	DEC-2022	12/28/22	01/27/23	A	100.00	KII01, DEC-22 BOD STIPEND
		NOV-2022	11/30/22	12/30/22	A	100.00	KII01, NOV-22 BOD STIPEND
		Vendor's Total ----->				200.00	
12-22	KIM02 (KIMLEY-HORN AND ASSOC,INC)	22727795	10/31/22	11/30/22	A	1940.50	KIM02, 22727795, OCT-22 LAVTA SAV MOBILITY H
12-22	LYF01 (LYFT, INC)	1066890	11/30/22	12/30/22	A	3969.39	LYF01, 1001066890, NOV-22 CODE: GO TRIVALLEY
		1066891	11/30/22	12/30/22	A	74.55	LYF01, 1001066891, NOV-22 CODE: GO SANRAMON
		Vendor's Total ----->				4043.94	
12-22	MAK01 (MAKAI SOLUTIONS)	2518	12/15/22	01/14/23	A	994.36	MAK01, 2518, MP1398 12/15/22 SERVICE CALL &
12-22	MCC01 (TONY McCAULAY)	0518-1121H	11/30/22	12/30/22	A	2346.51	MCC01, 5/18/22-11/21/22 EXPENSE REIMBURSEMEN
12-22	MER01 (MERCHANT SERVICES)	TC113022H	11/30/22	12/30/22	A	104.21	MER01, NOV-22 TRANSIT CENTER CC STATEMENT
		MOA113022H	11/30/22	12/30/22	A	30.05	MER01, NOV-22 MOA CC STATEMENT
		Vendor's Total ----->				134.26	
12-22	MET01 (METROPOLITAN TRANSPORT-)	AR030249	10/31/22	11/30/22	A	900.00	MET01, AR030249, JULY-SEPT 22 QTRLY RTC FEES
		AR030375	12/15/22	01/14/23	A	8276.00	MET01, AR030375, OCT-22 CLIPPER FEES
		Vendor's Total ----->				9176.00	
12-22	MVT01 (MV TRANSPORTATION, INC.)	121706H	12/03/22	01/02/23	A	350000.00	MVT01, 121706, DEC-22 1ST INSTALL PAYMENT
		121707H	12/03/22	01/02/23	A	350000.00	MVT01, 121707, DEC-22 2ND INSTALL PAYMENT
		OCT-2022H	11/03/22	12/03/22	A	191417.06	MVT01, OCT-22 FIXED ROUTE MONTHLY SERVICE
		SQSI-FY22	12/08/22	01/07/23	A	45500.00	MVT01, SQSI-FY22, FY22 SQSI PAYMENT
		Vendor's Total ----->				936917.06	
12-22	NAR01 (KATHERINE NARUM)	DEC-2022H	12/28/22	01/27/23	A	200.00	NAR01, DEC-22 BOD STIPEND
		NOV-2022H	11/30/22	12/30/22	A	100.00	NAR01, NOV-22 BOD STIPEND
		Vendor's Total ----->				300.00	
12-22	NBA01 (NATHAN BARRERAS)	MOVING #2H	12/05/22	01/04/23	A	1397.74	NBA01, 12/5/22 MOVING EXPENSE REIMBURSE #2
12-22	NEL01 (NELSON\NYGAARD CONSULTING A	83783H	12/08/22	01/07/23	A	2824.99	NEL01, 83783, LAVTA SRTP/LRTP 10/29/22-11/25
12-22	OLG01 (VIANEY OLGUIN)	12-14-22CH	12/31/22	01/30/23	A	150.00	OLG01, 2022 HOLIDAY PARTY FOOD-TAMALES CORRE
		12-14-22H	12/14/22	01/13/23	A	150.00	OLG01, 2022 HOLIDAY PARTY FOOD-TAMALES
		12-14-22Hu	12/31/22	/ /		150.00	-Ck# 023616 Reversed
		Vendor's Total ----->				150.00	

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-22	PAC01 (AT&T )	ATT 11/22H	11/13/22	12/13/22	A	247.91	PAC01, ACCT #925-245-0576, 11/13/22-12/12/22
		606120522H	11/07/22	12/07/22	A	33.97	PAC01,ACCT #232-351-6260,CONTRACTOR FIRE 11/
		ATT111122H	11/11/22	12/11/22	A	361.34	PAC01,ACCT #436-951-0106,ATLANTIS T1 11/11-1
		ATT111322H	11/13/22	12/13/22	A	486.09	PAC01,ACCT #925-243-9029,ATLANTIS ALRM 11/13
		Vendor's Total ----->				1129.31	
12-22	PAC02 (PACIFIC GAS AND ELECTRIC)	580120722H	12/07/22	01/06/23	A	7207.81	PAC02, 5809326332-3, MOA ELECTRIC 10/31-11/3
		606120522H	12/05/22	01/04/23	A	1576.06	PAC02, 6062256368-6, ATLANTIS 10/27-11/28/22
		726120122H	12/01/22	12/31/22	A	1522.63	PAC02, 7264840356-5, BUS STOPS 10/20-11/18/2
		764111722H	11/17/22	12/17/22	A	98.06	PAC02, 7649646868-7, DOOLAN TWR 10/12-11/9/2
		900111322H	11/13/22	12/13/22	A	2732.69	PAC02, 9007202117-4, MOA GAS 10/13-11/10/22
		Vendor's Total ----->				13137.25	
12-22	PAC11 (PACIFIC ENVIROMENTAL SERV)	2451	12/06/22	01/05/23	A	130.00	PAC11, 2451, NOV-22 RUTAN MONTHLY SERVICE
		2452	12/06/22	01/05/23	A	130.00	PAC11, 2452, NOV-22 ATLANTIS MONTHLY SERVICE
		Vendor's Total ----->				260.00	
12-22	PAC16 (PACIFIC COAST TRANE)	SRVC13436	09/30/22	10/30/22	A	855.00	PAC16, SRVCE00013436, MP878 ATLANTIS HVAC IN
		SRVC13450	09/30/22	10/30/22	A	1700.00	PAC16, SRVCE00013450, PO #7549 RUTAN HVAC IN
		Vendor's Total ----->				2555.00	
12-22	PER01 (PERS )	20221125CH	11/30/22	12/30/22	A	4338.35	PER01, PERS CLASSIC CONTRIBUTION 11/12-11/25
		20221125NH	11/30/22	12/30/22	A	4823.10	PER01, PERS NEW CONTRIBUTION 11/12-11/25/22
		20221209CH	12/13/22	01/12/23	A	4338.35	PER01, PERS CLASSIC CONTRIBUTION 11/26-12/9/
		20221209NH	12/13/22	01/12/23	A	5655.12	PER01, PERS NEW CONTRIBUTION 11/26-12/9/22
		20221223CH	12/28/22	01/27/23	A	4385.43	PER01, PERS CLASSIC CONTRIBUTION 12/10-12/23
		20221223NH	12/28/22	01/27/23	A	4433.01	PER01, PERS NEW CONTRIBUTION 12/10/22-12/23/
		Vendor's Total ----->				27973.36	
12-22	PER04 (CALPERS RETIREMENT SYSTEM)	20221125H	11/30/22	12/30/22	A	2280.72	PER04, PERS 457 CONTRIBUTION 11/12-11/25/22
		20221209H	12/13/22	01/12/23	A	2490.21	PER04, PERS 457 CONTRIBUTION 11/26-12/9/22
		20221223H	12/28/22	01/27/23	A	2239.20	PER04, PERS 457 CONTRIBUTION 12/10/22-12/23/
		Vendor's Total ----->				7010.13	
12-22	PRE03 (PREMIER SECURITY SOLNS CO)	2301-38	11/21/22	12/21/22	A	21000.00	PRE03, 2301-38, PO #7623 ALARM & SOFTWARE AN
12-22	QUE01 (QUENCH USA,INC.)	04541518	12/01/22	12/31/22	A	22.50	QUE01, INV-04541518, MP1287 TC COOLER 12/1-1
		05085727	01/01/23	01/31/23	A	22.50	QUE01, INV-05085727, MP1287 TC COOLER 1/1-1/
		Vendor's Total ----->				45.00	
12-22	RIC03 (RICHARD MILLER)	120922H	12/09/22	01/08/23	A	2500.00	RIC03, 120922, MP1363 TEST DHCP ISSUES AFFEC
12-22	RSE01 (R & S ERECTION)	127462COM	11/23/22	12/23/22	A	579.15	RSE01, 127462COMR, MP1361 BAY DOOR #3-REPAIR
		127568COM	11/30/22	12/30/22	A	5278.85	RSE01, 127568COMR, MP1361 BAY DOOR #3-REPAIR
		Vendor's Total ----->				5858.00	
12-22	SCF01 (SC FUELS)	IN-179448	12/02/22	01/01/23	A	28480.57	SCF01, IN-0000179448, 12/2/22 FUEL DELIVERY
		IN-184809	12/12/22	01/11/23	A	25086.67	SCF01, IN-0000184809, 12/12/22 FUEL DELIVERY
		IN-188625	12/17/22	01/16/23	A	27706.97	SCF01, INV-0000188625, 12/17/22 FUEL DELIVER
		Vendor's Total ----->				81274.21	
12-22	SEL00 (SELECT IMAGING)	94457	12/01/22	12/31/22	A	167.58	SEL00, 94457, MP1374 BUSINESS CARDS-1K QTY
12-22	SHA02 (SHAMROCK OFFICE SOLUTIONS)	3635546	11/30/22	12/30/22	A	19.43	SHA02, 3635546, FRONT DESK PRINTER 10/30-11/
12-22	SHE05 (SHELL )	DEC-2022H	12/06/22	01/05/23	A	104.95	SHE05, DEC-22 CC STATEMENT-GAS CARD
12-22	SOL01 (SOLUTIONS FOR TRANSIT)	22-1205LA	12/05/22	01/04/23	A	2083.33	SOL01, 22-1205LAVTA, NOV-22 CLIPPER ANALYSIS
12-22	STA01 (STATE COMPENSATION FUND)	DEC-2022H	11/21/22	12/21/22	A	1292.83	STA01, DEC-22 WORKER'S COMP PREMIUM
12-22	STA13 (STAPLES CREDIT PLAN)	NOV-2022H	12/09/22	01/08/23	A	984.85	STA13, NOV-22 CC STATEMENT
12-22	STA17 (STANLEY ACCESS TECHNOLOGIES)	906724346	12/14/22	01/13/23	A	497.00	STA17, 0906724346, MP1402 ADA PUSH PLATE REP

REPORT.: Jan 18 23 Wednesday  
 RUN....: Jan 18 23 Time: 17:35  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 12-22

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

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
12-22	TAC01 (TAC ENERGY)	2209027	12/01/22	12/31/22	A	28665.99	TAC01, 2209027, 12/1/22 FUEL DELIVERY
12-22	TAX01 (HERB HASTINGS)	1106-1119H	12/08/22	01/07/23	A	25.08	TAX01, PARATAXI REIMBURSE 11/6/22-11/19/22
12-22	TAX67 (CHRISTEL RAGER)	1102-1130H	12/28/22	01/27/23	A	160.00	TAX67, PARATAXI REIMBURSE 11/2/22-11/30/22
12-22	TEL01 (TPx COMMUNICATIONS)	164351005H	11/30/22	12/30/22	A	2902.20	TEL01, 164351005-0, 12/1/22-12/31/22 SERVICE
12-22	TX116 (JACQUELINE POPE-JENKINS)	1110-1123H	12/20/22	01/19/23	A	86.91	TX116, PARATAXI REIMBURSE 11/10/22-11/23/22
12-22	TX228 (DEBORAH BUTLER)	1003-1103H	12/08/22	01/07/23	A	57.59	TX228, PARATAXI REIMBURSE 10/3/22-11/3/22
12-22	TX230 (SCOTT ZHANG)	0919-1208H	12/20/22	01/19/23	A	87.33	TX230, PARATAXI REIMBURSE 9/19/22-12/8/22
12-22	TX238 (MEGAN LEVITT)	12-1-22 10-20-22	12/22/22 12/08/22	01/21/23 01/07/23	A A	20.00 18.91	TX238, PARATAXI REIMBURSEMENT 12/1/22 TX238, PARATAXI REIMBURSE 10/20/22
Vendor's Total ----->						38.91	
12-22	TX242 (BONNIE WOLF)	1109-1130H	12/08/22	01/07/23	A	80.00	TX242, PARATAXI REIMBURSE 11/9/22-11/30/22
12-22	UBE01 (UBER )	NOV-2022H	12/01/22	12/31/22	A	1886.57	UBE01, NOV-22 GO DUBLIN BILLING
12-22	VER01 (VERIZON WIRELESS)	921236511H	12/14/22	01/13/23	A	1756.89	VER01, 9921236511, 10/23-11/22/22 CELL, WIFI
12-22	VSP01 (VSP )	DEC-2022H	11/19/22	12/19/22	A	509.98	VSP01, DEC-22 VISION INSURANCE
12-22	WSP01 (WSP USA INC)	1242172	12/07/22	01/06/23	A	22561.50	WSP01, 1242172, NOV-22 SAV SYSTEM ENGINEER S
Total of Purchases ->						16280022.20	=====

## **AGENDA**

### **ITEM 5C**

## STAFF REPORT

SUBJECT: Adoption of a Resolution Declaring that Agency Meetings Will Continue to Be Held Via Teleconference

FROM: Christy Wegener, Executive Director

DATE: February 6, 2023

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### Action Required

Staff requests that the Board of Directors adopt resolution 07-2023 declaring that agency meetings will continue to meet via teleconference to ensure the health and safety of the public.

### Background

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19. On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings electronically without a physical meeting place.

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which among other things, rescinded his prior Executive Order N-29-20, effective October 1, 2021. At that point, agencies would have transitioned back to public meetings held in full compliance with the preexisting Brown Act teleconference rules. Since the Governor issued Executive Order N-08-21, the Delta variant has emerged, causing a spike in cases throughout the state. As a result, the Governor's proclaimed State of Emergency remains in effect, and state officials, including the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

On September 16, 2021, Governor signed Assembly Bill (AB) 361 into law, effective October 1, 2021, to allow agencies to use teleconferencing for public meetings during proclaimed state of emergencies without requiring the teleconference locations to be accessible to the public or a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction. AB 361 will sunset on January 31, 2024.

Under AB 361, a local agency will be allowed to meet remotely without complying with prior Brown Act teleconference requirements when:

- The local agency holds a meeting during a state of emergency declared by the Governor, and either
  - State or local health officials have imposed or recommended measures to promote social distancing, or
  - The legislative body finds that meeting in person would present imminent risks to the health or safety of attendees.

As discussed above, state officials continue to recommend social distancing. Therefore, LAVTA can continue to conduct meetings via teleconference, as long as it meets the following emergency requirements under Government Code Section 54953(e)(2), added by AB 361:

1. The legislative body gives notice and posts agendas as otherwise required by the Brown Act, including directions for how the public can access the meeting.
2. The legislative body does not take formal action on any item whenever there is a disruption in the meeting broadcast.
3. The public is allowed to provide comment in real time.
4. The legislative body allows time during a public comment period for members of the public to register with any internet website required to submit public comment.

For upcoming teleconference meetings, LAVTA can continue to follow the AB 361 requirements by declaring every 30 days that it has reconsidered the circumstances of the state of emergency and either (1) the state of emergency continues to directly impact the ability of the members to meet safely in person, or (2) state or local officials continue to impose or recommend measures to promote social distancing.

### **Recommendation**

Staff recommends that the Board of Directors adopt Resolution 07-2023 declaring that LAVTA meetings will continue to be held via teleconference.

### **Attachments:**

1. Resolution 07-2023 of the Board of Directors of the Livermore Amador Valley Transit Authority Declaring that Agency Meetings Will Continue to Be Held Via Teleconference

*Submitted:* \_\_\_\_\_

**RESOLUTION NO. 07-2023**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY DECLARING THAT AGENCY  
MEETINGS WILL CONTINUE TO BE HELD VIA TELECONFERENCE**

**WHEREAS**, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for a broader spread of COVID-19.; and

**WHEREAS**, on March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20, which suspended certain provisions of the Ralph M. Brown Act in order to allow legislative bodies to conduct meetings electronically without a physical meeting place; and

**WHEREAS**, on June 11, 2021, Governor Newsom issued Executive Order N-08-21, which specified that Executive Order N-29-20 would remain in effect through September 30, 2021, at which point it would expire; and

**WHEREAS**, on September 16, 2021, the Governor signed Assembly Bill 361 into law as urgency legislation that goes into effect on October 1, 2021, amending Government Code Section 54953 of the Brown Act to allow legislative bodies to continue to meet remotely during a proclaimed state of emergency where state or local officials have recommended measures to promote social distancing; and

**WHEREAS**, the Governor's proclaimed State of Emergency remains in effect, and State and local officials, including the California Department of Public Health and the Department of Industrial Relations, have imposed or recommended measures to promote social distancing.

**NOW, THEREFORE, BE IT RESOLVED** that, in order to ensure the health and safety of the public, meetings of the Livermore Amador Valley Transit Authority, its committees and subsidiary bodies, will continue to be held via teleconference in



accordance with Assembly Bill 361 and the provisions of Government Code Section 54953(e).

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of February, 2023.

BY \_\_\_\_\_  
David Haubert, Chair

ATTEST \_\_\_\_\_  
Michael N. Conneran, Legal Counsel

# **AGENDA**

## **ITEM 6**

## STAFF REPORT

SUBJECT: 2023 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: February 6, 2023

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### Action Requested

The Finance & Administration Committee recommends the Board of Directors approve Resolution 06-2023 affirming LAVTA's 2023 Legislative Program.

### Background

Each year the LAVTA Board of Directors approves a Legislative Program to guide staff and the Board for legislative issues at the federal, state, and regional/local level to support, watch and monitor, stay neutral, or oppose.

### Discussion

The proposed Legislative Program in Attachment 2 carries over the following four principles from previous years in support of LAVTA's mission, which is *"to provide equal access to a variety of safe, affordable, and reliable public transportation choices, increasing the mobility and improving the quality of life of those who live or work in and visit the Tri-Valley area"*:

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

The proposed 2023 program continues several priorities identified in prior years' programs while highlighting several potential legislative initiatives ahead at the federal, state, and regional/local level, with an emphasis on maximizing available funding sources for transit, and in particular funding for the agency's facility and zero-emission fleet transition needs. In developing this year's proposed program, staff participated in meetings with regional partners and reviewed other draft legislative programs and principles adopted or in development among our agency and advocacy partners, including the Metropolitan Transportation Commission, the Alameda County Transportation Commission, the California Transit Association, and the American Public Transit Association. Proposed changes for 2023 from last year's program are indicated in Attachment 2 by inline markup.

### Federal Update

Throughout 2022, the Biden Administration prioritized implementation of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL),

which allocates roughly \$1 trillion for nationwide infrastructure investments and reauthorized the core federal surface transportation program for the five-year period of FY2022 through FY2026, including public transportation formula and discretionary programs. New programs are being developed and rolled out while existing programs were authorized at significantly higher funding levels compared to previous years.

On December 29, President Biden signed the FY23 omnibus appropriations bill to fund the federal government through September 30, 2023, including a total of \$106.349 billion for U.S. Department of Transportation programs, an increase of \$3.402 billion over FY22, which was the first year of funding under the IIJA/BIL. The bill included an increase in funding for discretionary Bus and Bus Facilities and Low-No grants of \$140 million, as well as numerous earmarks for hundreds of transportation projects across the country, including several large Bay Area transit projects.

Also at the end of December, the U.S. Census Bureau announced new urban area definitions based on the results of the 2020 Census. As a result of the count and new development patterns in the region, the Census Bureau has created a new Livermore-Pleasanton-Dublin Urban Area, with a population of 240,381 covering 65.3 square miles. The Federal Transit Administration is expected to begin apportioning federal transit formula funding using the new urban area definitions beginning October 1 for FY2024. Prior to the 2020 Census, LAVTA's service area encompassed two separate urbanized areas, the Livermore Urbanized Area and the southern portion of the Concord Urbanized Area shared with BART and County Connection. The Census Bureau is expected to release maps of the updated urban areas later this month clarifying the new boundaries with respect to LAVTA's service area.

Finally, on January 3, the 118th Congress convened under a new Republican-led majority in the House of Representatives and a very slightly expanded Democratic majority in the Senate. LAVTA's service area is now represented in California's 14th District (Livermore, Pleasanton, and West Dublin) by Rep. Eric Swalwell, and in the 10th District (including Central and East Dublin) by Rep. Mark DeSaulnier. Committee assignments are still being finalized in the House, however Rep. DeSaulnier is expected to continue serving on the House Transportation & Infrastructure Committee Subcommittee on Highways and Transit. In the Senate, Senator Dianne Feinstein will continue to serve on the Senate Appropriations Committee, and Senator Alex Padilla will continue to serve on the Senate Environment and Public Works Committee, including the Transportation and Infrastructure Subcommittee.

#### State Update

Following November's election, the new state Legislature convened in early December to organize the new session. The Assembly Transportation Committee will be led by Assembly Member Laura Friedman (D-Burbank), Assembly Appropriations by Assembly Member Chris Holden (D-Pasadena), and the Assembly Budget Committee by Assembly Member Phil Ting (D-San Francisco). On the Senate side, the Senate Transportation Committee will be led by Senator Lena Gonzalez (D-Long Beach) and Senate Appropriations by Senator Anthony Portantino (D-Glendale). Senator Nancy Skinner (D-Oakland) will chair the Senate Committee on Budget and Fiscal Review as well as the Joint Legislative Budget Committee.

A draft of the state legislative calendar for 2023 is included as Attachment 3. Early legislative deadlines for 2023 include:

- January 20: Last day to submit bill requests to the Office of Legislative Counsel
- February 17: Last day for bills to be introduced
- April 28: Last day for policy committees to report fiscal bills introduced in their house to fiscal committees
- May 19: Last day for fiscal committees to report to the floor bills introduced in their house; last day for each house to pass bills introduced in that house

A main focus this year for the Legislature is expected to be addressing the state's challenging fiscal outlook. On January 10, Governor Newsom introduced his FY23-24 state budget, totaling nearly \$297 billion in proposed spending, which is similar to the final FY23 budget but on \$29.5 billion less in revenues, constituting a forecasted deficit of \$22.5 billion to close before the June 15 legislative deadline to enact next year's budget. Specific to LAVTA funding sources, the FY24 proposal includes:

- an 8.8% decrease in State Transit Assistance funding from FY22-23 levels, which are generated by a statewide sales tax on gasoline and diesel fuel, and which LAVTA uses primarily to support fixed-route operations and state-of-good-repair maintenance expenditures;
- a 4.3% increase in the Local Transportation Fund (LTF), which is funded by a statewide quarter-cent general sales tax and which LAVTA primarily uses to fund both fixed-route and paratransit operating expenses; and
- a 19.2% decrease in Low Carbon Transit Operations Program funds funded by cap-and-trade auctions, which can be used to support qualifying operating expenses and low-carbon transit investments such as zero-emission buses and support infrastructure.

The Governor's budget proposes cuts to the Transit and Intercity Rail Capital Program (TIRCP), Zero-Emission Vehicles and Infrastructure, and other critical transportation programs that had received augmentations from the general fund from last year's budget surplus, but also now have new funding opportunities at the federal level under the Bipartisan Infrastructure Law. TIRCP funds transit capital improvements to significantly reduce greenhouse gas emissions, including transit fleet-electrification and infrastructure projects.

#### Regional/Local Update

Much of the near-term regional policy agenda at the Metropolitan Transportation Commission particularly, is focused on pandemic recovery and funding stabilization, including advancing enabling legislation for a future regional transportation funding measure to address regional transit operators' impending "fiscal cliff," and ongoing implementation activities around fare integration and network management. LAVTA staff also continues to pursue strategic relationships with other local transit and transportation agencies to partner on key discretionary funding opportunities and align around common needs and goals such as facility upgrades to support upcoming zero-emission fleet transitions.

**Next Steps**

If the Board of Directors approves the 2023 Legislative Program, staff will bring updates on proposed bills to future Finance & Administration Committee meetings for information and/or potential action as may be appropriate.

**Fiscal Impact**

None

**Recommendation**

The Finance & Administration Committee recommends the Board of Directors approve Resolution 06-2023 affirming LAVTA's 2023 Legislative Program.

**Attachments:**

1. Resolution 06-2023
2. Proposed 2023 Legislative Program
3. Draft 2023 California State Legislative Calendar

*Approved:* \_\_\_\_\_

**RESOLUTION NO. 06-2023**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE  
2023 LEGISLATIVE PROGRAM**

**WHEREAS**, the California Legislature and the U.S. Congress have convened their current legislative sessions in late 2022 and early 2023, respectively; and

**WHEREAS**, to promote the interests of the Livermore Amador Valley Transit Authority, the Board of Directors finds it desirable to adopt a Legislative Program; and

**WHEREAS**, the purpose of the Legislative Program is to guide the Board and staff's strategy and actions as it relates to various levels of government whose actions affect LAVTA; now, therefore, be it

**RESOLVED** that the 2023 Legislative Program of the Livermore Amador Valley Transit Authority, included as Attachment 2, is hereby adopted and shall guide the Board and staff's actions; and be it further

**RESOLVED** that the Executive Director shall operate within these guidelines in interactions with other levels of government in order to promote LAVTA's interests, employing strategies including participation in advocacy activities and taking positions on state and federal legislation; and be it further

**RESOLVED** that should issues arise that are not covered by this 2023 Legislative Program, that the Executive Director shall confer with the Chair of the Board to seek direction on a course of action.

**PASSED AND ADOPTED** by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of February 2023.

BY \_\_\_\_\_  
David Haubert, Chair

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

FEDERAL	
Goal or Principle	Strategy
1) Protect Existing and Enhance Future Transportation Funding Sources	Work with federal, state, regional, and local transportation agencies, and other state and national advocacy partners, to implement the Infrastructure Investment and Jobs Act/ <u>Bipartisan Infrastructure Law</u> (IIJA/ <u>BIL</u> ) and support coalitions that support local, regional, and statewide priorities as well as those of public transit in general. Support continued investigations into new, stable federal funding to ensure the solvency of the Highway Trust Fund going forward.
	Advocate that Congress appropriate the full amounts authorized by law for <del>FY 2022 and FY 2023</del> 2024, and that these vital federal funds are provided expeditiously to transit agencies for use on transit capital projects and operations. Support <del>increased</del> <u>maximizing</u> funding levels for discretionary programs such as the Bus and Bus Facilities and Low or No Emission grant programs, and ensure that appropriations are allocated according to the program structure authorized by law and to the benefit of public transit.
	Seek additional <del>operating</del> funding for public transit to address revenue and ridership impacts resulting from ongoing effects of the COVID-19 pandemic <u>in conjunction with state-level advocacy efforts to stabilize transit operating funding</u> , and support initiatives and legislation that would provide local transportation entities with the ability to enhance revenues for public transit improvements and to provide jobs for local workers.
3) Enhance public transit's role in addressing climate change and air quality issues	Advocate for federal legislation and program implementation that prioritizes public transit's role in addressing climate change, supports transit agencies transitioning to zero-emission fleets, and advances research into alternative-fuel technologies such as hydrogen.
4) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	Expand legislative and policy partnerships in Washington, D.C., in particular coordinating on advocacy activities involving planning and/or implementation of ValleyLink.
	Support federal policies that enable technological innovations to improve mobility, including connected and automated vehicle (CV/AV) deployment, and mobility on demand.



STATE	
Goal or Principle	Strategy
1) Protect Current and Enhance Future Transportation Funding Sources	Advocate for FY <del>2022</del> <u>2023-23-24</u> state budget that <del>enhances the</del> <u>avoids, minimizes, or offsets cuts in the</u> State's investment in public transportation, active transportation, and highway operations/system management, and continue to advocate for additional statutory, administrative, and funding relief for public transit in response to the <u>impending "fiscal cliff" and other continuing impacts of the</u> COVID-19 pandemic.
	Partner with the California Transit Association and other agency and stakeholder partners in efforts to <u>pursue a unified statewide advocacy strategy for new ongoing (multi-year) state funding to address transit operators' "fiscal cliffs" as well as other initiatives to enable service restoration by addressing workforce shortages. Monitor new legislation aimed at leveraging existing or future cap-and-trade funding, state general funds, and/or review existing metrics for the qualification and distribution of</u> TDA (Transportation Development Act) revenues, <del>and monitor development of potential future legislation to update TDA law.</del>
	<u>Engage with ongoing efforts to review existing TDA metrics for the qualification and distribution of TDA revenues, including extending statutory relief for farebox recovery requirements calculations related to the calculation of State Transit Assistance, and monitor development of any new legislation to update TDA law.</u>
	<u>Consistent with Executive Order N-79-20,</u> <del>I</del> identify and pursue strategies to help transit operators reduce costs associated with converting their bus fleets to zero-emission in order to meet the state's Innovative Clean Transit rule, including additional dedicated funding from the state Greenhouse Gas Reduction Fund (GGRF) or other sources.
	Advocate that legislation aimed at benefiting disadvantaged communities (DACs) include low-income communities and populations experiencing similar circumstances, such as people with low transportation access.
2) Enhance Operating Conditions to Support Safety and Performance Goals	Work with interested transit and regional agencies and advocacy partners to support efforts to authorize buses to use the highway shoulder, known as "bus-on-shoulder" (BOS) during periods of heavy traffic to help speed up bus service in highly-congested corridors.
	Support regional efforts to improve the performance of high-occupancy vehicle (HOV) and express lanes through enhanced enforcement of vehicle passenger occupancy requirements.

3) Enhance Public Transit's Role in Addressing Climate Change and Air Quality Issues	Monitor implementation activities and new legislation related to the California Air Resources Board's (ARB) Innovative Clean Transit regulation related to Zero Emission Bus (ZEB) purchase and deployment requirements, and advocate for programs and incentives to minimize undue burdens on transit agencies transitioning to ZEB technology.
4) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	In partnership with local cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles (including Shared Autonomous Vehicles) with the goal of accelerating their mobility, safety, and economic benefits.

REGIONAL/LOCAL	
Goal or Principle	Strategy
1) Protect Existing and Enhance Future Transportation Funding Sources	Support efforts of <u>the Metropolitan Transportation Commission (MTC)</u> to maximize the proportion and flexibility of federal and statewide funding sources allocated to the Bay Area and to small operators. <u>Monitor and engage with MTC and other transit operators as necessary concerning any use of valuable state transit operating funding to fund implementation of a regional Transit Network Manager instead of local transit operations.</u>
	Engage, coordinate with, and support as appropriate <del>any renewed</del> efforts to develop <u>state authorizing legislation for a potential future</u> regional transportation ballot measure to enhance public transit infrastructure in the nine-county Bay Area, <u>including purpose/goals, expenditure plan priorities, and potential new sources of revenue.</u>
2) Enhance Operating Conditions to Support Safety and Performance Goals	Advocate for improvements to the local and regional street networks that enhance transit operating speed and reliability.
	Improve roadway safety for all users and support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists.

4) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	Support efforts of the Tri-Valley–San Joaquin Valley Regional Rail Authority and its member agencies and stakeholders to implement Valley Link.
	Continue to support efforts in conjunction with project partners to advance LAVTA’s ability to deploy shared autonomous vehicle (SAV) testing and passenger service at a specific site or sites within its service area.
	Monitor and support as appropriate implementation of the Metropolitan Transportation Commission’s Blue Ribbon Transit Recovery Task Force recommendations, including new initiatives aimed at promoting a more “seamless” regional transit system and enhancing its resiliency through initiatives such as fare coordination/integration and transit network management.
	Continue to develop innovative partnerships with private transportation providers including taxi and transportation network companies to connect more people in the Tri-Valley to public transit.
	Support other members of the Cooperating Area Transit Systems group (suburban transit operators in Eastern Alameda County and Contra Costa County), if appropriate, and work together on regional programs of mutual interest.
	Work with local businesses to support efforts to encourage transit use among their employees.

2023 TENTATIVE LEGISLATIVE CALENDAR

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE

Revised 11-4-22

DEADLINES

JANUARY							
	S	M	T	W	TH	F	S
	1	2	3	4	5	6	7
Wk. 1	8	9	10	11	12	13	14
Wk. 2	15	16	17	18	19	20	21
Wk. 3	22	23	24	25	26	27	28
Wk. 4	29	30	31				

FEBRUARY							
	S	M	T	W	TH	F	S
Wk. 4				1	2	3	4
Wk. 1	5	6	7	8	9	10	11
Wk. 2	12	13	14	15	16	17	18
Wk. 3	19	20	21	22	23	24	25
Wk. 4	26	27	28				

MARCH							
	S	M	T	W	TH	F	S
Wk. 4				1	2	3	4
Wk. 1	5	6	7	8	9	10	11
Wk. 2	12	13	14	15	16	17	18
Wk. 3	19	20	21	22	23	24	25
Wk. 4	26	27	28	29	30	31	

APRIL							
	S	M	T	W	TH	F	S
Wk. 4							1
Spring Recess	2	3	4	5	6	7	8
Wk. 1	9	10	11	12	13	14	15
Wk. 2	16	17	18	19	20	21	22
Wk. 3	23	24	25	26	27	28	29
Wk. 4	30						

MAY							
	S	M	T	W	TH	F	S
Wk. 4		1	2	3	4	5	6
Wk. 1	7	8	9	10	11	12	13
Wk. 2	14	15	16	17	18	19	20
Wk. 3	21	22	23	24	25	26	27
No Hrgs.	28	29	30	31			

- Jan. 1

Statutes take effect (Art. IV, Sec. 8(c)).
- Jan. 4

Legislature reconvenes (J.R. 51(a)(1)).
- Jan. 10

Budget must be submitted by Governor (Art. IV, Sec. 12(a)).
- Jan. 16

Martin Luther King, Jr. Day.
- Jan. 20

Last day to submit **bill requests** to the Office of Legislative Counsel.
- Feb. 17

Last day for bills to be **introduced** (J.R. 61(a)(1), J.R. 54(a)).
- Feb. 20

Presidents' Day.
- Mar. 30

**Spring Recess** begins upon adjournment (J.R. 51(a)(2)).
- Mar. 31

Cesar Chavez Day observed.
- Apr. 10

Legislature reconvenes from **Spring Recess** (J.R. 51(a)(2)).
- Apr. 28

Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house (J.R. 61(a)(2)).
- May 5

Last day for **policy committees** to hear and report to the Floor **nonfiscal bills** introduced in their house (J.R. 61(a)(3)).
- May 12

Last day for **policy committees** to meet prior to June 5 (J.R. 61(a)(4)).
- May 19

Last day for **fiscal committees** to hear and report to the Floor bills introduced in their house (J.R. 61(a)(5)).

Last day for **fiscal committees** to meet prior to June 5 (J.R. 61(a)(6)).
- May 29

Memorial Day.
- May 30-June 2

**Floor session only.** No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)).

\*Holiday schedule subject to final approval by Rules Committee.

JUNE							
	S	M	T	W	TH	F	S
No Hrgs.					1	2	3
Wk. 4	4	5	6	7	8	9	10
Wk. 1	11	12	13	14	15	16	17
Wk. 2	18	19	20	21	22	23	24
Wk. 3	25	26	27	28	29	30	

**June 2** Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)).

**June 5** Committee meetings may resume (J.R. 61(a)(9)).

**June 15** Budget Bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).

JULY							
	S	M	T	W	TH	F	S
Wk. 3							1
Wk. 4	2	3	4	5	6	7	8
Wk. 1	9	10	11	12	13	14	15
Summer Recess	16	17	18	19	20	21	22
Summer Recess	23	24	25	26	27	28	29
Summer Recess	30	31					

**July 4** Independence Day.

**July 14** Last day for **policy committees** to meet and report bills (J.R. 61(a)(10)).

**Summer Recess** begins upon adjournment, provided Budget Bill has been passed (J.R. 51(a)(3)).

AUGUST							
	S	M	T	W	TH	F	S
Summer Recess			1	2	3	4	5
Summer Recess	6	7	8	9	10	11	12
Wk. 2	13	14	15	16	17	18	19
Wk. 3	20	21	22	23	24	25	26
Wk. 4	27	28	29	30	31		

**Aug. 14** Legislature reconvenes from Summer Recess (J.R. 51(a)(3)).

SEPTEMBER							
	S	M	T	W	TH	F	S
Wk. 4						1	2
No Hrgs.	3	4	5	6	7	8	9
No Hrgs.	10	11	12	13	14	15	16
Interim Recess	17	18	19	20	21	22	23
Interim Recess	24	25	26	27	28	29	30

**Sept. 1** Last day for **fiscal committees** to meet and report bills (J.R. 61(a)(11)).

**Sept. 4** Labor Day.

**Sept. 5-14** **Floor session only.** No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(a)(12)).

**Sept. 8** Last day to **amend** on the Floor (J.R. 61(a)(13)).

**Sept. 14** Last day for each house to pass bills. (J.R. 61(a)(14)).

**Interim Recess** begins upon adjournment (J.R. 51(a)(4)).

IMPORTANT DATES OCCURRING DURING INTERIM RECESS

2023

Oct. 14

Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 14 and in the Governor's possession on or after Sept. 14 (Art. IV, Sec. 10(b)(1)).

2024

Jan. 1

Statutes take effect (Art. IV, Sec. 8(c)).

Jan. 3

Legislature reconvenes (J.R. 51(a)(4)).

\*Holiday schedule subject to final approval by Rules Committee.

# **AGENDA**

## **ITEM 7**

## STAFF REPORT

SUBJECT: Brown Act Remote Meeting Guidance

FROM: Christy Wegener, Executive Director  
Michael Conneran, Legal Counsel

DATE: February 6, 2023

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### Action Requested

Discuss (i) the remote meeting exceptions to the Ralph M. Brown Act (the Brown Act) in light of Assembly Bill (AB) 2449 and Governor Newsom's anticipated withdrawal of the COVID-19 State of Emergency, and (ii) options for future in-person meetings.

### Background

The Brown Act was enacted in 1953 to guarantee the public's right to attend and participate in meetings of legislative bodies of "local agencies."<sup>1</sup> As "legislative bodies," a quorum of the Authority Board and any standing committees may only discuss matters within the body's subject matter jurisdiction when doing so in compliance with the many requirements set forth in the Brown Act, including that the meetings must be open and accessible to the public, that agendas describing all planned actions and discussions must be published at least 24 hours in advance of any Special Meeting or 72 hours in advance of any Regular Meeting, and that the Board and committees may only meet in Closed Session for specific reasons delineated in the law.

For many years, the Brown Act has permitted members of local legislative bodies to participate in public meetings via teleconference only when:

1. each remote location is open and accessible to the public, and connected to the main meeting location by telephone, video, or both;
2. the notice and agenda of the meeting identify the address of each remote location;
3. the agenda is posted at each remote location;
4. all votes are taken by roll call;
5. the public is given an opportunity to address the legislative body and otherwise participate at each remote location; and
6. at least a quorum of the legislative body participate from locations within the Authority's jurisdiction (but other members may participate from outside the jurisdiction).<sup>2</sup>

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<sup>1</sup> Cal. Gov't. Code § 54950 *et seq.*

<sup>2</sup> Cal. Gov't. Code § 54953(b).

### ***Meetings During the COVID-19 State of Emergency***

During the early months of the COVID-19 pandemic, Governor Newsom issued multiple Executive Orders that suspended certain portions of the Brown Act to enable fully remote meetings of local legislative bodies, without requiring compliance with certain aspects of the Brown Act teleconference rules enumerated above. These Executive Orders were later replaced by AB 361, enacted in 2021, which amended the Brown Act to permit local agencies, including cities, to meet remotely during a proclaimed State of Emergency without having to notice the remote locations from which members participate, or make those locations accessible to the public, provided the legislative bodies make certain findings regarding public health and safety.<sup>3</sup>

On October 17, 2022, the Governor announced his intent to withdraw the COVID-19 State of Emergency on February 28, 2023. After the Governor withdraws the State of Emergency, the teleconference exceptions afforded by AB 361 will no longer be available to the Board and its committees.<sup>4</sup>

### ***Meetings After the COVID-19 State of Emergency***

Once the flexibility provided under AB 361 is no longer available to local legislative bodies, the traditional teleconferencing rules under the Brown Act will again become the primary method of remote participation by Board and committee members who are unable – or choose not – to attend meetings in person.

However, in addition to the traditional teleconference rules, AB 2449 amended the Brown Act effective January 1, 2023 to provide an alternative way for members of local legislative bodies to participate in meetings remotely, even when there is no State of Emergency, until January 1, 2026. Under AB 2449, Board and standing committee members may participate in meetings without identifying the member's location on the agenda or making the location accessible to the public if:

- a. a quorum of members participate in the meeting in person from a singular physical location that is clearly identified on the agenda, open to the public, and situated within the Authority's jurisdiction;
- b. the public can remotely hear, visually observe, and address the body at the meeting through (i) audio-video teleconference or (ii) a combination of audio teleconference and live-streaming video technology;
- c. the agenda must provide notice of the means by which members of the public may access the meeting and offer public comment, and identify and include an opportunity for all persons to attend and address the legislative body;
- d. the member participating remotely under AB 2449 has:
  - i. notified the legislative body of their intent to participate remotely for "just

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<sup>3</sup> Codified at Cal. Gov't Code § 54953(e)(3) until January 1, 2024, at which point the subsection will be repealed.

<sup>4</sup> If the Governor opts to continue the State of Emergency, or declares a subsequent State of Emergency, the teleconference exceptions afforded by AB 361 will remain available, or again become available, until as late as January 1, 2024. Absent further legislative action, teleconference exceptions created by AB 361 will be repealed by operation of law on January 1, 2024.



- cause," and provided a description of the reason; or
- ii. made a request to participate remotely due to "emergency circumstances" and the legislative body takes action to approve the request; and
  - e. the member participating remotely under AB 2449 uses both audio and visual technology to allow members of the public to see and hear them, and publicly discloses whether any other individual over the age of 18 is present at their remote location.

### *Just Cause*

AB 2449 defines "just cause" as one or more of the following: (i) a childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires a member to participate remotely; (ii) a contagious illness that prevents a member from attending in person; (iii) a need related to a physical or mental disability, as defined by statute; or (iv) travel while on official business of the legislative body or another state or local agency.

### *Emergency Circumstances*

"Emergency circumstances" is defined as physical or family medical emergencies that prevent members from attending in person.

### *Limitations*

A member may rely upon the "just cause" exception no more than two times per calendar year. When combining the "just cause" and "emergency circumstances" exceptions, no member may participate remotely under AB 2449 for more than (a) three consecutive months, (b) 20% of the regular meetings in a calendar year (i.e., no more than 4 of 24 regular meetings per year), or (c) two meetings in a calendar year if the legislative body has fewer than 10 regular meetings in that year.<sup>5</sup>

Absent additional legislative action at the State level, the remote meeting alternative created through AB 2449 will be repealed as of January 1, 2026.

### **Discussion**

The purpose of this informational item is to solicit the Board's feedback and comments on the remote meeting rules. A summary sheet "Brown Act Meeting Guidance" is attached for your convenience. Once the State of Emergency ends, the Board will need to return to public meetings, although some members may participate remotely in compliance with the long-standing teleconference rules or through the new rules implemented by AB 2449.

### **Fiscal Impact**

There is no fiscal impact associated with this item.

### **Recommendation**

No specific action is proposed for this Board meeting.

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<sup>5</sup> These limitations will be applied separately for each legislative body.

Attachments:

1. Brown Act Remote Meeting Guidance

*Approved:* \_\_\_\_\_

## **Brown Act Meeting Guidance**

In response to the COVID-19 pandemic, the California Legislature provided local agencies flexibility to conduct virtual Board meetings under Assembly Bill 361 (AB 361). AB 361 allows legislative bodies of local agencies to use abbreviated teleconference procedures when there is a declared State of Emergency and either state or local officials have imposed or recommended measures to promote social distancing, or whether as a result of the emergency, meeting in person would present imminent risks to the health and safety of attendees.

In October 2022, Governor Newsom announced that the COVID State of Emergency would end on February 28, 2023. A governor-declared State of Emergency is a necessary predicate for remote meetings under AB 361. As such, beginning March 2023, Board and committee meetings must be in person.

Absent the State of Emergency, individual Board members sitting on a legislative body of a local agency will have two choices if they want to participate remotely: (1) use the traditional Brown Act teleconference rules, or (2) use newly enacted alternate rules established by AB 2449.

Local agencies may also hold "hybrid" meetings in which members of the public and staff participate remotely, and Board members—and anyone else—participate in person. Similarly, local agencies may continue to livestream/broadcast (i.e., one-way transmission rather than two-way "zoom") meetings to the public for convenience. However, many members of the public have become accustomed to participating remotely and may wish the Board to continue to offer that service.

### "Traditional" Teleconference Rules

Under traditional Brown Act rules, the following rules and restrictions apply to members of the Board and committees who participate in Board or committee meetings subject to the Brown Act by teleconference:

- A quorum of the members of the legislative body must be within the boundaries of the agency.
- The agenda must identify the teleconference location.
- The agenda must be posted at the teleconference location.
- The teleconference location must be accessible to the public.
- The public must be allowed to participate in the meeting from the teleconference location.

### New Teleconference Alternatives for 2023

In September 2022, the Governor signed AB 2449, which provided for new teleconference alternatives that go into effect January 1, 2023. These new rules are in addition to, not instead of, traditional Brown Act teleconference rules. However, these new provisions are so onerous that it is not likely that this law will be a practical alternative for Board members to meet virtually as a matter of practice. Nonetheless, there now exists an alternative to the traditional Brown Act teleconference rules.

### *Teleconference for "Just Cause"*

A member of the Board or committee subject to the Brown Act can participate in noticed meetings by teleconference for "just cause," subject to the following rules and restrictions:

- The member of the Board or committee notifies the Agency via the Board Secretary of their intent to participate remotely for "just cause," and provides a brief description of the reason.
  - "Just cause" means one or more of the following: (i) a childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires a member to participate remotely; (ii) a contagious illness that prevents a member from attending in person; (iii) a need related to a physical or mental disability, as defined by statute; or (iv) travel while on official business of the Board committee, or another state or local agency.
- A quorum of the members of the Board or committee participate in the meeting in person from a singular physical location that is clearly identified on the agenda, open to the public, and situated within the agency's jurisdiction.
- The public can remotely hear, visually observe, and address the Board or committee at the meeting through (i) audio-video teleconference, or (ii) a combination of audio teleconference and live-streaming video technology.
- The agenda must provide notice of the means by which members of the public may access the meeting and offer public comment, and identify and include an opportunity for all persons to attend and address the Board or committee.
- The member participating remotely uses both audio and visual technology to allow members of the public to see and hear them, and publicly discloses whether any other individual over the age of 18 is present at their remote location.
- This exception is limited to no more than two times per calendar year.

#### *Teleconference due to "Emergency Circumstances"*

A member of the Board or committee subject to the Brown Act can participate in noticed meetings by teleconference due to "emergency circumstances," subject to the following rules and restrictions:

- The member of the Board or committee makes a request to participate remotely due to "emergency circumstances," and the Board or committee takes action to approve the request.
  - "Emergency circumstances" means physical or family medical emergencies that prevent members from attending in person.
- A quorum of the members of Board or committee participate in the meeting in person from a singular physical location that is clearly identified on the agenda, open to the public, and situated within the Agency's jurisdiction.
- The public can remotely hear, visually observe, and address the Board or committee at the meeting through (i) audio-video teleconference, or (ii) a combination of audio teleconference and live-streaming video technology.
- The agenda must provide notice of the means by which members of the public may access the meeting and offer public comment, and identify and include an opportunity for all persons to attend and address the Board or committee.
- The member participating remotely uses both audio and visual technology to allow members of the public to see and hear them, and publicly discloses whether any other individual over the age of 18 is present at their remote location.
- When combining the "just cause" and "emergency circumstances" exceptions, no member of Board or committee may participate remotely under AB 2449 for more than

(a) three consecutive months, (b) 20% of the regular meetings in a calendar year (i.e., no more than 4 of 24 regular meetings per year), or (c) two meetings in a calendar year if the legislative body has fewer than 10 regular meetings in that year.

## **AGENDA**

### **ITEM 8**

## STAFF REPORT

SUBJECT: Cancellation of Phase Two of 2018-Adopted Fare Increase  
FROM: Tony McCaulay, Director of Planning and Marketing  
DATE: February 6, 2023

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### Action Requested

Staff recommends that the Board of Directors cancel phase two of the previously adopted 2018 fare increase to Senior and Disabled Monthly Pass and Dial-A-Ride ticket.

### Background

In October 2018, the LAVTA Board approved a set of fare changes and increases, the majority of which were implemented on January 1, 2019. However, two of the changes were approved for a later phased implementation based on input from the Tri-Valley Accessible Advisory Committee (TAAC). Those phase 2 changes were:

- Have the Senior and Disabled Monthly Pass increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point.
- Have the Dial-A-Ride fare increase from \$3.75 to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

### Discussion

Given the impact of the Pandemic, as well as the decrease in ridership, in November 2020 the Board approved a staff recommendation to delay implementation of these two fare changes by one year to January 1, 2022. In December 2021, the Board again approved a staff recommendation to delay implementation again to January 1, 2023.

Instead of postponing the fare increase for another year or proceeding with implementation, staff is recommending canceling the above two fare changes and instead addressing these and other fares at a later date, either through a comprehensive fare evaluation/study or as a part of the regional fare integration work being led by MTC. The financial impact to LAVTA is anticipated to be between \$500 and \$1,000 per month.

### Next Steps

Upon Board's approval staff is planning on issuing a press release and conducting outreach per the Agency's Title VI obligations. Included in the outreach activities will be presentations to Tri-Valley Wheels Accessible Advisory Committee (TAAC), Pleasanton Rides Task Force, and Paratransit Advisory and Planning Committee (PAPCO) as well as notices to LAVTA website and social media.

### Recommendation

Staff recommends that the Board of Directors permanently cancel phase 2 of the previously adopted 2018 fare increase to Senior and Disabled Monthly Pass and Dial-A-Ride ticket.

Attachments:

1. Staff Report from October 1, 2018, November 2, 2020, and December 6, 2021 Board of Director meetings

*Approved:* \_\_\_\_\_



LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F   R E P O R T

SUBJECT: Staff Proposed Revision to Adopted Fare Increase Timeline

FROM: Michael Tree, Executive Director

DATE: December 6, 2021

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### Action Requested

Staff recommends that the Board of Directors approve a second revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2023.

### Background

In October 2018, the LAVTA Board approved a set of fare policy changes. The majority of those changes were implemented on January 1, 2019. However, two of the changes were approved for a phased implementation based on input from the Tri-Valley Accessible Advisory Committee (TAAC). Those changes were:

- Have the Senior and Disabled Monthly Pass increase from \$18 to \$22 in January, 2019, as originally proposed by staff, then increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point.
- Have the Dial-A-Ride fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed by staff and delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

### Discussion

Given the impact of the pandemic, in November 2020 the Board approved a staff recommendation to delay implementation of these two fare changes by one year to January 1, 2022. Since little has changed since last November staff is proposing that these two changes be postponed again to January 1, 2023. The financial impact to LAVTA is anticipated to be less than \$400 per month.

### Recommendation

Staff recommends that the Board of Directors approve a second revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2023.

*Submitted:* \_\_\_\_\_

## STAFF REPORT

SUBJECT: Staff Proposed Revision to Adopted Fare Increase Timeline  
FROM: Michael Tree, Executive Director  
DATE: November 2, 2020

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### Action Requested

The Finance and Administration Committee recommends that the Board of Directors approve a revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2022.

### Background

In October 2018, the LAVTA Board approved a set of fare policy changes. The majority of those changes were implemented on January 1, 2019. However, two of the changes were approved for a phased implementation based on input from the Tri-Valley Accessible Advisory Committee (TAAC). Those changes were:

- Have the Senior and Disabled Monthly Pass increase from \$18 to \$22 in January, 2019, as originally proposed by staff, then increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point.
- Have the Dial-A-Ride fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed by staff and delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

### Discussion

Given the current environment and the economic impact of the pandemic, staff is recommending that both of these fare changes originally approved for January 1, 2021 be postponed by one year to January 1, 2022. The financial impact to LAVTA is anticipated to be less than \$400 per month.

### Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve a revised implementation date for two fare increase categories previously approved for implementation on January 1, 2021 and recommends that the Board delay the implementation of these proposed changes to January 1, 2022.

### Attachments:

1. Staff Report on October 2018
2. Minutes of October 1, 2018 Meeting

Submitted: \_\_\_\_\_

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F   R E P O R T

SUBJECT: Final Staff Proposed Fare Policy Changes

FROM: Tony McCaulay, Director of Planning and Marketing

DATE: October 1, 2018

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### Action Requested

LAVTA's Finance and Administration Committee recommends that the Board of Directors approve the final staff proposed fare policy changes with an implementation date of January 1, 2019.

### Background

In June 2016, staff presented the Board with a set of proposed fare policy changes and requested authorization to initiate a public input process. The public outreach process included:

- Two presentations to the Tri-Valley Accessible Advisory Committee (TAAC, formerly the Wheels Accessible Advisory Committee) and one to the Pleasanton Paratransit Task Force
- Presentations to Wheels and Rapid bus operators at their monthly Safety Meetings in August
- Flyers outlining the public input process posted on all Wheels, Rapid and Paratransit vehicles and at high ridership bus stops
- A brochure detailing the proposed changes and the public input process that was made available on all Wheels, Rapid and Paratransit vehicles
- Flyers and brochures distributed to the public libraries, Senior Centers and a number of senior housing complexes in Livermore, Pleasanton and Dublin
- Advertisements outlining the public input process that ran twice each in the Pleasanton Weekly and the Livermore Independent
- A news release sent to area media, resulting in stories in the Pleasanton Weekly and Livermore Independent.
- Social media outreach including posts multiple posts on Facebook, Twitter and Nextdoor as well as a post on Peachjar
- Public hearings in Dublin, Pleasanton and Livermore the week of September 10

### Discussion

Public feedback was primarily received via email and the wheelsbus.com website. Eleven comments were received from those sources and are included as Attachment 1 to this document. There were no attendees at either the Dublin or Pleasanton public hearings and three people came to the Livermore public hearing. None of the public hearing attendees submitted formal comments, but instead chose to ask questions and receive responses.

The Tri-Valley Accessible Advisory Committee (TAAC) considered the proposed changes at their September 5 meeting. At the meeting, the committee reviewed the proposals and chose to take an action recommending adjustments to the staff proposal. The TAAC recommended adjustments are:

- Have the Senior and Disabled Monthly Pass increase from \$18 to \$22 in January, 2019, as originally proposed by staff, then increase from \$22 to \$25 in January, 2021 with no additional increase beyond that point
- Have the Dial-A-Ride fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed by staff and delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed.

Based on the input received, Staff is proposing the following fare policy changes, which includes some modifications from the original proposal noted below:

**Eliminate transfers and replace with Day Pass.** Currently, upon depositing payment, LAVTA passengers receive a 2-hour window of unlimited boardings at no extra charge. This is primarily intended for transferring from one route to another, but may also be used for short roundtrip or trip-chaining purposes within the allotted time window.

The Day Pass is already available as a fare payment option for passengers using the Clipper Card and is priced at \$3.75 (\$1.75 senior/disabled/Medicare), which is less than the cost of two cash fares. Further, it applies automatically with the second boarding of the day and caps the daily fare at this amount. Staff's proposal would expand the access to the Day Pass, making it available for cash purchase at the farebox upon boarding, by issuing a magnetic-stripe card as fare medium for this purpose.

A number of comments were received requesting that the current \$1 credit available for passengers transferring from BART to Wheels and rapid buses be maintained for those using a Clipper Card. Staff supports this request, which is limited to Clipper Card transactions and not the paper transfers issued at BART Stations.

The amended staff recommendation is that the current free two-hour transfer be discontinued and that the current Clipper Day Pass option priced at \$3.75 (\$1.75 senior/disabled/Medicare) be extended to also be available with a cash purchase onboard at the farebox. In addition, passengers transferring from BART and using a Clipper Card for payment would continue to receive a \$1 credit towards their Wheels or Rapid fare.

**Eliminate 10-ride tickets and replace with a Youth Clipper Card fare at the same rate.** Currently, LAVTA sells its FareBuster-branded tickets in paper sheets of 10 tickets for \$16.00 for Adults and Youth. This fare type is popular with parents of students who ride to school because they can dispense them to their children on a day-to-day basis.

These tickets, however, cannot be accepted by the new fareboxes that the agency is deploying fleet-wide. As an interim solution, FareBuster tickets are collected manually into a pouch by the

bus driver, who then turns it in at the end of the shift. This procedure is not ideal from a loss prevention and fraud perspective and needs to be discontinued.

Given this, staff proposed to discontinue the 10-ride FareBuster paper ticket and replace it with a \$1.60 (value equivalent to each individual FareBuster ticket) youth fare. This discounted fare would be available only on Clipper, and the youth fare discount would not apply to any other fare category, such as cash, the Day Pass cap or the monthly pass. Youth Clipper Cards are available free of charge. During the Fall 2018 semester, LAVTA staff would work closely with area schools to assist students in the transition from FareBusters to Clipper Cards.

LAVTA also currently sells 10-ride tickets for Senior/Disabled/Medicare riders for \$10.00, which provides no discount compared to cash fare. It is proposed to discontinue selling these 10-ride tickets and encourage the transition to Clipper Card. Senior/Disabled Clipper Cards offer the incentive of the discounted Day Pass when two or more rides are taken in a day.

Several public comments were received regarding this proposal. Among the comments were the following points:

- For a person who bikes to work and rides the bus home, a discounted fare medium would no longer be available
- Eliminating the Farebusters and the \$1 BART credit would increase the daily commute rate from \$2.60 to \$3.75
- Support for the new Clipper Card Youth fare
- Concern over being able to use existing supplies of Farebusters
- A question regarding the impact of the proposed Paratransit Fare on the cost of 10 ride paratransit tickets

After considering these comments, staff still proposes that 10-ride tickets no longer be sold beginning December 31, 2018. A rider using Farebusters today rides round trip for \$3.20. With the Day Pass proposal, this daily cost would increase to \$3.75. However, given the fact that LAVTA has not had a fare increase since 2009, this increase does not seem excessive. Staff originally proposed that 10-ride tickets would continue to be accepted through December 2020 to allow riders the opportunity to use previously purchased tickets. Upon further consideration, one year seems to provide sufficient time for the use of outstanding inventory, so staff is now proposing that tickets continue to be accepted through December 31, 2019. Regarding the cost of Paratransit 10 ride tickets, the cost has always been the non-discounted cost of ten rides. That is proposed to continue.

**Raise monthly senior/disabled pass price to 50% of the full-fare monthly pass.** The monthly pass provides for unlimited rides on the buses of LAVTA and three of the other small East Bay-based operators of County Connection, WestCat, and Tri-Delta Transit. It is available as a flash pass by calendar month, as well as on the Clipper card for a rolling 31-day period that starts with the day of the first boarding.

Currently, the price for an unlimited-ride monthly regular Adult/Youth monthly pass is \$60.00, while the price for a Senior/Disabled/Medicare monthly pass is \$18.00 – a 70% discount over

the regular price. This differs from LAVTA's other fare options, where the Senior/Disabled/Medicare discount is 50%.

In order to bring the pricing of the Senior/Disabled/Medicare monthly pass in line with the agency's other fare types (and common industry practice), staff had originally proposed to gradually raise the price of the Senior/Disabled/Medicare monthly pass to 50% of the regular Adult/Youth pass using the annual steps as follows:

- Current - \$18.00
- Proposed January 1, 2019- \$22.00
- Proposed January 1, 2020 - \$26.00
- Proposed January 1, 2021 - \$30.00

This was one of the proposals that the TAAC recommended adjustments to the original staff recommendation, suggesting that the pass increase from \$18 to \$22 in January 2019, as originally proposed, then increase from \$22 to \$25 in January 2021 with no additional increase beyond that point. Given the concern over the financial impact of the original proposal to the affected riders, staff supports the TAAC's recommendation.

**Raise the paratransit fare to be double that of the fixed-route fare.** Due to its nature of on-demand, curb-to-curb service, the LAVTA paratransit service is expensive to provide. Whereas the average subsidy in FY2017 per fixed-route passenger was \$7.66, the corresponding number for paratransit was \$27.40. The current fare the LAVTA paratransit service is \$3.50.

As a recipient of Federal funds, LAVTA cannot impose an unlimited charge on its paratransit riders; the Federal rules allow a charge of up to double the amount of the full fixed-route fare. Based on the agency's current full fare of \$2.00 for fixed route, the paratransit fare cap would be \$4.00.

Given the high cost of providing the paratransit service, and to encourage the use of fixed routes, it is proposed that the paratransit fare be raised to \$4.00. Recognizing that many of the riders in this category are on fixed, limited incomes, it is proposed that this increase be implemented in two steps:

- Current - \$3.50
- Proposed January 1, 2019 - \$3.75
- Proposed January 1, 2020 - \$4.00

The TAAC also asked for adjustments to the original staff recommendation on this proposal. They suggested that the fare increase from \$3.50 to \$3.75 in January 2019, as originally proposed and that LAVTA delay the proposed increase to \$4.00 until January 2021, which leaves two years between the fare increases instead of one year that was proposed. Again, given the concern over the financial impact of the original proposal to the affected riders, staff supports the TAAC's recommendation.

The table below summarizes the results from the modeling in terms of impact to revenue and ridership of the final staff recommended fare policy modifications.

#### Staff Recommendation Annual Ridership and Revenue Impacts

	Change in Annual Ridership	Ridership Percent Change	Change in Annual Revenue	Revenue Percent Change
Eliminate Transfers and Add Day Pass (\$3.75)	-22,100	-1.3%	\$315,800	15.7%
Eliminate FareBuster Tickets and Add Day Pass	-21,300	-1.3%	\$62,700	3.1%
Modify Senior/Disabled Monthly Pass Price (\$22)	-4,500	-0.3%	\$8,400	0.4%
Modify Senior/Disabled Monthly Pass Price (\$25)	-7,900	-0.5%	\$14,000	0.7%
Paratransit Fare (\$4.00)	-1,200	-2.3%	\$27,100	11.7%
Year one impact: Eliminate Transfers, Add Day Pass (\$3.75/\$1.75), Eliminate FareBuster Tickets (except Youth), Modify Senior/Disabled Monthly Pass Price (\$22)	-51,000	-3.1%	\$280,200	14.0%
Full implementation impact: Eliminate Transfers, Add Day Pass (\$3.75/\$1.75), Eliminate FareBuster Tickets (except Youth), Modify Senior/Disabled Monthly Pass Price (\$25)	-54,300	-3.3%	\$292,200	14.6%

Note: In FY16, Wheels annual fixed-route ridership was 1,648,604, and passenger fare revenue was \$2,007,023.

While LAVTA is not required to complete a fare equity analysis of these proposed changes as a part of its Title VI plan, the recommended changes recommended do not appear to disproportionately impact or burden low-income or limited-English proficient populations. It is also important to note that all of the proposed fare policy changes have been reviewed by LAVTA's Tri-Valley Accessible Advisory Committee (TAAC) and both of the TAAC recommended modifications to the original staff proposal have been incorporated into this final staff recommendation.

#### Next Steps

If approved by the Board, staff would begin an extensive public outreach campaign to educate our passengers on the upcoming changes.

#### Recommendation

Approve these proposed changes with an implementation date of January 1, 2019.

#### Attachments:

1. Letter from TAAC Chair Herb Hastings
2. Written Public Comments Received
3. Resolution 28-2018

Approved: \_\_\_\_\_

Attachment 1

Tri-Valley Accessible Advisory Committee

TAAC

September 26, 2018

This letter is to provide our feedback from the Tri-Valley Accessibility Advisory Committee (TAAC) in regards to the proposed fare changes by staff.

The committee met on September 5<sup>th</sup>, 2018 at our regular scheduled TAAC meeting. During the meeting, TAAC members and LAVTA staff had a positive discussion in regards to the proposed fare changes.

During the meeting, TAAC made two modifications to the proposal. The first proposal is to modify the schedule of increases to the Senior/Disabled monthly pass. The modification would be to limit the overall cost increase to \$25 spaced over a two-year period. The second proposal is to increase the amount of time between fare increases on the Dial-A-Ride service.

**Senior/Disabled Monthly Pass Increases:**

January 1<sup>st</sup>, 2019 increase to \$22.00

January 1<sup>st</sup>, 2021 increase to \$25.00

No further increase to the cost of the Senior/Disabled Monthly Pass.

**Dial-A-Ride Fare Increases**

January 1<sup>st</sup>, 2019 increase to \$3.75

January 1<sup>st</sup>, 2021 increase to \$4.00

With the adoption of TAAC's recommendations into Staff's final fare increase proposal, TAAC is in support of the final fare increase proposal.

Sincerely,



Herb Hastings  
Chair, TAAC



## Written Public Comments Received

### **Steven Dunbar (8/26/2018):**

Hello Wheels Staff, I wanted to chime in and say I support the fare changes being proposed fare changes to Day Passes and elimination of paper transfers, having seen first-hand the issues they cause when people see that their transfer is not valid, frustrating both the driver and the rider. I also support it because it will hopefully reduce confusion about fares, leading to increases in service speed. I am all too aware of the tough balance between a service that serves seniors/ADA users, children, and tourists, while still providing the speed and convenience for commuters and just people trying to get from place to place. I would suggest that LAVTA tries to add very clear directions on Day Passes both directly on the farebox and at popular stops, such as BART and the outlets, with easy to understand instructions. (Ex: Heading somewhere and then back on the same line? Taking longer than x hours? Ask the driver for a day pass) I would hope that LAVTA makes it clear at the outreach hearings that electronic transfers are not being discontinued, and to also make it clear what facilities will be available to distribute Clipper cards to seniors or others with little internet access. Clipper is a great system that should be encouraged for all users, but there is an initial barrier in getting a card and then keeping it loaded for those who don't have frequent internet access. If Clipper services are not already offered at the Livermore Transit Station, I would suggest adding them there. I have no opinion on Monthly Passes and Dial-a-Ride fees other than to say that the per-passenger subsidy of Dial-a-Ride is worrying but largely outside of LAVTA's control. Increasing the fare is a band-aid. Thanks for listening, Steven Dunbar

### **Greg Lingenfelder (8/27/2018):**

Hello, I ride the bus every work day on my way home. I commute by bicycle in the morning, and ride bus occasionally in morning. The monthly pass is not worth it for me. Fare Buster ticket sheet is my only option for discount off of normal fare. Please consider bicycle commuters and offer some kind of bulk buying discount that Fare Buster provides.

### **John Collins (9/5/2018):**

I disagree with two of your plans. First, I am no longer working and so I don't know if the \$1 BART discount still applies to those who use BART for a return trip. If it still does, then your plan to eliminate the Fare Buster tickets for all adults and instead offer only a day pass will increase a round trip cost for BART commuters from \$2.60 to \$3.75. Eliminating Fare Buster tickets will be one more reason for BART commuters to cease using Wheels. I suggest that you offer the Fare Buster tickets on-line to add to ones Clipper card. Clipper offers BART ticket discounts for Clipper cards and I am certain that you too can arrange discounts with Clipper. Second, I recommend that you continue the use of transfers automatically for Clipper card users. I believe that it is unfair to those to whom you don't provide single bus service to charge almost a second fare simply because your system fails to provide a single bus route to their destination. You should charge one fare to all passengers to get to their destination. Your concern of fare evasion will not be possible for those who use Clipper and must use more than one bus simply to get anywhere within the LAVTA service area. Therefore, your reason for eliminating transfers will not be valid.

**Lisa Adamos (9/5/2018):**

To whom it may concern, With regard to implementing a reduced Youth fare discount using the Clipper Card from the current \$1.75/ride to \$1.60/ride, I am in full support. It would save parents time from having to go to Safeway to purchase the Farebuster tickets and allow for more convenience to add funds via the Clipper Card website. We would also save \$3/month with the additional discount using Clipper Card. Thank you, Lisa Adamos

**Stephanie Wilson-Goure (9/8/2018):**

I support the fare increase for Wheels. I worked for a transit agency and understand the need to increase fares particularly if there has been no fare increase since 2009. Thank you for this opportunity to comment.

**Dan Rosler (9/11/2018):**

Hi, I'd like to provide this input to your planning process. I use the Wheels bus service to get to and from BART for work and use both the 10-ride books (which I get through WageWorks to save on taxes) and the BART-to-bus transfer discount on my Clipper Card to help with total commute costs. I know from some discussion on Nextdoor.com that there are other professionals like me who do the exact same. So please consider that it's not only students who are using the 10-ride books. And if the concern about offering transfer discounts is because of fraud with the paper tickets, please continue to offer transfers when using Clipper Card -- for which there can be no fraud. Thank you, Dan

**Forrest Brown (9/11/2018):**

I have two concerns with the new, proposed policy changes.

- 1) "It is proposed that the use of paper transfers be eliminated".

How is it proposed to deal with that portion of the revenue customers who are on a strictly cash basis? I see a lot of people every day shoveling dimes or quarters into the fare box. They obviously prefer cash, for whatever reason, to a Clipper Card or a Day Pass Option. A significant number of the general bus rider population appear to be those who do not have a lot of spare cash for alternative options as proposed.

- 2) "It is proposed that Fare Busters and Senior/Disabled tickets be eliminated".

A) See comments above with regards to that portion of the population that have limited access to Clipper Cards and prefer to be on a strictly cash basis.

B) It is unclear what the proposed policy will be with regards to those of use that have purchased blocks of Fare Buster tickets in advance, as it were. Will my existing blocks of 40 tickets become invalid on some arbitrary date? Will I still be able to use up my existing stock of tickets, or will I lose the monetary value that the blocks of tickets represent? Will I be able to get a refund for the current value of the tickets? Perhaps as a credit to a Clipper Card, assuming that I have one, or will the invalidation of my current stock of tickets represent a taking of personal property?

Your assistance in these matters is appreciated. Forrest Brown

**Lynda Kinnard 9/11/2018):**

Since the fleet of new buses cannot accept Fare Buster tickets, it is obvious that the plan to eliminate them was in the works before the test bus was approved and buses ordered. So "asking the public" may really just be an act to ease your collective consciences.

I do not use Wheels daily, but when I do, see some of the people who depend on this service and rely on it every day. Especially the elderly and those with physical challenges. As most of them are dependent on social security and other financial services for their survival, the proposed increases will create hardship for many of them. They have no control over their income, so should not be penalized, even if your costs increase. Eliminate this part of your plan, or adjust it, so it remains affordable for those without other transportation options.

As to fraudulent use of the paper tickets; such as the FareBuster tickets; it was your choice to have fare boxes that do not accept them. You selected the bus design and now you are sugar-coating the need to cover the costs.

And, I do not recall seeing any mention of plans for safe and convenient places for your customers to obtain and upload money onto the Clipper cards that you are encouraging them to use. Are there plans to have a few indoor kiosks for those without internet access, and don't take BART?

Thank you for your time and consideration, Lynda Kinnard

**Shannon Fogerty (9/12/2018):**

Hi there I'm looking at the proposed fare change pamphlet and I am actually curious about one thing that wasn't mentioned in there. If everything else goes up with this passing and I just wanted to find out if the Dial-a-Ride tickets sheet of 10 would still stay at the same price or would that supposedly increase too? Just wanted to make sure that I didn't miss anything important stuff as well. Let me know when you find out the info for my question please and thanks again Shannon Fogarty

**Dan Lee (9/14/2018):**

Once you increase the fare bus 8 will no longer be anything of a value. I can take an Uber pool to and from work for about the same price and Uber pool isn't late EVERY SINGLE DAY. I mean seriously why is this bus late every day by more than 10 minutes. It's not even a long route.

**Mary West (9/16/2018):**

I take BART to Berkeley for my work and I take the 10 to get to my house downtown by using the transfer that is in the BART station that makes the total ride affordable. Thank you to please consider these transfers during your rate adjustments and help those taking public transportation by keeping discounted bus rides for those taking BART instead of driving to the parking garage. Thanks! Mary

**RESOLUTION NO. 28-2018**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AUTHORIZING 2019 FARE POLICY CHANGES**

WHEREAS, LAVTA conducted a Fare Study that included an analysis of agency trends, the current fare structure, an examination of potential fare policy adjustments and associated ridership and revenue impacts, and

WHEREAS, staff developed a set of proposed Fare Policy Changes and has solicited and received public input on the proposed changes as requested by the LAVTA Board of Directors, and

WHEREAS, staff has considered the input received and developed a final fare policy change proposal that includes several revisions to the original proposal.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes implementation of the January 2019 Fare Policy Changes as described in the accompanying staff report, and authorizes staff to implement these changes effective January 2019.

PASSED AND ADOPTED this 1st day of October 2018.

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Scott Haggerty, Chair

ATTEST:

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Michael Tree, Executive Director

APPROVED AS TO FORM:

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Michael Conneran, Legal Counsel

## **MINUTES OF THE OCTOBER 1, 2018 LAVTA BOARD MEETING**

### **1. Call to Order and Pledge of Allegiance**

Meeting was called to order by Board Chair Scott Haggerty at 4:03pm

### **2. Roll Call of Members**

#### **Members Present**

David Haubert – Mayor, City of Dublin

Janine Thalblum – Councilmember, City of Dublin

Jerry Pentin – Councilmember, City of Pleasanton

Karla Brown – Councilmember, City of Pleasanton

Steven Spedowski – Councilmember, City of Livermore

Bob Coomber – Councilmember, City of Livermore

Scott Haggerty – Supervisor, County of Alameda

### **3. Meeting Open to Public**

David Haubert, Mayor from City of Dublin, arrived during Meeting Open to Public

Herb Hastings

Herb Hastings proposed involving a member of the Tri-Valley Accessible Advisory Committee to help establish the set-up for the new Tri-Valley – San Joaquin Valley Regional Rail Authority train system and that would include the station and train to be properly designed for accessibility. Board Chair Scott Haggerty stated that the Tri-Valley – San Joaquin Valley Regional Rail Authority was set-up by state legislation and in no way excludes Mr. Hastings from being involved by going to the meetings.

After the Meeting Open to Public, Agenda Item 10 and 5 was moved up on the agenda for the convenience of the group in managing the balance of the meeting.

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

Board Chair Scott Haggerty informed that LAVTA Board of Directors honored Diane Farner at the September 10, 2018 Board meeting where Resolution 26-2018 was passed, but Ms. Farner was unable to attend. Board Chair Scott Haggerty did a special recognition today of Diane Farner for her Wheels bus operator service from 1987 to 2018.

### **5. Consent Agenda**

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

**A. Minutes of the September 10, 2018 Board of Directors meeting.**

**B. Preliminary Treasurer's Report for August 2018**

The Board of Directors approved the August 2018 (preliminary) Treasurer's Report.

Approved: Pentin/Coomber

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

#### **4. September Tri-Valley Accessible Advisory Committee Minutes Report**

Herb Hastings, Chair of the Tri-Valley Accessible Advisory Committee (TAAC) reported on the minutes of the September 5, 2018 TAAC meeting. Discussed at the TAAC meeting included the change of the committee name with a recommendation and fixed route and Dial-A-Ride issues/suggestions for changes. The most important item discussed was the fare policy proposed changes. The TAAC drafted a letter and then Herb Hastings worked with Jonathan Steketee to draft the letter that was included in the October Board packet recommending a revision to the original proposed fare policy. The TAAC requested the Senior Monthly Pass/Disabled Monthly Pass fares to increase to \$22 in January 2019 and in 2021 to increase this fare to \$25. The DAR proposal is to increase from \$3.50 to \$3.75 in January 2019 and then wait until 2021 for another \$.25 increase to \$4.00. This is how the TAAC recommends the Board consider the fare proposal. Amy Mauldin, Vice Chair of the TAAC added that they thought the price increase was too much for seniors and disabled who are generally low income. After working with Jonathan Steketee they realized the monthly bus pass would have increased 66%. The TAAC also felt having increases each year over three years would be too confusing. It was also requested that after the monthly passes increase to \$25 that there would be no additional increases beyond this point.

#### **6. Final Staff Proposed Fare Policy Changes**

Staff informed that after Board approval in June, LAVTA initiated public outreach and the public input process for the proposed fare policy changes. Staff received 11 public comments including a letter from the TAAC and those were included in the packet for review. Staff is recommending for the following final fare policy changes:

- Eliminate transfers and replace with Day Pass
- Eliminate 10-ride tickets and replace with a Youth Clipper Card fare at the same rate
- Senior/Disabled Monthly Pass increase from \$18 to \$22 in January 2019 and then increase from \$22 to \$ 25 in January 2021 with no additional increase beyond this point
- Dial-A-Ride increase from \$3.50 to \$3.75 in January 2019 and delay the proposed increase to \$4.00 until January 2021

LAVTA's financial impact of the Senior/Disabled Monthly Pass fare change by capping it at \$25 versus \$30 would be zero impact in 2019, but by the time the pass would have gotten to \$30 versus \$25 the impact is \$8,000 a year.

LAVTA's financial impact of the Dial-A-Ride fare change by stretching that out to 2021 instead of 2020 is a onetime annual impact of \$13,550.

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

The Board of Directors approved these proposed changes with an implementation date of January 1, 2019. Resolution 28-2018.

Approved: Haubert/Spedowski

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

## **7. BART Early-Morning Service Plan and Bus Bridge**

Staff informed the Board of Directors that the BART District is planning to begin their train service an hour later than currently on weekday mornings, so they can perform critical repairs to aging infrastructure in the system. BART staff is proposing an early morning bus bridge network and requested LAVTA's assistance between East Dublin/Pleasanton and Bay Fair. Staff expected two daily roundtrips to Bay Fair during the 4am hour after which the buses could be positioned to operate our local routes. BART would be expected to compensate LAVTA for the full cost of operating the service and there will likely be an agreement that is renewable for one year at a time until early morning service can be resumed. Staff received direction from the Projects and Services Committee, so this agenda item is more of an informational item.

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

The Board of Directors approved in concept the request by the BART District for LAVTA to operate an early-morning bus bridge route on weekdays between the East Dublin / Pleasanton and Bay Fair stations, and direct staff to negotiate a draft agreement with BART District that fully compensates LAVTA for the additional services rendered. It is anticipated that the draft agreement would be considered by the LAVTA Board at a future meeting.

Approved: Pentin/Brown

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

## **8. 2018 FTA Triennial Review**

Staff informed that every three years LAVTA and every other transit agency that is the recipient of FTA funding must have a triennial review. FTA Triennial Review is essentially an audit, but not just a financial audit. The Triennial Review covers everything: procurement, contract oversight, maintenance records, etc. Staff informed that out of 20 areas reviewed by the FTA LAVTA had one deficiency in Satisfactory Continuing Control in regard to the agencies spare ratio.

The FTA accepted LAVTA's corrective action plan to fix the deficiency.

The Board of Directors reviewed the 2018 FTA Triennial report.

Approved: Brown/Spedowski

Aye: Pentin, Brown, Coomber, Haggerty, Spedowski, Thalblum, Haubert

No: None

Abstain: None

Absent: None

## **9. Management Action Plan**

Executive Director Michael Tree provided the Board of Directors the Management Action Plan for review. Executive Director Michael Tree announced some important events coming up:

- LAVTA is being named the Transit Agency of the Year for the California Transit Association (CTA). The award will be presented at the CTA Conference in Long Beach on Thursday, October 25, 2018 at 8:45am and Board Members are invited.
- The Historic Train Depot ribbon cutting ceremony is on Thursday, October 11, 2018 at 10am.
- The Dublin Parking Garage groundbreaking is on Tuesday, October 9, 2018 at 3pm.

Executive Director Michael Tree noted that for the first time since 2011 the average ridership during the weekday was over 7,000 in the month of September 2018, but the fare changes today will temper this ridership. It was also noted that LAVTA was approached to add cell towers on our property and we have been in negotiations for this project. Executive Director Michael Tree informed that there will be an agenda item soon one in regards to the SAV Project.

## **11. Next Meeting Date is Scheduled for: November 5, 2018**

## **12. Adjournment**

Meeting adjourned at 4:41 pm.



## **AGENDA**

### **ITEM 9**

## **EXECUTIVE DIRECTOR'S REPORT**

### **Ridership**

Average weekday ridership for January 2023 was approximately 3,700, which is up 37 percent from one year ago. While that is a positive sign, January 2023's ridership totals were likely negatively impacted by the heavy rains, which tends to reduce ridership. Weekday ridership in January 2020 was approximately 6,800, so we were about 45 percent below pre-COVID numbers on weekdays. Our weekend ridership in January 2023 was up 22 percent over last year and was 30 percent below pre-pandemic figures.

### **BART Feeder Bus Funding**

The four small East Bay operators have been made aware that BART may reduce feeder bus funding over the next two fiscal years due to BART's fiscal cliff. The four General Managers have been meeting to discuss these potential cuts and the associated impacts, as well as to schedule a meeting to discuss potential cuts. LAVTA currently receives approximately \$750-800k annually in feeder bus funding from BART. A meeting between BART and the small operator staff is scheduled for February 6 at 2pm.

### **One-Seat Ride Paratransit Pilot Update**

The One Seat Ride Paratransit Pilot program started in November, 2020 and is led by CCCTA. It is a premium service that allows passengers to travel between participating partner transit authority service areas without having to transfer. Participating agencies include CCCTA, LAVTA, West-Cat and Tri-Delta. The agencies are currently in the process of signing the third amendment to the original MOU. Highlights in the third amendment include rate changes, incorporating new travel training component, potential expansion to other services areas, and removal of some of the COVID-19 related language.

### **ACE Rail Emergency Bus Bridges – January 17 and 18**

Due to mudslides in Niles Canyon, on January 17<sup>th</sup> and 18<sup>th</sup>, ACE Rail requested emergency bus support from LAVTA to transport passengers from the Tri-Valley to San Jose and Stockton. The LAVTA Operations team, led by GM Regina Flores, received the requests from ACE Rail staff and quickly mobilized and deployed all available resources as quickly as possible. Staff tracked all deployed resources and will be invoicing ACE Rail for costs incurred to support the emergency request.

### **Upcoming Grant Opportunities**

The State of California's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 notice of funding availability was released and applications are due in mid-February. Staff is closely monitoring current and upcoming funding opportunities stemming from the Bipartisan Infrastructure Law. Specifically, staff is expecting the announcement of funding opportunities from the Federal Transit Administration's discretionary Bus and Bus Facilities Program as well as the Low or No Emission Vehicle Program in the coming months. Needs identified in LAVTA's Zero Emission Bus Transition Plan and Capital Improvement Program will support these funding requests, which are likely to include ZEB support infrastructure and/or construction of the Atlantis facility.

## **EXECUTIVE DIRECTOR'S REPORT**

### **Regional Network Manager Business Case**

MTC is moving ahead with seeking approval on the Business Case and framework for the Regional Network Manager (RNM). MTC staff presented the Business Case to their Executive Committee on January 13, 2023, and to their Commission on January 25, 2023. After receiving support for the RNM framework, staff will be presenting the concept for approval at their February 22, 2023 meeting. Funding for the RNM has not been identified at this point. MTC staff are anticipating a budget of \$2m and will be looking to cost-share with transit operators.

### **SAV Project Update**

Staff is on-track to bring a comprehensive SAV project update to the February Projects and Services Committee and March Board meeting for discussion and input.

### **Upcoming Procurements**

Over the next thirty days, staff expects to initiate several procurements, including:

- LAVTA Transit Center landscaping improvements
- LAVTA Administration and Maintenance building security improvements
- Executive coaching services

Attachments:

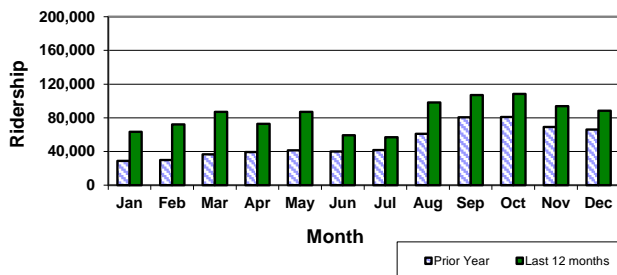
1. Board Statistics December 2022
2. FY23 Upcoming Items

## Monthly Summary Statistics for Wheels December 2022

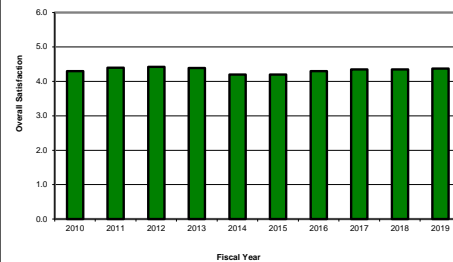
### FIXED ROUTE

	December 2022			% change from one year ago		
Total Ridership FY 2022 To Date	552,672			38.3%		
Total Ridership For Month	88,369			33.5%		
Fully Allocated Cost per Passenger	\$12.72			-15.1%		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Average Daily Ridership	3,983	1,138	896	44.4%	12.6%	39.1%
Passengers Per Hour	11.7	7.6	6.3	17.6%	29.7%	10.9%
	December 2022			% change from last month		
On Time Performance	88.2%			0.0%		

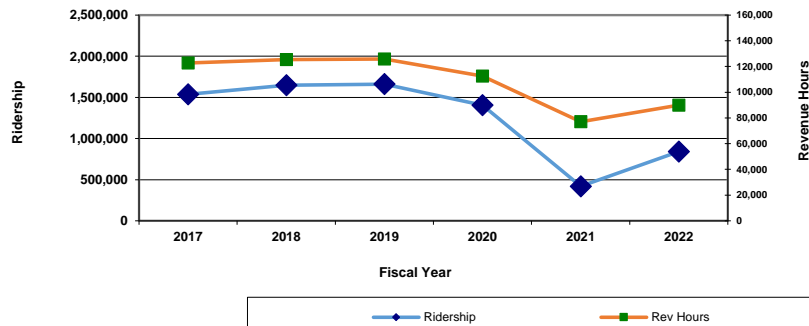
**Monthly Unlinked Boardings  
Last 24 Months**



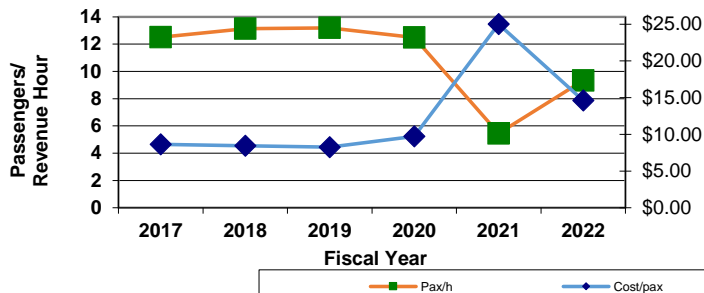
**Historical Customer Service Survey  
Results**



**Annual Unlinked Boardings and Revenue Hours  
FY2017-2022**



**Full Cost Per Passenger and Passenger Per Hour  
FY2017-2022**



## Monthly Summary Statistics for Wheels

December 2022

### PARATRANSIT

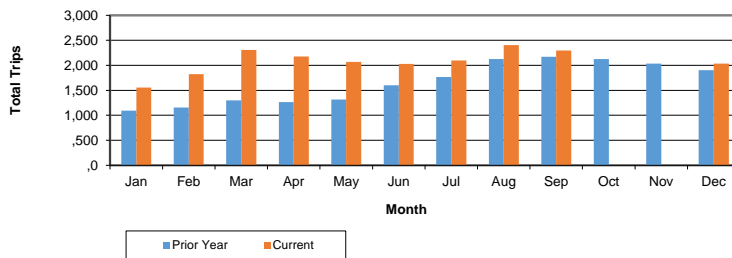
General Statistics	December 2022	% Change from last year	Year to Date
Total Monthly Passengers	2,037	6.9%	13,377
Average Passengers Per Hour	1.79	7.8%	1.94
On Time Performance	88.8%	-9.4%	88%
Cost per Trip	\$63.73	23.2%	\$59.90
Number of Paratransit Assessments	0	n/a	0
Avg. wait time for calls (in minutes)	0:02:06	n/a	0:02:13

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

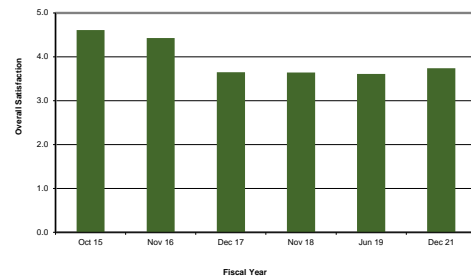
*and doctor's verification until the in-person assessments can be resumed.*

Missed Services Summary	December 2022	Year to Date
1st Sanction - Phone Call	0	0
2nd Sanction - Written Letter	0	0
3rd Sanction - 15 Day Suspension	0	0
4th Sanction - 30 Day Suspension	0	0
5th Sanction - 60 Day Suspension	0	0
6th Sanction - 90 Day Suspension	0	0

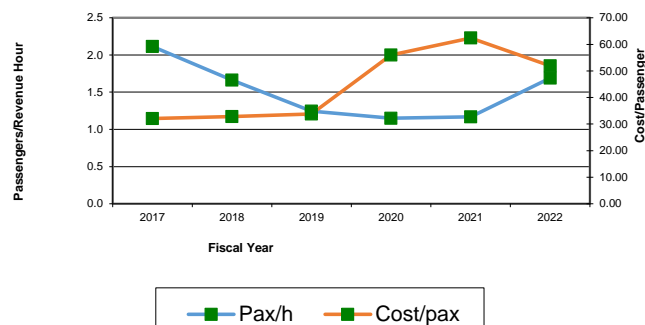
Paratransit Monthly Unlinked Boardings



Historical Customer Service Survey Results



Paratransit Full Cost Per Passenger and Average Passengers Per Hour  
FY2017-2022

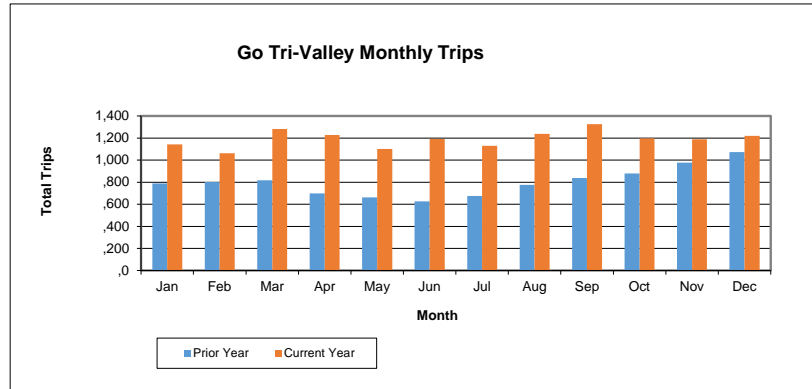


## Monthly Summary Statistics for Wheels

*December 2022*

### GO TRI-VALLEY

General Statistics	December 2022	% Change from last year	Year to Date
Total Monthly Passengers	1,221	13.8%	14,305
Subsidy Cost/Trip	\$ 4.81	n/a	4.79



**Monthly Summary Statistics for Wheels**  
**December 2022**

SAFETY								
ACCIDENT DATA	December 2022				Fiscal Year to Date			
	Fixed Route		Paratransit		Fixed Route		Paratransit	
Total	5		0		12		0	
Preventable	4		0		9		0	
Non-Preventable	1		0		3		0	
Physical Damage								
Major	2		0		5		0	
Minor	3		0		7		0	
Bodily Injury								
Yes	0		0		0		0	
No	5		0		12		0	
MONTHLY CLAIMS ACTIVITY	Totals							
Amount Paid								
This Month	\$1,057.80							
To Date This Fiscal Year	\$4,067.53							
Budget	\$100,000.00							
% Expended	4%							
CUSTOMER SERVICE - ADMINISTRATION								
CATEGORY	Number of Requests							
	December 2022	Year To Date						
Praise	0	3						
Bus Stop	1	11						
Incident	1	4						
Trip Planning	0	2						
Fares/Tickets/Passes	0	6						
Route/Schedule Planning	4	59						
Marketing/Website	1	6						
ADA	0	6						
COVID Inquiries	0	2						
Lost/Found	0	3						
TOTAL	7	102						
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	2	0	0	7	0	0	0	0
Safety	2	0	1	6	0	0	0	0
Driver/Dispatch Discourtesy	1	2	0	8	1	0	0	1
Early	0	1	0	2	0	0	0	0
Late	1	0	0	13	1	0	0	7
No Show	0	0	0	1	0	0	0	1
Incident	0	0	0	2	0	0	0	0
Driver/Dispatch Training	4	0	0	14	0	0	0	2
Maintenance	0	0	0	0	0	0	0	0
Bypass	2	0	1	23	0	0	0	0
TOTAL COMPLAINTS	10	3	2	69	2	0	0	11
Valid Complaints								
Per 10,000 riders	1.13							
Per 1,000 riders					0.98			

## LAVTA COMMITTEE ITEMS - February 2023 - June 2023

### Finance & Administration Committee

#### February

	Action	Info
Minutes	X	
Treasurers Report	X	
FY22-23 LCTOP Allocation	X	
Valley Link/LAVTA Administrative Services MOU	X	
Google Lease Agreement	X	

#### March

	Action	Info
Minutes	X	
Treasurers Report	X	
Funding Resolutions - TDA, STA, RM2, Measure B	X	

#### April

	Action	Info
Minutes	X	
Treasurers Report	X	
Budget	X	

#### May

	Action	Info
Minutes	X	
Treasurers Report	X	

#### June

	Action	Info
Minutes	X	
Treasurers Report	X	
Legal Contract	X	



## LAVTA COMMITTEE ITEMS - February 2023 - June 2023

### Projects & Services Committee

#### February

	Action	Info
Minutes	X	
Valley Link/LAVTA Administrative Services MOU	X	
DAR Customer Satisfaction Survey	X	
SAV Project Update		X

#### March

	Action	Info
Minutes	X	

#### April

	Action	Info
Minutes	X	

#### May

	Action	Info
Minutes	X	
Fall Service Changes (effective August)	X	

#### June

	Action	Info
Minutes	X	
Fixed Route Customer Satisfaction	X	
TAAC Appointments	X	
Marketing Work Plan	X	