

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

BOARD OF DIRECTORS MEETING

DATE: July 7, 2025

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

TIME: 4:00pm

TELECONFERENCE LOCATIONS

Scott Haggerty Heritage House
4501 Pleasanton Avenue
Pleasanton CA. 94566

BOARD MEMBERS

DAVID HAUBERT – VICE CHAIR
CRAIG EICHER
MICHAEL McCORRISTON
KRISTIE WANG

EVAN BRANNING
JEAN JOSEY
JULIE TESTA

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

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

MEETING PROCEDURE

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

We encourage members of the public to access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment. It is recommended that anyone wishing to participate in the meeting remotely complete the download process before the start of the meeting.

Public comments will also be accepted via email until 1:00 p.m. on Monday, July 7, 2025, at frontdesk@lavta.org. Please include “Public Comment BOD – 7/3/2025” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

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

How to listen and view meeting video:

- From a PC, Mac, iPad, iPhone or Android device click the link below:
<https://zoom.us/j/86715841855>
Passcode: BOD1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Passcode: 761222
To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.

How to listen only to the meeting:

- For audio access to the meeting by telephone, use the dial-in information below:
Dial: 1 (669) 900-6833
Webinar ID: 867 1584 1855
Passcode: 761222
*Please note to submit public comment via telephone dial *9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved, and you will be allowed to speak. You will then dial *6 to unmute when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

To submit written comments:

- Provide public written comments prior to the meeting by email, to frontdesk@lavta.org
If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, July 7, 2025 to frontdesk@lavta.org. Please include “Public Comment BOD – 7/7/2025” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. **Call to Order and Pledge of Allegiance**
2. **Roll Call of Members**
3. **Meeting Open to Public**
4. **Consent Agenda**

Recommend approval of all items on Consent Agenda as follows:

- A Minutes of June 2, 2025 – Board of Director’s Meeting**
- B Minutes of June 13, 2025 – Special Board of Director’s Meeting**
- C Treasurer’s Report**

Recommendation: The Finance & Administration Committee recommends that the Board of Directors approve the May 2025 Treasurer’s Report.

- D Resolution in Support of Application for FY 25-26 Funding through the State Transit Assistance State of Good Repair Program**

Recommendation: The Finance and Administration Committee recommends the Board of Directors approve Resolution 23-2025 in support of an allocation request to MTC and Caltrans for the FY25–26 State Transit Assistance State of Good Repair (SGR) Program.

- E Contract Award for LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05**

Recommendation: The Finance & Administration Committee recommends the Board of Directors approve Resolution 24-2025 to: (1) award a contract to Electronic Innovations, Inc., the lowest responsive and responsible bidder for the LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05, for a total contract award of \$197,123.35; (2) authorize the Executive Director to sign the contract and issue an NTP to Electronic Innovations, Inc.; and (3) approve a 15% project contingency of \$29,569 to be used at the discretion of the Executive Director.

- F Clipper START Program Permanent Adoption**

Recommendation: The Projects and Services Committee recommends Board approval of Resolution 22-2025, authorizing LAVTA’s participation in Clipper START and authorizing the Executive Director to enter into agreement with the Metropolitan Transportation Commission for the administration of the program.

G Para-Taxi Program Update

Recommendation: Projects and Services Committee recommends the Board approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 30-days of the trip taken.

H Six-Month Ridership Trend Update

Recommendation: The Project & Services Committee recommends that the Board of Directors receive and file the Six-Month ridership update.

5. Election of LAVTA Chair

Recommendation: Staff recommends the Board nominate and elect a LAVTA Board Chair for FY26 in accordance with the agency's bylaws.

6. Establishing Standing Committees and Memberships

Recommendation: Staff recommends the Board confirm and approve Resolution 26-2025, establishing standing committees, memberships, and officers.

7. LAVTA Annual Salary Band Review

Recommendation: The Finance and Administration Committee recommends the Board of Directors approve Resolution 25-2025, codifying the results from the 2025 review of LAVTA's salary bands as required by the LAVTA Human Resources Policy.

8. Go Tri-Valley Uber Contract Amendment No. 8

Recommendation: Staff recommends the Board approve Resolution 27-2025 authorizing the Executive Director to execute Amendment 8 to the Go Tri-Valley agreement with Uber Technologies, Inc. to extend the contract term through June 2026 with a not-to-exceed contract amount of \$125,000.

9. Executive Director's Report

10. Matters Initiated by the Board of Directors

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

11. Next Meeting Date is Scheduled for: September 8, 2025

12. 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/ Lynn Domagas

7/3/2025

LAVTA, Executive Assistant

Date

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

Executive Director

Livermore Amador Valley Transit Authority

1362 Rutan Court, Suite 100

Livermore, CA 94551

Fax: 925.443.1375

Email: frontdesk@lavta.org

MINUTES OF THE JUNE 2, 2025 LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

The meeting was called to order by Chair Evan Branning at 4:00pm

2. Roll Call of Members

Members Present

Evan Branning – City of Livermore
Craig Eicher – City of Pleasanton
Jean Josey – City of Dublin
Michael McCorriston – City of Dublin
Julie Testa – City of Pleasanton
Kristie Wang – City of Livermore

Members Absent

David Haubert – County

3. Meeting Open to Public

No public comments.

4. May 7, 2025 Tri-Valley Accessible Advisory Committee Minutes

The Board had no questions on the May TAAC minutes.

5. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

- A Treasurer’s Report**
- B Minutes of May 5, 2025 – Board of Director’s Meeting**
- C Minutes of May 9, 2025 – Special Board of Director’s Meeting**
- D Vontas Maintenance Agreement**

The Board of Directors approved Resolution 19-2025, authorizing the Executive Director to enter into a three-year maintenance agreement contract with Vontas, a business unit of

Trapeze Software Group, Inc., beginning July 1, 2025, in an amount not to exceed \$551,204

E TAAC Appointments for Terms Starting in FY2026

The Board ratified the Tri-Valley Accessible Advisory Committee (TAAC) appointments for terms starting on July 1, 2025.

F Updated Public Transportation Agency Safety Plan

The Board of Directors approved Resolution 20-2025 adopting the updated LAVTA Public Transportation Agency Safety Plan

G Amendment to Lease Agreement with T-Mobile West Tower LLC for Cell-Site at LAVTA Administration and Maintenance Facility

The Board of Directors approved the proposed amendment to the Lease Agreement between LAVTA and T-Mobile West Tower LLC for continued use of space at the LAVTA Operations and Maintenance Facility for a telecommunications cell-site.

H Amendment to Funding Agreement with the City of Pleasanton for ADA Transportation Services

Board approved the first amendment to the Memorandum of Understanding (MOU) with the City of Pleasanton for the provision of ADA paratransit services in FY26 and FY27.

No public comments.

The Board of Directors approved the consent agenda items A, B, C, E, F, H.

Motion/Second: Josey/Eicher

Aye: Branning, McCorriston, Testa, Wang

No: None

Abstain: None

Passed

Pulled items from Consent Agenda for discussion.

- Item D - Vontas Maintenance Agreement: Director Josey had a question regarding the year 2 and 3 increase. Executive Director Wegener detailed the additional functionality to warrant the rate increases, including multimodal interface for the new routers and turn-by-turn directions.
 - Motion/Second: McCorriston/Testa
 - Aye: Branning, Eicher, Wang
 - No: Josey
 - Abstain: None
 - Passed

- Item G - T-Mobile Lease: Director Josey recused herself.
 - Motion/Second: Testa/Eicher
 - Aye: Branning, McCorriston, Wang
 - No: None
 - Abstain: None
 - Recuse: Josey
 - Passed

No public comments.

5. Elect Chair / Vice Chair

Recommendation: Staff recommends the Board nominate and elect a LAVTA Board Chair and Vice Chair for FY2026 in accordance with the agency's bylaws.

No public comments.

Motion to appoint Director Eicher as the LAVTA Board Chair for FY2026, and David Haubert as Vice Chair.

Motion/Second Branning/Josey
 Aye: Branning, Josey
 No: Nays were not called for.

Director McCorriston introduced a substitute motion to appoint Vice Chair Testa as the LAVTA Board Chair, and David Haubert as Vice Chair for FY2026.

Motion/Second: McCorriston/Wang

Aye: McCorriston, Testa, Wang
 No: Branning, Josey, Eicher
 Abstain: None
 Motion failed

The Board members conducted further discussion on the expectations of the position of the Chair.

Chair Branning reintroduced the motion to appoint Director Eicher as the LAVTA Board Chair and David Haubert as Vice Chair for FY2026.

Motion/Second: Branning/Josey
 Aye: Branning, Josey, Eicher
 No: Testa
 Abstain: Wang, McCorriston
 Motion failed*

*Per LAVTA's bylaws four affirmative votes are required to pass a motion.

6. Legislative Update

Recommendation: The Finance and Administration Committee recommends the Board receive an informational report on recent legislative activities and approve moving from a watch to a support position on SB-752.

No public comments.

Motion/Second: Josey/McCorriston

Aye: Testa, Branning, Eicher, Wang

No: None

Abstain: None

Motion passed

9. Executive Director's Report

Executive Director Christy Wegener provided an overview on LAVTA's ridership and recent events, such as the Livermore Street Festival and the Dublin Community Safety Fair. Wegener introduced new MV Safety and Training Manager Rebecca Mitchell and highlighted an award received by MV General Manager Regina Flores. Additionally, Wegener noted that LAVTA Director of Finance Tamara Edwards was recognized for her work with the ROP Mentorship Program, and that LAVTA Director of Operations and Planning Mike Tobin recently graduated from Leadership Pleasanton. Wegener also summarized her trip with Chair Branning to Washington DC for the APTA Legislative Conference.

Wegener reported that the agency needs to establish two Ad Hoc committees: the first is a joint Ad Hoc Committee on Paratransit with County Connection, and Chair Branning and Director Josey expressed interest. The second committee would be focused on the Meadowlark Dairy, and Directors Wang and Eicher expressed interest.

Additional items brought up in the Executive Director's report were discussed by the Board of Directors and staff.

No public comments.

10. Matters Initiated by the Board of Directors

None.

11. Next Meeting Date is scheduled for: July 7, 2025

12. Adjournment

Meeting adjourned at 4:46 pm.

MINUTES OF THE JUNE 13, 2025
LAVTA BOARD OF DIRECTORS SPECIAL MEETING

1. Call to Order and Pledge of Allegiance

The meeting was called to order by Chair Evan Branning at 12:00pm

2. Roll Call of Members

Members Present

Evan Branning – City of Livermore
Craig Eicher – City of Pleasanton
Jean Josey – City of Dublin
Michael McCorriston – City of Dublin
Julie Testa – City of Pleasanton
Kristie Wang – City of Livermore

Members Absent

David Haubert – County of Alameda

3. Meeting Open to Public

No public comments.

4. Elect Chair / Vice Chair

Recommendation: Staff recommends the Board nominate and elect a LAVTA Board Chair and Vice Chair for FY2026 in accordance with the agency's bylaws.

No public comments.

Motion to appoint Director Eicher as the LAVTA Board Chair for FY2026, and David Haubert as Vice Chair.

Motion/Second: Branning/Josey

Aye: Branning, Josey, Eicher

No: Testa, Wang, McCorriston

Abstain: none

Motion does not pass 3/3/0

Motion to appoint Vice Chair Testa as the LAVTA Board Chair, and David Haubert as Vice Chair for FY2026.

Motion/Second: McCorriston/Wang

Aye: McCorriston, Testa, Wang

No: Branning, Josey, Eicher

Abstain: None

Motion does not pass 3/3/0

The Board members conducted further discussion on the expectations of the position of the Chair, and the need for all seven Board members or alternates to be present for the vote. The Board also discussed bifurcating the vote to separate the election of the Chair and Vice Chair.

Motion to appoint David Haubert as Vice Chair for FY2026.

Motion/Second: McCorriston/Eicher

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

No: None

Abstain: None

Motion passed: 6/0/0

Director Josey made a motion that the election of the Chair be tabled until all seven Board members or alternates can be present for the vote. Legal Counsel Michael Conneran cautioned that such motion would potentially have an indefinite term, as all seven directors might not attend a meeting for some time. He suggested that if fewer than seven directors were present at the next meeting that a motion could be made to table the item until the following meeting. A motion was made by Director Josey to table the election of the Chair position until the July Board of Directors meeting.

Motion/Second: Josey/Eicher

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

No: None

Abstain: None

Motion passed: 6/0/0

10. Matters Initiated by the Board of Directors

None.

11. Next Meeting Date is scheduled for: July 7, 2025

12. Adjournment

Meeting adjourned at 12:42 pm.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for May 2025

FROM: Tamara Edwards, Director of Finance

DATE: July 7, 2025

Action Requested

Approve the LAVTA Treasurer's Report for May 2025.

Discussion

Cash accounts:

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

General checking account activity (105):

Beginning balance May1, 2025	\$3,558,050.81
Payments made	\$2,353,541.86
Deposits made	\$647,468.65
Ending balance May31, 2025	\$1,851,977.60

Farebox account activity (106):

Beginning balance May1, 2025	\$155,156.63
Deposits made	\$98,824.28
Ending balance May31, 2025	\$253,980.91

LAIF investment account activity (135):

Beginning balance May1, 2025	\$23,109,825.91
Ending balance May31, 2025	\$23,109,825.91

Operating Expenditures and Revenues Summary:

As this is the eleventh month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 92%. The agency is at 80.76% overall.

Operating Revenues Summary:

While expenses are at 80.76%, revenues are at 88.98. Additionally, the agency has a healthy cash flow and reserve balance.

Contracts Executed in May by the Executive Director between \$50,000 and \$100,000.

None

Recommendation

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

Attachments:

1. May 2025 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
May 31, 2025**

ASSETS:

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	1,851,977	
106 CASH - FIXED ROUTE ACCOUNT	253,980	
107 Clipper Cash	1,021,973	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	824,998	
135 INVESTMENTS - LAIF	23,109,826	
13599 INVESTMENTS - LAIF Mark to Market	(43,343)	
14001 Due From Rail	2,930,530	
150 PREPAID EXPENSES	212,269	
160 OPEB ASSET	69,638	
165 DEFERRED OUTFLOW-Pension Related	777,421	
166 DEFERRED OUTFLOW-OPEB	593,386	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	310,502	
111 NET PROPERTY COSTS	57,761,136	
TOTAL ASSETS		89,674,779

LIABILITIES:

205 ACCOUNTS PAYABLE	130,367	
211 PRE-PAID REVENUE	3,094,128	
21101 Clipper to be distributed	927,627	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	38	
22020 FICA MEDICARE	(47)	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(98)	
22030 SDI TAXES PAYABLE	(0)	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(83)	
22090 WORKERS' COMPENSATION PAYABLE	127,940	
22100 PERS-457	0	
22110 Direct Deposit Clearing	0	
22120 Compensated absences	126,117	
23101 Net Pension Liability	1,605,376	
23105 Deferred Inflow- OPEB Related	374,181	
23104 Deferred Inflow- Pension Related	141,094	
23103 INSURANCE CLAIMS PAYABLE	9	
23102 UNEMPLOYMENT RESERVE	7,889	
TOTAL LIABILITIES		6,534,538

FUND BALANCE:

301 FUND RESERVE	57,544,179	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,164,157	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	(6,654,966)	
TOTAL FUND BALANCE		83,140,241
TOTAL LIABILITIES & FUND BALANCE		89,674,778

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
REVENUE REPORT
FOR THE PERIOD ENDING:
May 31, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,560,675	103,637	1,091,744	468,931	70.0%
4020000	Business Park Revenues	226,476	20,100	212,631	13,845	93.9%
4020500	Special Contract Fares	613,318	74,746	293,538	319,780	47.9%
4020500	Special Contract Fares - Paratransit	37,200	2,566	26,197	11,003	70.4%
4010200	Paratransit Passenger Fares	162,675	10,315	99,297	63,379	61.0%
4060100	Concessions	23,916	0	16,776	7,140	70.1%
4060300	Advertising Revenue	190,000	0	190,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	0	344,469	5,531	98.4%
4070300	Non transportation revenue	181,956	19,799	184,764	(2,808)	101.5%
4099100	TDA Article 4.0 - Fixed Route	12,847,398	0	13,682,140	(834,742)	106.5%
4099500	TDA Article 4.0-BART	101,010	6,280	75,059	25,951	74.3%
4099200	TDA Article 4.5 - Paratransit	253,114	0	0	253,114	0.0%
4099600	Bridge Toll- RM2, RM3	1,364,384	295,680	899,303	465,081	65.9%
4099900	Other local funds	106,300	464	33,672	72,628	31.7%
4110100	STA Funds-Paratransit	148,001	0	0	148,001	0.0%
4110500	STA Funds- Fixed Route BART	496,359	0	309,993	186,366	62.5%
4110100	STA Funds-pop	1,983,778	0	2,513,450	(529,672)	126.7%
4110100	STA Funds- rev	694,172	0	281,369	412,803	40.5%
4110100	STA Funds- Lifeline	56,967	0	0	56,967	0.0%
4130000	FTA Section	-	0	0	-	100.0%
4130000	FTA Section 5307 ADA Paratransit	579,428	0	229,495	349,933	39.6%
4640500	Measure BB Paratransit Funds-GAP	1	0	23,196	(23,195)	2319559.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,948,320	0	1,205,824	742,496	61.9%
4640200	Measure BB Paratransit Funds-Paratransit	1,171,902	0	595,369	576,533	50.8%
RAIL		0	0	0		
TOTAL REVENUE		25,097,350	533,586	22,308,284	2,789,066	88.9%

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
OPERATING EXPENDITURES
FOR THE PERIOD ENDING:
May 31, 2025**

	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
501 02 Salaries and Wages	\$2,244,059	\$234,219	\$1,835,953	\$408,106	81.81%
502 00 Personnel Benefits	\$1,656,498	\$83,904	\$1,471,822	\$184,676	88.85%
503 00 Professional Services	\$1,576,482	\$82,595	\$981,863	\$594,619	62.28%
503 05 Non-Vehicle Maintenance	\$1,170,734	\$64,416	\$934,422	\$248,311	79.82%
503 99 Communications	\$6,402	\$108	\$1,879	\$4,523	29.35%
504 01 Fuel and Lubricants	\$1,663,500	\$90,810	\$898,720	\$764,780	54.03%
504 03 Non contracted vehicle maintenance	\$90,001	\$0	\$9,524	\$80,477	10.58%
504 99 Office/Operating Supplies	\$60,022	\$748	\$37,872	\$22,150	63.10%
504 99 Printing	\$134,000	\$4,879	\$46,992	\$87,008	35.07%
505 00 Utilities	\$521,285	\$31,121	\$399,819	\$121,466	76.70%
506 00 Insurance	\$648,917	(\$3,716)	\$720,012	(\$71,095)	110.96%
507 99 Taxes and Fees	\$111,868	\$9,148	\$102,703	\$9,165	91.81%
508 01 Purchased Transportation Fixed Route	\$11,986,359	\$1,025,856	\$11,086,593	\$899,767	92.49%
2-508 02 Purchased Transportation Paratransit	\$2,564,940	\$148,796	\$1,279,510	\$1,285,430	49.88%
508 03 Purchased Transportation WOD	\$200,000	\$21,255	\$184,577	\$15,423	92.29%
509 00 Miscellaneous	\$155,281	\$13,855	\$135,813	\$19,468	87.46%
509 02 Professional Development	\$132,500	\$5,857	\$102,813	\$29,687	77.59%
509 08 Advertising	\$174,000	\$102	\$36,841	\$137,159	21.17%
TOTAL	\$25,096,848	\$1,813,954	\$20,267,728	\$4,841,119	80.76%

**FOR THE PERIOD ENDING:
May 31, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	35,868,995	0	0	35,868,995	0.00%
5550107	Shop Repairs and replacement	15,000	0	0	15,000	0.00%
5550107	Bus Wash	150,000	0	0	150,000	0.00%
5552307	Buses 2025	12,811,559	0	880	12,810,679	0.01%
5550507	Office and Facility Equipment	1,909,335	82,158	849,541	1,059,794	44.49%
5551007	Transit Center Upgrades and Improvements	411,056	0	56,709	354,347	13.80%
5550607	TSP	2,790,000	0	49,832	2,740,168	1.79%
5550907	IT	440,000	0	29,928	410,072	6.80%
5550007	WIFI routers	440,000	279,895	279,895	160,105	63.61%
5551707	Bus Shelters and Stops	3,093,000	0	125,712	2,967,289	4.06%
5552007	Major component rehab	622,500	72,588	168,639	453,861	27.09%
555??07	Transit Capital	100,000	15,211	15,211	84,789	15.21%
TOTAL CAPITAL EXPENDITURES		58,651,445	449,851	1,576,345	57,075,100	2.69%
FUND BALANCE (CAPITAL)		-440000.00	(449,851)	(1,423,473)		
FUND BALANCE (CAPTIAL & OPERATING)		-440,000.00	(1,723,217)	608,613		

REVENUE DETAILS

4090594 TDA (office and facility equip)	368,700	0	0	368,700	0.00%
4090194 TDA Shop repairs and replacement	165,000	0	0	165,000	0.00%
4091094 TDA Transit Center Improvements	123,317	0	0	123,317	0.00%
409??94 TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094 TDA (Major component rehab)	462,500	0	0	462,500	0.00%
4090094 TDA WiFi	440,000	0	0	440,000	0.00%
4091794 TDA bus stops	863,000	0	0	863,000	0.00%
4090694 TDA TSP	95,000	0	0	95,000	0.00%
4090994 TDA Buses 2025	2,430,697	0	0	2,430,697	0.00%
4090294 TDA Atlantis	14,840,483	0	0	14,840,483	0.00%
4090696 BT TSP	2,695,000	0	0	2,695,000	0.00%
4091796 BT Bus Stops	23,000	0	0	23,000	0.00%
40799 Insurance Proceeds	-	0	28,963	(28,963)	#DIV/0!
4110900 State (SGR) Buses 2025	131,715	0	0	131,715	0.00%
4110200 State (LCTOP) Atlantis	7,595,544	0	0	7,595,544	0.00%
4110500 State (LCTOP) Rutan retrofit	944,976	0	0	944,976	0.00%
41309 FTA Buses 2025	10,213,047	0	0	10,213,047	0.00%
41317 FTA bus stops	2,000,000	0	101,485	1,898,515	5.07%
41302 FTA Atlantis	10,651,568	0	0	10,651,568	0.00%
41305 FTA Rutan Retrofit	530,159	0	0	530,159	0.00%
41320 FTA Hybrid battery packs	250,000	0	11,504	238,496	4.60%
41310 FTA Transit Center	287,739	0	10,920	276,819	3.80%
46405 Measure BB Atlantis	3,000,000	0	0	3,000,000	0.00%
TOTAL REVENUE	58,211,445	-	152,872	55,058,573	0.26%

REPORT.: Jun 12 25 Thursday
RUN....: Jun 12 25 Time: 13:57
Run By.: Daniel Zepeda

LAVTA
Month End Cash Disbursements Report
Prior Period Report for 05-25 BANK ACCOUNT 105

Attachment 1
PAGE: 001
ID #: PY-CD
CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
05-25	024552	05/09/25	AVI01 (AMADOR VALLEY INDUSTRIES)		1,265.42	.00	1,265.42	Automatic Generated Check
	024553	05/09/25	GAC01 (GACO SOURCING)		7,627.00	.00	7,627.00	Automatic Generated Check
	024554	05/09/25	KIM02 (KIMLEY-HORN AND ASSOC,INC)		9,245.45	.00	9,245.45	Automatic Generated Check
	024555	05/09/25	MET01 (METROPOLITAN TRANSPORT-)		3,536.90	.00	3,536.90	Automatic Generated Check
	024556	05/09/25	SHI02 (SHI INTERNATIONAL CORP)		7,918.86	.00	7,918.86	Automatic Generated Check
	024557	05/09/25	TEN03 (TENNANT SALES AND SERVICE)		536.87	.00	536.87	Automatic Generated Check
	024558	05/09/25	TRA10 (TRANSIT INFORMATION PRODUCTS		4,738.66	.00	4,738.66	Automatic Generated Check
	024559	05/09/25	TRI06 (TRI-VALLEY HOSE INC)		89.72	.00	89.72	Automatic Generated Check
	024560	05/23/25	AME02 (APTA)		20,000.00	.00	20,000.00	Automatic Generated Check
	024561	05/23/25	ATT02 (AT&T)		408.05	.00	408.05	Automatic Generated Check
	024562	05/23/25	CAL13 (CALIFORNIA TRANSIT)		4,118.92	.00	4,118.92	Automatic Generated Check
	024563	05/23/25	GAC01 (GACO SOURCING)		928.70	.00	928.70	Automatic Generated Check
	024564	05/23/25	GOG01 (GO GO GRANDPARENT)		1,189.77	.00	1,189.77	Automatic Generated Check
	024565	05/23/25	KIM02 (KIMLEY-HORN AND ASSOC,INC)		600.00	.00	600.00	Automatic Generated Check
	024566	05/23/25	OFF01 (ODP BUSINESS SOLUTIONS LLC)		154.23	.00	154.23	Automatic Generated Check
	024567	05/23/25	SHI02 (SHI INTERNATIONAL CORP)		7,291.67	.00	7,291.67	Automatic Generated Check
	024568	05/23/25	TRA12 (TRAPEZE SOFTWARE GROUP INC)		50,038.21	.00	50,038.21	Automatic Generated Check
	024569	05/23/25	TUR02 (RON TURLEY ASSOCIATES,INC)		3,050.00	.00	3,050.00	Automatic Generated Check
	024570	05/23/25	TX253 (GUIZHI LIU)		60.00	.00	60.00	Automatic Generated Check
	024571	05/23/25	TX254 (HOSSEIN SHAHRZAD)		363.56	.00	363.56	Automatic Generated Check
	H15685	05/09/25	ASM01 (AMERICAN SWEEPING & MAINTENA		635.00	.00	635.00	ASM01, 17045, APR-25 PARK
	H15686	05/09/25	CAL15 (CALTRONICS BUSINESS SYS)		281.68	.00	281.68	CAL15, 4348089, 3/16/25-4
	H15687	05/09/25	CCL01 (CARPI & CLAY INC)		4,500.00	.00	4,500.00	CCL01, 25-04LAVTA, APR-25
	H15688	05/09/25	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01, C504151, MAY-25 SE
	H15689	05/09/25	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02, 201901, 4/14/25 PE
	H15690	05/09/25	DLS01 (DAVE'S LOCK SERVICE)		721.11	.00	721.11	DLS01, 13061, MP2432 REPL
	H15691	05/09/25	EDW01 (TAMARA EDWARDS)		67.54	.00	67.54	EDW01, 4/17/25-4/21/25 TR
	H15692	05/09/25	GGA01 (GOGOVAPPS INC.)		3,828.00	.00	3,828.00	GGA01, 25-245, GO REQUEST
	H15693	05/09/25	KUL01 (KADRI KULM)		178.35	.00	178.35	KUL01, 4/5/25-4/9/25 TRAV
	H15694	05/09/25	PRE03 (PREMIER SECURITY SOLNS CO)		4,990.88	.00	4,990.88	PRE03, PSI-11718, MP2337
	H15695	05/09/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		3,655.00	.00	3,655.00	RMT01, 20250471, MP2416 B
	H15696	05/09/25	RSE01 (R & S ERECTION)		434.70	.00	434.70	RSE01, 139364GR, 4/24/25
	H15697	05/09/25	RSE01 (R & S ERECTION)		2,989.52	.00	2,989.52	RSE01, 139372GR, MP2358 B
	H15698	05/09/25	SCF01 (SC FUELS)		24,000.49	.00	24,000.49	SCF01, 697957, 4/10/25 FU
	H15699	05/09/25	AIR02 (AIRESPRING)		3,630.81	.00	3,630.81	AIR02, 196095441, 5/1/25-
	H15700	05/09/25	TAC01 (TAC ENERGY)		23,563.22	.00	23,563.22	TAC01, 3116553, 4/23/25 F
	H15701	05/09/25	TAC01 (TAC ENERGY)		23,498.69	.00	23,498.69	TAC01, 3127235, 5/2/25 FU
	H15702	05/09/25	TAX01 (HERB HASTINGS)		232.20	.00	232.20	TAX01, PARATAXI REIMBURSE
	H15703	05/09/25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)		6,000.00	.00	6,000.00	TPA01, 23362, MAY-25 STAT
	H15704	05/09/25	TX257 (SHIPRA AGRAWAL)		90.00	.00	90.00	TX257, PARATAXI REIMBURSE
	H15705	05/01/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		83.07	.00	83.07	CAL10, CA STATE GARNISHME
	H15706	05/02/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		50,080.38	.00	50,080.38	DIR02, PR DIRECT DEPOSIT
	H15707	05/09/25	EFT01 (ELECTRONIC FUND TRANSFERS)		13,077.58	.00	13,077.58	EFT01, FEDERAL TAX 4/12/2
	H15708	05/02/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,463.07	.00	4,463.07	EMP01, STATE TAX 4/12/25-
	H15709	05/02/25	PER01 (PERS)		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15710	05/02/25	PER01 (PERS)		7,535.87	.00	7,535.87	PER01, PERS NEW CONTRIBUT
	H15711	05/02/25	PER04 (CALPERS RETIREMENT SYSTEM)		4,319.53	.00	4,319.53	PER04, PERS 457 CONTRIBUT
	H15712	05/09/25	STA01 (STATE COMPENSATION FUND)		1,292.33	.00	1,292.33	STA01, APR-25 WORKER'S CO
	H15713	05/09/25	VER01 (VERIZON WIRELESS)		2,231.04	.00	2,231.04	VER01, 6111705311, 3/23-4
	H15714	05/09/25	YEA01 (JENNIFER YEAMANS)		39.20	.00	39.20	YEA01, 2/6/25-4/24/25 TRA
	H15715	05/23/25	ACS01 (ALWAYS CONNECT SOLUTIONS)		279,894.54	.00	279,894.54	ACS01, 032834, PO7919 CRA
	H15716	05/23/25	AFP01 (AQUAMATIC FIRE PROTECTION IN		20,000.00	.00	20,000.00	AFP01, 2504191, PO7919 UN
	H15717	05/23/25	AIM01 (AIM TO PLEASE JANITORIAL SER		6,927.75	.00	6,927.75	AIM01, 118, APR-25 MONTHL
	H15718	05/23/25	AIM01 (AIM TO PLEASE JANITORIAL SER		7,400.00	.00	7,400.00	AIM01, 1135, APR-25 BUS S
	H15719	05/23/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		137,638.26	.00	137,638.26	CEN04, 25172, FEB-25 MONT
	H15720	05/23/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		3,104.31	.00	3,104.31	CEN04, 25173, FEB-25 MONT
	H15721	05/23/25	CNO01 (CIRCA NOW LLC)		3,000.00	.00	3,000.00	CNO01, 2144, PO7879 APR-2
	H15722	05/23/25	CNO01 (CIRCA NOW LLC)		3,600.00	.00	3,600.00	CNO01, 2145, PO7907 TO4-A
	H15723	05/23/25	CNO01 (CIRCA NOW LLC)		2,850.00	.00	2,850.00	CNO01, 2146, PO7907 TO4-A
	H15724	05/23/25	CNO01 (CIRCA NOW LLC)		700.00	.00	700.00	CNO01, 2147, TO7-APR-25 B
	H15725	05/23/25	CNO01 (CIRCA NOW LLC)		3,450.00	.00	3,450.00	CNO01, 2148, TO8-APR-25 T
	H15726	05/23/25	CNO01 (CIRCA NOW LLC)		2,181.25	.00	2,181.25	CNO01, 2149, TO9-APR-25 A
	H15727	05/23/25	CNO01 (CIRCA NOW LLC)		1,275.00	.00	1,275.00	CNO01, 2150, TO9-APR-25 A
	H15728	05/23/25	CNO01 (CIRCA NOW LLC)		4,275.00	.00	4,275.00	CNO01, 2151, TO10-APR-25
	H15729	05/23/25	CRA02 (CRANETECH INC.)		1,205.00	.00	1,205.00	CRA02, 53631, QTRLY CRANE
	H15730	05/23/25	DIR01 (DIRECT TV)		24.00	.00	24.00	DIR01, 96X250511, 5/10/25
	H15731	05/23/25	GAR05 (JENNIFER GARCIA)		19.32	.00	19.32	GAR05, 2/19/25-4/1/25 MIL
	H15732	05/23/25	LYF01 (LYFT, INC)		9,403.39	.00	9,403.39	LYF01, 1187745, APR-25 GO
	H15733	05/23/25	LYF01 (LYFT, INC)		236.43	.00	236.43	LYF01, 1187746, APR-25 GO
	H15734	05/23/25	MAZ01 (MAZE & ASSOCIATES)		11,850.00	.00	11,850.00	MAZ01, 54045, FY25 AUDIT
	H15735	05/23/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2961, APR-25 RUTAN
	H15736	05/23/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2962, APR-25 ATLAN
	H15737	05/23/25	PRE03 (PREMIER SECURITY SOLNS CO)		490.00	.00	490.00	PRE03, PSI-14173, 5/12/25
	H15738	05/23/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01, 20250546, 5/10/25-
	H15739	05/23/25	SDI01 (SDI PRESENCE LLC)		11,455.38	.00	11,455.38	SDI01, 19067, IT MODERNIZ
	H15740	05/23/25	SDI01 (SDI PRESENCE LLC)		6,254.54	.00	6,254.54	SDI01, 19266, IT MODERN-S
	H15741	05/23/25	SHA02 (SHAMROCK OFFICE SOLUTIONS)		48.72	.00	48.72	SHA02, 4356856, FRONT DES
	H15742	05/23/25	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOL01, 25-0505LAVTA, APR-
	H15743	05/23/25	TAC01 (TAC ENERGY)		27,014.14	.00	27,014.14	TAC01, 3134515, 5/12/25 F
	H15744	05/23/25	THC01 (THE HIVE CONSULTING)		6,000.00	.00	6,000.00	THC01, 0016, 2025 TOTAL C
	H15745	05/23/25	TOB01 (MICHAEL TOBIN)		444.43	.00	444.43	TOB01, 5/12/25-5/16/25 TR
	H15746	05/23/25	TPG01 (VILLAGE INSTANT PRINTING)		4,271.62	.00	4,271.62	TPG01, 81243, PO7918 VARI
	H15747	05/23/25	TX242 (BONNIE WOLF)		257.45	.00	257.45	TX242, PARATAXI REIMBURSE
	H15748	05/23/25	UBE01 (UBER)		11,614.77	.00	11,614.77	UBE01, APR-25 GO DUBLIN B
	H15749	05/23/25	WWW01 (W.W. WILLIAMS COMPANY LLC)		2,246.32	.00	2,246.32	WWW01, 023P29986, MP2439
	H15750	05/23/25	WWW01 (W.W. WILLIAMS COMPANY LLC)		69,096.81	.00	69,096.81	WWW01, 023W24432, PO7915
	H15751	05/23/25	WWW01 (W.W. WILLIAMS COMPANY LLC)		1,245.00	.00	1,245.00	WWW01, 023W24560, MP2424
	H15752	05/23/25	YEA01 (JENNIFER YEAMANS)		150.00	.00	150.00	YEA01, 5/8/25 TRAVEL REIM
	H15754	05/23/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		4,476.64	.00	4,476.64	CEN04, 25181, MAR-25 MONT
	H15755	05/23/25	HAN01 (HANSON BRIDGETT MARCUS)		8,388.50	.00	8,388.50	HAN01, 1525093, APR-25 CO
	H15756	05/23/25	HAN01 (HANSON BRIDGETT MARCUS)		3,865.50	.00	3,865.50	HAN01, 1525094, APR-25 AD
	H15757	05/23/25	TPG01 (VILLAGE INSTANT PRINTING)		1,488.21	.00	1,488.21	TPG01, 81328, MP2435 ROUT
	H15758	05/23/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		985.00	.00	985.00	RMT01, 20250599, 5/10/25-
	H15759	05/23/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		4,925.00	.00	4,925.00	RMT01, 20250598, 12/10/24
	H15760	05/15/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		83.07	.00	83.07	CAL10, CA STATE GARNISHME
	H15761	05/23/25	GAN01 (GANNETT FLEMING COMPANIES)		67,660.00	.00	67,660.00	GAN01, 47865, PO7869 TASK

REPORT.: Jun 12 25 Thursday
 RUN...: Jun 12 25 Time: 13:57
 Run By.: Daniel Zepeda

LAVTA
 Month End Cash Disbursements Report
 Prior Period Report for 05-25 BANK ACCOUNT 105

PAGE: 002
 ID #: PY-CD
 Attachment 1
 CTL.: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
05-25	H15762	05/23/25	GAN01 (GANNETT FLEMING COMPANIES)		3,475.00	.00	3,475.00	GAN01, 49195, PO7902 REDE
	H15763	05/16/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		52,726.04	.00	52,726.04	DIR02, PR DIRECT DEPOSIT
	H15764	05/15/25	EFT01 (ELECTRONIC FUND TRANFERS)		14,192.56	.00	14,192.56	EFT01, FEDERAL TAX 4/26/2
	H15765	05/15/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,819.48	.00	4,819.48	EMP01, STATE TAX 4/26/25-
	H15766	05/23/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 134019, MAY-25 1ST
	H15767	05/31/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 134020, MAY-25 2ND
	H15768	05/11/25	MVT01 (MV TRANSPORTATION, INC.)		121,225.40	.00	121,225.40	MVT01, MAR-25 FIXED ROUTE
	H15769	05/15/25	PER01 (PERS)		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15770	05/15/25	PER01 (PERS)		7,535.87	.00	7,535.87	PER01, PERS NEW CONTRIBUT
	H15771	05/15/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,677.08	.00	3,677.08	PER04, PERS 457 CONTRIBUT
	H15772	05/23/25	QUE01 (QUENCH USA, INC.)		15.42	.00	15.42	QUE01, 08389756, MP2155 T
	H15773	05/23/25	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	QUE01, 08522785, MP2155 T
	H15774	05/23/25	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	QUE01, 08655682, MP2155 T
	H15775	05/30/25	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	QUE01, 08782844, MP2155 T
	H15776	05/30/25	QUE01 (QUENCH USA, INC.)		22.50	.00	22.50	QUE01, 08915668, MP2155 T
	H15777	05/23/25	WEG01 (CHRISTY WEGENER)		322.00	.00	322.00	WEG01, 5/18/25-5/21/25 TR
	H15778	05/23/25	WEG01 (CHRISTY WEGENER)		40.00	.00	40.00	WEG01, 4/17/25-5/18/25 TR
	H15779	05/30/25	BAN03 (BANKCARD CENTER)		8,584.67	.00	8,584.67	BAN03, APR-25 BMO CC STAT
	H15780	05/30/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,466.58	.00	1,466.58	AME06, APR-25 FLEXIBLE SP
	H15781	05/30/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,423.84	.00	1,423.84	AME06, APR-25 SUPPLEMENTA
	H15782	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		126.18	.00	126.18	CAL04, 0198655555, BUS WA
	H15783	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		70.26	.00	70.26	CAL04, 2575555555, TC FIR
	H15784	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		63.36	.00	63.36	CAL04, 3616555555, TC WAT
	H15785	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		398.73	.00	398.73	CAL04, 4616555555, TC IRR
	H15786	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 4755555555, MOA FI
	H15787	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 5755555555, CONTRA
	H15788	05/30/25	CAL04 (CALIFORNIA WATER SERVICE)		2,590.79	.00	2,590.79	CAL04, 9098655555, MOA WA
	H15789	05/30/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS
	H15790	05/30/25	CIT06 (CITY OF LIVERMORE SEWER)		491.78	.00	491.78	CIT06, 133294-00, MOA WAT
	H15791	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		32.42	.00	32.42	CIT07, 139361-00, ATLANTI
	H15792	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		137.10	.00	137.10	CIT07, 139388-00, BUS WAS
	H15793	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		43.26	.00	43.26	CIT07, 139399-00, ATLANTI
	H15794	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		246.57	.00	246.57	CIT07, 138430-01, ATLANTI
	H15795	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		46.94	.00	46.94	CIT07, 138431-00, ATLANTI
	H15796	05/30/25	CIT07 (CITY OF LIVERMORE - WATER)		12.38	.00	12.38	CIT07, 138432-00, ATLANTI
	H15797	05/30/25	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01, C505151, JUNE-25 S
	H15798	05/30/25	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,635.40	.00	2,635.40	DEL05, JUNE-25 DELTA DENT
	H15799	05/30/25	LIV10 (LIVERMORE SANITATION INC)		2,828.42	.00	2,828.42	LIV10, 2795978, 4/1/25-4/
	H15800	05/01/25	MER01 (MERCHANT SERVICES)		41.74	.00	41.74	MER01, APR-25 MOA CC STAT
	H15801	05/01/25	MER01 (MERCHANT SERVICES)		120.54	.00	120.54	MER01, APR-25 TRANSIT CEN
	H15802	05/30/25	MUT01 (MUTUAL OF OMAHA)		1,404.76	.00	1,404.76	MUT01, JUNE-25 MUTUAL LTD
	H15803	05/30/25	MUT01 (MUTUAL OF OMAHA)		1,488.83	.00	1,488.83	MUT01, MAY-25 MUTUAL LTD
	H15804	05/30/25	PER03 (CAL PUB EMP RETIRE SYSTM)		45,444.74	.00	45,444.74	PER03, JUNE-25 PERS HEALT
	H15805	05/30/25	VSP01 (VSP)		594.92	.00	594.92	VSP01, JUNE-25 VSP VISION
	H15806	05/30/25	VSP01 (VSP)		642.76	.00	642.76	VSP01, MAY-25 VSP VISION
	H15807	05/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		13,247.87	.00	13,247.87	PAC02, 5809326332-3, MOA
	H15808	05/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,464.52	.00	1,464.52	PAC02, 6062256368-6, ATLA
	H15809	05/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		2,156.95	.00	2,156.95	PAC02, 7264840356-5, BUS
	H15810	05/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		129.44	.00	129.44	PAC02, 7649646868-7, DOOL
	H15811	05/30/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,449.94	.00	1,449.94	AME06, MAY-25 SUPPLEMENTA
	H15812	05/29/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		120.46	.00	120.46	CAL10, CA STATE GARNISHME
	H15813	05/30/25	CIT06 (CITY OF LIVERMORE SEWER)		58.82	.00	58.82	CIT06, 133389-00, TRANSIT
	H15814	05/30/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		52,235.21	.00	52,235.21	DIR02, PR DIRECT DEPOSIT
	H15815	05/30/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		897.06	.00	897.06	DIR02, PR DIRECT DEPOSIT
	H15816	05/29/25	EFT01 (ELECTRONIC FUND TRANFERS)		13,617.75	.00	13,617.75	EFT01, FEDERAL TAX 5/10/2
	H15817	05/29/25	EFT01 (ELECTRONIC FUND TRANFERS)		269.54	.00	269.54	EFT01, FEDERAL TAX BOD 5/
	H15818	05/29/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,669.85	.00	4,669.85	EMP01, STATE TAX 5/10/25-
	H15819	05/29/25	EMP01 (EMPLOYMENT DEVEL DEPT)		38.00	.00	38.00	EMP01, STATE TAX BOD 5/1/
	H15820	05/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,700.92	.00	1,700.92	PAC02, 9007202117-4, MOA
	H15821	05/29/25	PER01 (PERS)		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15822	05/29/25	PER01 (PERS)		7,628.49	.00	7,628.49	PER01, PERS NEW CONTRIBUT
	H15823	05/29/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,669.41	.00	3,669.41	PER04, PERS 457 CONTRIBUT
Total for Bank Account 105 ----->					2,353,131.69	.00	2,353,131.69	
Grand Total of all Bank Accounts ----->					2,353,131.69	.00	2,353,131.69	

STAFF REPORT

SUBJECT: Resolution in Support of Application for FY 25-26 Funding through the State Transit Assistance State of Good Repair Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 7, 2025

Action Requested

The Finance & Administration Committee requests the Board of Directors approve Resolution 23-2025 in support of an allocation request for the FY25–26 State Transit Assistance State of Good Repair (SGR) Program.

Background

Senate Bill 1 (SB1), also known as the Road Repair and Accountability Act of 2017, augmented the existing State Transit Assistance program with a new State of Good Repair (SGR) program funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. Funds are administered by the Department of Transportation (Caltrans) and distributed by formula on a population basis in the region to the Metropolitan Transportation Commission (MTC), and on a revenue basis to eligible transit operators for transit maintenance, rehabilitation, and capital projects. The State Controller's Office (SCO) has estimated that \$73,674 in revenue-based SGR funds will be available for allocation to LAVTA in FY 2025-26.

Caltrans' SGR Program guidelines require regional agencies including MTC to approve transit operators' revenue-based SGR projects and submit a single region-wide list of projects to Caltrans by September 1 of each year. In order for MTC to approve the Regional SGR Program Project List by September 1, transit operators in the Bay Area must submit a governing board–approved project list for all anticipated SGR Program expenditures to MTC no later than July 1. MTC staff has stated they will accept LAVTA's resolution approving the project list following the July 7 Board meeting.

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

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

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

Discussion

Staff proposes to use the FY 25–26 SGR allocation to augment last year’s allocation in support of needed rehabilitation and enhancement of LAVTA’s Rutan facility. This project will address significant existing and emerging maintenance needs as the agency’s 34-year-old main facility continues to age past its original useful life. The total amount available to support facility needs this year and next would be as follows:

SGR Allocation Year	Amount
FY24–25	\$69,100
FY25–26	\$73,674
Total	\$142,774

Attachment 1 is a Board resolution as required by Caltrans and MTC which would authorize the Executive Director or his/her designee to request allocations for specific projects and execute the necessary grant applications, forms, and agreements with Caltrans.

In response to a question from a Finance & Administration Committee member, Attachment 2 shows the agency’s most recent annual expenditure report to Caltrans of prior years’ unspent SGR allocations, with the following outstanding balances and explanations:

Year	Project	Balance	Explanation
FY20–21	Bus stop maintenance	\$31,985	Repairs are made as needed
FY21–22	Transit Center rehabilitation	\$1,055	Local match for federal grant in progress
FY22–23 FY23–24	Bus replacement (2 years)	\$131,695	Local match for federal grant, bus purchase is planned for this fall
Total		\$164,735	

LAVTA tracks interest earned on unexpended allocations, and earned interest is applied to eligible project expenditures and reported to Caltrans annually and at project closeout.

Fiscal Impact

FY 25–26 SGR allocation payments will be received quarterly throughout the coming fiscal year and will be included in the FY 26–27 agency budget. It is anticipated that SCO will announce final revised estimates for FY25–26 in August and the first of four quarterly payments is expected in November. SGR allocations for capital needs will offset expenditures budgeted from more flexible local Transportation Development Act (TDA) funds, enhancing the agency’s near-term operating capacity.

Recommendation

The Finance and Administration Committee recommends the Board of Directors approve Resolution 23-2025 in support of an allocation request to MTC and Caltrans for the FY25–26 State Transit Assistance State of Good Repair (SGR) Program.

Attachments:

1. Resolution 23-2025
2. SGR FY23/24 Annual Expenditure Report (as of January 2025)

RESOLUTION NO. 23-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY APPROVING THE PROJECT
LIST FOR THE FISCAL YEAR 2025–2026 STATE TRANSIT ASSISTANCE
STATE OF GOOD REPAIR PROGRAM**

WHEREAS Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS the Metropolitan Transportation Commission (MTC) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS MTC is distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS MTC concurs with and approves the below named project for the State of Good Repair Program funds;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby approves the SB1 State of Good Repair Project List for FY 2025–2026; and

BE IT FURTHER RESOLVED by the Board of Directors that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all SGR-funded transit capital projects; and

BE IT FURTHER RESOLVED that the Executive Director or his/her designee is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms, and agreements for the following project:

Project Name: Rutan Facility Rehabilitation and Enhancement

Project Description: Repairs, modifications, upgrades, and modernization of LAVTA's Rutan operations & maintenance facility.

SGR Allocation Amount: \$73,674

PASSED AND ADOPTED this 7th day of July 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

Expenditure Report

Attachment 2

SGR-C16-FY23/24-6193-001

FY 23/24

Program State of Good Repair	Agency Livermore-Amador Valley Transit Authority	Date Created 01/31/2025	Date Submitted	Date Approved
Address 1362 Rutan Court, Suite 100	City Livermore	State CA	Zip Code 94551	
Contact Jennifer Yeamans	Contact Title Senior Grants & Management Specialist			
Contact Phone (925) 455-7561	Contact Email jyeamans@lavta.org			

SGR Funding

FY	Amounts Issued by SCO		Actual Allocation		Expenditures as of Sept 30		Balance		Interest Accrued
	99313	99314	99313	99314	99313	99314	99313	99314	
17/18	\$0.00	\$55,723.80	\$0.00	\$55,723.80	\$0.00	\$55,723.80	\$0.00	\$0.00	\$1,959.60
18/19	\$0.00	\$51,043.37	\$0.00	\$51,043.37	\$0.00	\$51,043.37	\$0.00	\$0.00	\$743.31
19/20	\$0.00	\$54,698.95	\$0.00	\$54,698.95	\$0.00	\$54,698.95	\$0.00	\$0.00	\$680.83
20/21	\$0.00	\$60,932.01	\$0.00	\$60,932.01	\$0.00	\$28,946.86	\$0.00	\$31,985.15	\$2,859.96
21/22	\$0.00	\$62,404.57	\$0.00	\$62,404.57	\$0.00	\$61,349.22	\$0.00	\$1,055.35	\$1,271.10
22/23	\$0.00	\$64,671.01	\$0.00	\$64,628.00	\$0.00	\$0.00	\$0.00	\$64,628.00	\$4,426.71
23/24	\$0.00	\$69,599.00	\$0.00	\$67,067.00	\$0.00	\$0.00	\$0.00	\$67,067.00	\$1,074.83
Total	\$0.00	\$419,072.71	\$0.00	\$416,497.70	\$0.00	\$251,762.20	\$0.00	\$164,735.50	\$13,016.34

Project Status and Expenditures

Project Title				Bus Shelter and Stop Maintenance				Project ID		SGR ID		2018-6193-002	
Project Category		Rehabilitation		Asset Type	Passenger Facilities			Original Condition of Asset			Fair		
Estimated Useful Life		12	Specialized Services Project			No							
Project Description													
Maintain and rehabilitate bus stops and shelters throughout the service area, including rehabilitation of passenger facilities at or past their useful life.													
Project Location													
County	Alameda County					City	Dublin, Livermore, Pleasanton						
Legislative Districts													
State Senate	7			State Assembly	16			US Congress	15				
Project Status	On Track		Original Total Project Cost		\$159,154.00		Condition of Asset at Completion						
Actual Project Start		07/01/2018		Estimated Project Completion			12/31/2025		Percentage Complete as of Sept 30		86		
SGR Funding													
FY	Original Est Allocation		Actual Allocation		Expenditures as of Sept 30		Balance						
	99313	99314	99313	99314	99313	99314	99313	99314					
17/18	\$0.00	\$55,640.00	\$0.00	\$55,723.80	\$0.00	\$55,723.80	\$0.00	\$0.00					
18/19	\$0.00	\$51,209.00	\$0.00	\$51,043.37	\$0.00	\$51,043.37	\$0.00	\$0.00					
19/20	\$0.00	\$52,305.00	\$0.00	\$54,698.95	\$0.00	\$54,698.95	\$0.00	\$0.00					
20/21	\$0.00	\$60,996.25	\$0.00	\$60,932.01	\$0.00	\$28,946.86	\$0.00	\$31,985.15					
21/22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
22/23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
23/24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00					
Total	\$0.00	\$220,150.25	\$0.00	\$222,398.13	\$0.00	\$190,412.98	\$0.00	\$31,985.15					
Interest		\$3,398.60											

Project Status and Expenditures (Continued)

Project Title		Livermore Transit Center Rehabilitation and Improvement				Project ID		SGR ID		2022-6193-005	
Project Category		Modernization		Asset Type	Passenger Facilities		Original Condition of Asset			Fair	
Estimated Useful Life		20	Specialized Services Project		No						
Project Description											
The Livermore Transit Center Rehabilitation and Improvement Project will address a significant backlog of deferred maintenance and safety enhancement needs at LAVTA’s most-used passenger facility on its property, including replacement and rehabilitation of assets past or at the end of their useful life, including pavement, area security lighting, passenger amenities, and information and wayfinding signage.											
Project Location											
County	Alameda County				City	Livermore					
Legislative Districts											
State Senate	7			State Assembly	16			US Congress	15		

Project Status	On Track		Original Total Project Cost	\$62,746.00		Condition of Asset at Completion		
Actual Project Start	07/01/2022		Estimated Project Completion	03/31/2025		Percentage Complete as of Sept 30	98	

SGR Funding

FY	Original Est Allocation		Actual Allocation		Expenditures as of Sept 30		Balance	
	99313	99314	99313	99314	99313	99314	99313	99314
17/18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
18/19	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
19/20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
20/21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
21/22	\$0.00	\$62,746.00	\$0.00	\$62,404.57	\$0.00	\$61,349.22	\$0.00	\$1,055.35
22/23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
23/24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$0.00	\$62,746.00	\$0.00	\$62,404.57	\$0.00	\$61,349.22	\$0.00	\$1,055.35
Interest								

Expenditure Report SGR-C16-FY23/24-6193-001

Attachment 2

Project Status and Expenditures (Continued)

Project Title				Replacement Bus Purchase				Project ID ,		SGR ID		2023-6193-006	
Project Category		Replacement		Asset Type	Rolling Stock/Fleet			Original Condition of Asset			Poor		
Estimated Useful Life		12	Specialized Services Project			No							
Project Description													
Replace 12 diesel-electric hybrid buses													
Project Location													
County	Alameda County					City	Dublin, Livermore, Pleasanton						
Legislative Districts													
State Senate		7		State Assembly		16			US Congress		10, 14		
Project Status		Behind		Original Total Project Cost		\$14,531,325.00		Condition of Asset at Completion					
Actual Project Start		07/01/2024		Estimated Project Completion			12/31/2025		Percentage Complete as of Sept 30			1	
Explanation for Delay		Not all FY22/23 funds have been allocated by 9/30/2023. Additional SGR FY 23/24 funds have been added to project but not yet allocated, bus purchase delayed by one year											

SGR Funding

FY	Original Est Allocation		Actual Allocation		Expenditures as of Sept 30		Balance	
	99313	99314	99313	99314	99313	99314	99313	99314
17/18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
18/19	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
19/20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
20/21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
21/22	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
22/23	\$0.00	\$62,628.00	\$0.00	\$64,628.00	\$0.00	\$0.00	\$0.00	\$64,628.00
23/24	\$0.00	\$67,087.00	\$0.00	\$67,087.00	\$0.00	\$0.00	\$0.00	\$67,087.00
Total	\$0.00	\$129,715.00	\$0.00	\$131,715.00	\$0.00	\$0.00	\$0.00	\$131,715.00
Interest	\$0.00							

STAFF REPORT

SUBJECT: Contract Award for LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 7, 2025

Action Requested

The Finance & Administration Committee recommends the Board of Directors approve Resolution 24-2025, authorizing the award of an Agreement between LAVTA and Electronic Innovations, Inc., to perform the installation of equipment and related work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project, and that the Board authorize the LAVTA Executive Director to finalize all details and execute said Agreement between LAVTA and Electronic Innovations, Inc.

Background

LAVTA buses and service vehicles entering and exiting the Rutan Operations & Maintenance Facility use a driveway off Rutan Drive that currently features an automated rolling gate providing security to the main bus yard. This gate is original to the facility's 1991 construction and long past its original useful life. Around one year ago, owing principally to its age and continuous heavy use rather than a lack of ongoing maintenance effort, it began to fail with increasing and disruptive frequency. Repeated failures of this gate create several operational and safety challenges, including delays for buses entering and exiting the facility when the gate fails to open, safety risks associated with manually operating the gate when the motor is non-functional, and security concerns when the gate fails to close.

Due to the recurring problems even with frequent repairs taking place, in September 2024, LAVTA engaged its on-call engineering contractor Kimley-Horn to evaluate the existing gate's condition and make recommendations for replacement and/or upgrades, including considerations for security and access control. Alternatives considered included the type of gate (roller, 1-door swing, 2-door swing, etc.), the type of automation equipment (existing OpenPath system or an alternative), and interfaces with buses and other vehicles.

Based on this analysis Kimley-Horn and LAVTA project staff finalized the recommended options for the replacement and upgrade of the gate system, and in March 2025 completed plans and specifications for a project to replace the existing roller gate with a two-way swing gate, including civil work to widen the entryway into the yard, signing and striping improvements, and other related work. Rather than operating on a failure-prone roller track

set into concrete under heavy bus traffic like the existing gate, the new gate will swing in the direction of travel for buses entering and existing and lock via magnetic locks. The new gate will also include features to discourage unauthorized pedestrian access. A new gate control system will integrate with existing RFID (radio frequency identification device) equipment installed on LAVTA's buses and other vehicles.

The project is included in LAVTA's FY25-26 Capital Budget, funded by local Transportation Development Act funds.

Discussion

LAVTA's Procurement Policy mandates the Authority follow a competitive procurement process for award of significant construction contracts and award such contracts to the lowest responsive and responsible bidder. On April 22, LAVTA released an Invitation for Bids (IFB) for the LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05, for qualified contractors to bid on the project plans and specifications developed by Kimley-Horn. The project was posted on LAVTA's Bonfire online procurement portal, emailed directly to Bay Area and Northern California plan rooms as well as a list of vendors including Disadvantaged Business Enterprise (DBE) firms understood to engage in work related to LAVTA's project, and publicly advertised in the *Valley Times*. An optional pre-bid conference and job walk was held at the Authority's Rutan facility on May 19 at 10:00 a.m., which was attended by three firms. Written questions or requests for clarification were due May 22 at 4:00 p.m., and one addendum was issued on May 28, with clarifying modifications to the contract documents and answers to questions received. Sealed bids in response to the IFB were due via Bonfire on June 6 at 2:00 p.m.

Following 45 days of advertisement, one bid was received prior to the deadline established in the IFB. The responding firm was:

Company Name	Location	Grand Total Amount
Electronic Innovations, Inc.	Richmond, CA	\$197,123.35

The single bid submitted by Electronic Innovations, Inc., was found to be responsive and responsible by LAVTA's Legal Counsel and staff. The firm represented proper qualifications to do the work and their references for similar specialized work recently completed for operators of similar commercial/industrial facilities were highly satisfied.

The single bidder is a certified Disadvantaged Business Enterprise (DBE) and certifies that 57% of the bid amount will go to their firm. Furthermore, 43% of the work is slated to be subcontracted to a firm located in Fremont.

Single Bid Analysis and Bid Review

When a single bid is received in response to a formal public IFB, LAVTA's procurement procedures require staff to perform a cost or price analysis to verify that the price of a single bid received is fair and reasonable, and to research and document why only one bid was received. Staff conducted a line-by-line price analysis of the bid and found the line items supporting the grand total bid price to be fair and reasonable in reference to the engineer's

estimate of \$335,000 including contingency. In addition, staff reached out to vendors who expressed interest in the project by registering on Bonfire or attending the pre-bid job walk, to learn why they did not ultimately submit bids. Most did not respond to staff's inquiry, but those who did respond did not identify any issue with the contract terms or project specifications being too restrictive, but instead gave different reasons for not participating in the opportunity.

Fiscal Impact

The project budget is \$226,692 and consists of the contract award of \$197,123.35 plus a 15% project contingency of \$29,569. Funding for this project is included in LAVTA's FY25-26 capital budget.

Next Steps

Upon execution of the Agreement with Electronic Innovations, Inc., LAVTA will issue the Notice to Proceed (NTP). The project is due to be completed within 70 calendar days from LAVTA's issuance of the NTP. The project's specifications require the contractor to coordinate work around the active operations taking place at the facility, and during the main portion of the work, vehicles will use an alternate gate to enter and exit the bus yard via Rickenbacker Place.

Recommendation

The Finance & Administration Committee recommends the Board of Directors approve Resolution 24-2025 to: (1) award a contract to Electronic Innovations, Inc., the lowest responsive and responsible bidder for the LAVTA Bus Facility Yard Gate System Upgrade Project #2025-05, for a total contract award of \$197,123.35; (2) authorize the Executive Director to sign the contract and issue an NTP to Electronic Innovations, Inc.; and (3) approve a 15% project contingency of \$29,569 to be used at the discretion of the Executive Director.

Attachments:

1. Resolution 24-2025

RESOLUTION NO. 24-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AWARDING THE CONTRACT FOR THE LAVTA BUS FACILITY YARD GATE
SYSTEM UPGRADE PROJECT TO ELECTRONIC INNOVATIONS INC.**

WHEREAS the Livermore Amador Valley Transit Authority (LAVTA) requires the services of a third-party contractor to perform the installation of equipment and related construction work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project as described in LAVTA Invitation for Bids (IFB) #2025-05; and

WHEREAS staff released IFB #2025-05 to solicit bids for the project; and

WHEREAS one bid was received, which was deemed responsive to the requirements set forth in the IFB, and Electronic Innovations, Inc., was determined to be the lowest responsive and responsible bidder based on their submitted bid in the amount of \$197,123.35; and

WHEREAS staff undertook additional price analysis of the single bid received and determined that the price was fair and reasonable, and conducted outreach to other potential bidders to identify any potential issues with the IFB terms or specifications and identified none; and

WHEREAS staff recommends that the Board of Directors award the contract for the installation of equipment and related work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project to Electronic Innovations, Inc., in the not-to-exceed amount of \$197,123.35;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors hereby awards the contract for the installation of equipment and related construction work necessary to carry out the LAVTA Bus Facility Yard Gate System Upgrade Project to Electronic Innovations, Inc., in the not-to-exceed amount of \$197,123.35; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to execute a contract with Electronic Innovations, Inc, in a form approved by LAVTA's Legal Counsel; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the Executive Director to expend a 15% contingency amount not to exceed \$29,569.

PASSED AND ADOPTED this 7th day of June 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

APPROVED AS TO FORM:

Michael Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Clipper START Program Permanent Adoption

FROM: David Mark, Director of Customer Experience

DATE: July 7, 2025

Action Requested

The Projects and Services Committee request the Board approve Resolution 22-2025, authorizing LAVTA's participation in Clipper START and authorizing the Executive Director to enter into agreement with the Metropolitan Transportation Commission for the administration of the program.

Background

The Metropolitan Transportation Commission (MTC) previously established a pilot program to offer discounted transit fares to low-income individuals. Known as Clipper START, the program provides single-ride discounts (50%) to eligible riders who live in the Bay Area and whose annual earnings are up to 200 percent of the federal poverty level to qualify. The program is administered by MTC.

The pilot was originally approved in 2020 for an 18-month period scheduled to end in mid-January 2022 (Resolution 31-2020), later extended through June 30, 2023 (Resolution 24-2021), then through June 30, 2025 (Resolution 18-2023). On May 28, 2025, MTC made this program permanent with the passage of MTC Resolution No. 4714, included as Attachment 1.

Discussion

Participation in Clipper START is voluntary and operators may cease to participate by notifying MTC as a part of a regular update to their agency's Clipper business rules. The Clipper START discount is offered on all 22 Bay Area transit agencies that accept Clipper at the time of the adoption of this resolution.

START program operations, administration, and provision of operator subsidy by MTC will be ongoing and implemented via Clipper. The program will be centrally administered on behalf of all participating agencies and evaluated for continual improvements, subject to revision based on financial sustainability, efficiency, and effectiveness. Regular reports on Clipper START utilization are provided to the Clipper Executive Board.

Budget Considerations

Funding will continue to be made available to subsidize operators for half of the 50% Clipper START fare discount. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources. In FY 2024, LAVTA received approximately \$9,000 from MTC for Clipper START reimbursement.

Recommendation

The Projects and Services Committee recommends Board approval of Resolution 22-2025, authorizing LAVTA's participation in Clipper START and authorizing the Executive Director to enter into agreement with the Metropolitan Transportation Commission for the administration of the program.

Attachment:

1. MTC Resolution No. 4714
2. Draft Resolution 22-2025

Date: May 28, 2025
W.I.: 1311
Referred by: RNM Committee

ABSTRACT

MTC Resolution No. 4714

This resolution approves the Clipper® START Regional Means-Based Fare Program Framework, a regional low-income discount fare program for eligible transit riders.

Further discussion of this action is contained in the MTC Regional Network Management Committee Summary Sheet dated May 9, 2025.

Date: May 28, 2025
W.I.: 1311
Referred by: RNM Committee

RE: Clipper START Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4714

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, since 2020, the Clipper START pilot has made transit more affordable to individuals earning a qualifying low-income; and

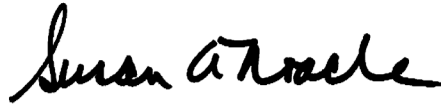
WHEREAS, MTC has conducted the Regional Means-Based Fare Pricing Study; and

WHEREAS, MTC recommends adopting a regional framework for the program, with participating operators, funding guidelines, and program conditions, as shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves Clipper START Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC may annually allocate regional funds to support the Clipper START Regional Means Based Fare Program per the respective funding program guidelines.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Susan A. Noack". The signature is fluid and cursive, with the first name "Susan" being more prominent than the last name "Noack".

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 28, 2025.

Clipper START Program Framework

Participating Agencies

Transit Agency participation in Clipper START is voluntary and operators may cease to participate by notifying MTC as a part of a regular update to their agency's Clipper business rules. The Clipper START fare product is offered on all 22 Bay Area transit agencies that accept Clipper at the time of the adoption of this resolution.

Means-based Discount

A 50% per trip discount off the adult fare (in addition to any existing Clipper® discounts) will be offered to eligible persons

Eligibility

Adults earning less than 200% Federal Poverty Level (FPL)

Funding

Funding Sources and Program Administration Funding:

- This is funded by State Transit Assistance population-based funds (approximately \$8 million per year) and may be supplemented by Low Carbon Transit Operations Program (LCTOP) population-based funds per Caltrans discretion. Funding from these programs is approved through MTC Resolution Nos. 4321, 4130, and 4420, or subsequent resolutions.

Participant Discount Subsidy:

Funding is being made available to subsidize operators for half of the 50% Clipper START fare discount. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources.

Implementation

- Program operations, administration, and provision of operator subsidy by MTC will be ongoing.
- Program to be implemented on Clipper.
- Program will be centrally administered on behalf of all participating agencies.
- Program will be evaluated for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.

Conditions

- Operators to conduct Title VI fare equity analysis per Federal Transit Administration (FTA) as required.
- The formula for distributing regional funds to transit operators will be based on actual trips taken and is subject to refinement based on the rider participation rates and amount of regional funding available.
- SFMTA can continue, expand, or eliminate its current Lifeline monthly program; however, the regional funding will only be used to compensate for participation in the Clipper START program. Clipper START funding is only available to reimburse operators for trips taken by users approved to participate in the Clipper START program.

RESOLUTION NO. 22-2025

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY MAKING PERMANENT AGENCY PARTICIPATION IN THE CLIPPER START REGIONAL MEANS-BASED TRANSIT FARE PROGRAM

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

WHEREAS, MTC had established the framework for the Regional Means-Based Transit Fare Pilot Program in 2020 to improve transit affordability and access to job opportunities for eligible low-income residents, which was extended and then set to expire June 2025; and

WHEREAS, MTC has adopted the Clipper START Regional Means-Based Program framework and approved it during their May 2025 Board Meeting to now be an ongoing and permanent program with participating operators; and

WHEREAS, MTC will annually allocate funds to compensate transit agencies participating in the program; and

WHEREAS, on November 2, 2020 the LAVTA Board adopted Resolution No. 31-2020 to implement the MTC Clipper START pilot program; and

WHEREAS, on July 12, 2021 the LAVTA Board adopted Resolution No. 24-2021 authorizing LAVTA to continue participating in Clipper START pilot program; and

WHEREAS, on July 10, 2023 the LAVTA Board adopted Resolution No. 18-2023 authorizing LAVTA to continue participating in Clipper START pilot program through June 2025;

WHEREAS, LAVTA desires to continue to participate in Clipper START and seeks to make the program permanent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA Board) that participation in the Clipper START Regional Means Based Fare Program approved by Resolution Nos. 31-2020, 24-2021, and 18-2023, and by MTC Board actions approving Resolution No. 4714, be made permanent; and

NOW, BE IT FURTHER RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA Board) that the Executive Director is authorized to enter into a binding agreement with MTC to execute the Clipper START Regional Means Based Fare Program with its current rule and compensation framework.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 7th day of July 2025.

XXXX, Chair

Attest:

Christy Wegener,
Executive Director

STAFF REPORT

SUBJECT: Para-Taxi Program Update

FROM: Kadri Klm, Paratransit Planner

DATE: July 7, 2025

Action Requested

Projects and Services Committee recommends the Board approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 30-days of the trip taken.

Background

LAVTA's popular same day Para-Taxi program offer ADA paratransit certified individuals the use of TNCs and select taxi companies at 85% discount per ride up to \$30 maximum discount per ride (the monthly maximum discount is \$300).

This benefit can be accessed in two ways:

- Para-Taxi PEX debit card for immediate discount (preferred method), and
- Reimbursement-based method in which riders submit their reimbursement request form along with corresponding receipts to LAVTA and wait for reimbursement.

The proposed change applies only to the reimbursement-based portion of the program.

Discussion

In April, 2015 LAVTA Board approved an update to Para-Taxi reimbursement-based program such that paperwork and receipts for reimbursement need to be submitted to LAVTA from 'unlimited' to within 90-days of the trip taken.

Staff and the Projects and Services Committee is proposing updating the policy from within 90-days to within 30-days. Currently, receiving timely receipts is an obstacle, which makes it difficult for on-time reporting to funding agencies.

The vast majority of riders already submit their reimbursement requests within 30 days of trip taken. There are about five individuals whose reimbursement submissions have been past 30 days and staff plans on reaching out to them over the phone. Staff will be updating the program materials and mailing out notifications to users.

TAAC Recommendation

Staff presented the proposed change to the Wheels Accessible Advisory Committee (TAAC) at their May 7, 2025 meeting. Originally, staff proposed a 30-day reimbursement window, and the TAAC recommended a 60-day window. TAAC also recommended looking at this item again in about a year and potentially reducing reimbursement window to 45-days or 30-days at that time.

Recommendation

Projects and Services Committee recommends the Board approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 30-days of the trip taken.

Attachments:

1. Resolution 21-2025

RESOLUTION 21-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING UPDATES TO
THE PARA-TAXI PROGRAM**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) operates a Para-Taxi program to provide additional mobility options to paratransit eligible passengers above and beyond the Americans with Disabilities Act (ADA) minimum requirements; and

WHEREAS, Dial-A-Ride is expensive to operate on a per passenger basis and the Para-Taxi program presents savings to LAVTA when used by Dial-A-Ride eligible passengers in lieu of Dial-A-Ride; and

WHEREAS, current Para-Taxi reimbursement requests must be submitted within 90-days of the trip taken; and

WHEREAS, staff proposes making the changes listed below included in the staff report presented to the Board:

- Change the reimbursement period from receipts must be submitted within 90-days of the trip taken to within 30-days of the trip taken; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that staff will update the Para-Taxi program parameters as detailed in this resolution and implement the changes as soon as possible.

APPROVED AND PASSED this 7th day of July, 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Six-Month Ridership Trend Update

FROM: Michael Tobin, Director of Operations
Cyrus Sheik, Senior Transit Planner

DATE: July 7, 2025

Action Requested

The Project & Services Committee recommends that the Board of Directors receive and file the Six-Month ridership update.

Background

The Wheels-in-Motion (WiM) service changes, implemented on March 23, 2024, were developed in response to community feedback gathered through a robust outreach effort, and were triggered due to a change in the BART Blue Line train frequency. The WiM adjustments aligned Wheels service frequencies with the post-pandemic BART schedule, ensuring better connectivity, and expanded service coverage to reach more areas within the community. Importantly, the changes were designed to be cost-neutral, maintaining the current budget while improving service.

Six-Month Trend Analysis

This analysis evaluates ridership performance one year after the implementation of the Wheels-in-Motion (WiM) service changes, with a focus on the six-month trend between November 2024 and April 2025. Pre-existing routes are assessed year-on-year (YoY) by comparing April 2025 metrics—total ridership, average weekday boardings, and boardings per service hour—with April 2024 data. Analyzing these three metrics helps gauge both overall ridership demand and route productivity.

Newly introduced or restored routes are evaluated based on April 2025 ridership numbers and their growth trajectory since last November, 2024. Additionally, April 2019 ridership data is included to provide context on ridership recovery compared to pre-pandemic levels.

Pre-existing routes. A key question following the WiM changes was whether slightly reducing the frequency of the trunk lines 10R and 30R—from every 15 minutes to every 20 minutes—would impact ridership. The assumption was that riders would adapt to the new schedule, as it better aligned with post-pandemic BART frequencies. This was indeed the case at the first eval last October, 2024, when year-on-year (YoY) numbers indicated that

ridership was indeed not lost because of this adjustment, but rather continued their upward post-pandemic trend: the 10R boardings were up by ~11%, and the 30R boardings were up by ~16% during this time.

At this checkpoint of April 2025, the YoY trend for the trunk lines is a more mixed picture: the 30R gave up some of its gains, while the 10R continue to climb – albeit at a slower pace than prior.

The other routes that received frequency adjustments last year (mostly from 30 minutes to 40 minutes, and unchanged hourly service midday) were up ~4% YoY on average at the last six-month check last October. These include routes 1, 3, 8, and 14; route 15 received a 20-minute peak frequency. In April 2025, however (with the exception of Route 1), these were all in negative territory – down an average of 8%. The boardings per service hour followed a similar trend.

The table below shows the individual route trends.

Table 1 – YoY monthly ridership for existing routes that received frequency adjustments.

TREND - EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS					
Route		Boardings Apr '19	Boardings Apr '24	Boardings Apr '25	YoY Change
1	Central Dublin	2,148	959	2,200	129%
3	Stoneridge	3,216	1,884	1,537	-18%
8	Hopyard	4,716	3,669	3,476	-5%
10R	Intermunicipal	35,040	25,225	26,183	4%
14	Intermunicipal	9,159	9,059	8,406	-7%
15	Springtown	9,640	9,108	8,961	-2%
30R	Intermunicipal	44,959	33,422	29,817	-11%

Table 2- Average Weekday Boardings for existing routes that received frequency adjustments.

AVERAGE WEEKDAY BOARDINGS ON EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS				
Route		Apr '24	Apr '25	Change
1	Central Dublin	36	48	33%
3	Stoneridge	68	56	-18%
8	Hopyard	140	137	-2%
10R	Intermunicipal	978	1,020	4%
14	Intermunicipal	343	312	-9%
15	Springtown	365	351	-4%
30R	Intermunicipal	1,347	1,226	-9%

Table 3 - Weekdays BVSH for existing routes that received frequency adjustments.

WEEKDAY BOARDINGS PER SERVICE HOUR ON EXISTING ROUTES THAT RECEIVED FREQUENCY ADJUSTMENTS				
Route		Apr '24	Apr '25	Change
1	Central Dublin	4.4	5.5	25%
3	Stoneridge	3.9	3.2	-18%
8	Hopyard	6.1	5.9	-3%
10R	Intermunicipal	12.2	12.8	5%
14	Intermunicipal	11.7	10.7	-9%
15	Springtown	11.4	11.0	-4%
30R	Intermunicipal	13.4	12.0	-10%

New / restored routes. This group, which comprises routes 2, 4, 11, 18, and 580X, have now operated for a full year. The expectations of those routes are different than the trunk lines, given their primary role to provide coverage in previously underserved areas, as well as acting as feeders to the main trunk lines.

That said, their trend over the past six months presents a mixed picture: as shown in the table below, routes 2 and 11 did not continue an upward trend, while routes 4, 18, and 580X continued to build ridership. (When looking at average weekday boardings vs. the month-totals, the picture is a little bit different; this is due primarily to having had fewer weekdays (and school days) overall in November compared with April.)

Table 4 - Year-on-Year monthly ridership for new/restored routes

TREND - NEW / RESTORED ROUTES				
Route		Boardings Nov '24	Boardings Apr '25	Change
2	East Dublin	1,274	958	-25%
4	West Dublin	1,014	1,240	22%
11	Greenville Rd	102	97	-5%
18	Granada	444	514	16%
580X	Express	327	351	7%

Table 5 – Average Weekday Boardings for new/restored routes.

AVERAGE WEEKDAY BOARDINGS ON NEW / RESTORED ROUTES				
Route		Nov '24	Apr '25	Change
2	East Dublin	39	43	10%
4	West Dublin	41	49	20%
11	Greenville Rd	5	4	-20%
18	Granada	23	23	0%
580X	Express	17	16	-6%

Table 6 - Weekdays BVSH for new/restored routes.

WEEKDAY BOARDINGS PER SERVICE HOUR ON NEW / RESTORED ROUTES				
Route		Nov '24	Apr '25	Change
2	East Dublin	7.7	8.5	10%
4	West Dublin	3.4	4.0	18%
11	Greenville Rd	1.6	1.3	-19%
18	Granada	3.7	3.7	0%
580X	Express	2.9	2.7	-7%

Systemwide. The total number of boardings across all Wheels mainline (excluding the supplemental school routes) in April 2025 was 87,499. This represents a decrease of 2.4% over the same month of last year. As discussed in the last few monthly ED reports, the general post-pandemic recovery appears to have leveled off. This is something that seems to be occurring at some of LAVTA's peer agencies as well, and there may be macro factors at work that are potentially affecting short-term ridership trends across the region.

Recommendation

The Project & Services Committee recommends that the Board of Directors receive and file the Six-Month ridership update.

STAFF REPORT

SUBJECT: Election of LAVTA Chair

FROM: Christy Wegener, Executive Director

DATE: July 7, 2025

Action Required

Elect a new Chair of the LAVTA Board of Directors for FY26.

Background

Per the Bylaws, the FY26 LAVTA Chair should represent the City of Pleasanton.

Sections 4.03, 4.04 and 4.05 of LAVTA Bylaws read as follows:

- 4.03** Term of Office. The Chair and Vice Chair shall serve one (1) year terms of office commencing on July 1 of each year. There shall be no limit on the number of terms that a Director may serve as Chair or Vice Chair. The Chair shall rotate among the four Members on an annual basis with a Pleasanton, County, Dublin, and Livermore sequence.
- 4.04** Qualifications. In casting votes for Chair and Vice Chair, members of the Board may consider the candidate's leadership qualities, ability to conduct meetings of the Board expeditiously and fairly, and willingness to represent and implement positions adopted by the Board when such positions are at variance with his/her political views, as well as any other factors deemed pertinent.
- 4.05** Nomination and Election of Officers Nomination and election of officers shall be carried out in such a manner and schedule as determined by the Board of Directors.

Recommendation

Staff recommends the Board nominate and elect a LAVTA Board Chair for FY26 in accordance with the agency's bylaws.

STAFF REPORT

SUBJECT: Establishing Standing Committees and Memberships

FROM: Christy Wegener, Executive Director

DATE: July 7, 2025

Action Requested

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

Background

Per the agency's By-Laws, the Chair shall appoint the members and the Committee Chairs subject to Board approval.

Discussion

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

These recommendations follow the Board's policy with respect to the appointment of Committee Chairs. The adopted policy is that the Chairs of the two standing committees be filled by the two jurisdictions who are not serving as Chair and Vice Chair of the Board. In FY26, the two committee chairs should be filled by Dublin and Livermore representatives.

Next Steps

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

Recommendation

Staff recommends the Board confirm and approve Resolution 27-2025, establishing standing committees, memberships, and officers.

Attachments:

1. Resolution 27-2025

RESOLUTION NO. 26-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING COMMITTEE
ASSIGNMENTS FOR FY 2026**

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

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

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

WHEREAS, the Board has selected XXX (City of Pleasanton) to be Chair and David Haubert (Alameda County) to be Vice Chair for FY 2026; and

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

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

1. The standing committees of the Board shall be:
 - a. Finance and Administration Committee
 - b. Projects and Services Committee
2. The chairs of the two standing committees should be filled by the jurisdictions who are not serving as Chair and Vice Chair of the Board.
3. The Finance and Administration Committee shall be comprised of:
 - a. Kristie Wang (Livermore), Chair
 - b. Michael McCorriston (Dublin), Vice Chair
 - c. Julie Testa (Pleasanton)
4. The Projects and Services Committee shall be comprised of:
 - a. Jean Josey (Dublin), Chair
 - b. Evan Branning (Livermore), Vice Chair
 - c. David Haubert (County of Alameda)
 - d. Craig Eicher (Pleasanton)
5. The Finance and Administration Committee shall meet on the fourth Tuesday of each month at 4:00 pm.
6. The Projects and Services Committee shall meet on the fourth Monday of each month at 4:00 pm.

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

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

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

PASSED AND ADOPTED this 7th day of July 2025.

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: LAVTA Annual Salary Band Review

FROM: Tamara Edwards, Director of Finance

DATE: July 7, 2025

Action Requested

The Finance and Administration Committee recommends Board adoption of Resolution 25-2025, codifying the results from the 2025 review of the LAVTA salary bands as required by the LAVTA Human Resources Policy.

Background

LAVTA's Human Resources Policy states that "As part of the annual budget approval process, salary ranges will be established in accordance with procedures in the Human Resources Manual, which includes adherence to the Executive Director Compensation Policy and an annual salary survey for all established positions within the Authority." LAVTA also reviews the organization for any changes that have occurred over the last fiscal year or that are recommended to the Board for the next fiscal year. The FY 2026 org chart is included as Attachment 1.

The study completed in FY 2024 added additional agencies to the list of comparator agencies that LAVTA had been using for many years. Prior comparator agencies were similar in make up to LAVTA, such as stand-alone agencies not part of a City or County, most were similar in size, as well as in organizational structure. Beginning with the FY 2024 study, additional agencies were added that were not necessarily similar in organizational make-up, but are close enough geographically that they could compete with LAVTA for recruiting. Therefore, AC Transit, Santa Clara VTA, and Sacramento Regional Transit were added. The other comparator agencies are Santa Cruz Metro, San Joaquin Regional Transit District, Tri-Delta Transit, Monterey-Salinas Transit, Napa Valley Transportation Authority, Marin Transit, County Connection, WestCat, Yolo County Transportation District and San Luis Obispo Regional Transit Authority.

Discussion

This year's study was conducted by RS Squared aka The Hive; the Hive was the firm that completed the Executive Director's total compensation study in 2024. The project was split into two efforts: the first to include all positions excluding the Executive Director, and the second to be completed later this year for the Executive Director. In addition to the tools used for previous total compensation studies, The Hive included a cost-of-living comparison (table 1) between LAVTA and the comparator agencies and used this information in making the salary band recommendations.

Table 1:

Comparator	City	Cost of Living Index
LAVTA	Livermore, CA	1.00
AC Transit	Oakland, CA	0.95
Santa Clara VTA	Santa Clara, CA	1.21
Sacramento RT	Sacramento, CA	0.74
Santa Cruz Metro	Santa Cruz, CA	1.11
San Joaquin Regional TD	Stockton, CA	0.70
Tri-Delta Transit	Antioch, CA	0.93
Napa Valley TA	Napa, CA	1.01
Marin Transit	San Rafael, CA	1.16
County Connection	Concord, CA	0.93
WestCAT	Pinole, CA	0.93
Yolo County TD	Woodland, CA	0.76
San Luis Obispo RTA	San Luis Obispo, CA	0.95
Monterey-Salinas Transit	Salinas, CA	0.84

The FY 2025 salary band review results validated that LAVTA was generally on par with other agencies. However, there are some recommended adjustments beyond the usual CPI increase. Other than one position, none of these proposed changes have the potential of an automatic adjustment to any of the salaries. Additionally, these changes are to both the top end and the low end of the salary bands. The results of the salary band review are included in Attachment 2.

In addition to the changes to the amounts for the salary bands, the consultants also recommended adding a new band to encompass the varying levels of LAVTA's Customer Service Representatives. This was done to alleviate the issue with the previous singular salary band that had an overly large spread between the high and the low ends of the band. The consultant's report can be found in Attachment 3.

In FY 2025 LAVTA launched an update to its Strategic Plan which includes an analysis of the organization. With the new Strategic Plan there may be recommendations for position titles, and job description changes, changes in department responsibilities and where each position fits into the organization as a whole. The salary band study just completed is based on the current organizational structure and does not indicate that any changes need to be made before the organizational assessment and Strategic Plan are completed. However, the consultants did make recommendations for changes within the job descriptions to add varying levels of responsibility for each position (see recommendation 4 in attachment 2), and moving one position into a higher salary band (recommendation 2 in attachment 2) – both of these recommendations will be taken

into consideration and potentially incorporated into the recommendations from the Strategic Plan.

The Bureau of Labor Statistics Consumer Price index for the San Francisco Area February 2025 is included as Attachment 3. Staff recommendations for increases in the salary bands to ensure that the bands stay competitive in the labor market are summarized below.

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

Table of Proposed Monthly Salary Range Changes

Band	Current FY2025 Monthly Salary Range		Proposed FY2026 Monthly Salary Range	
0	new	new	\$4,503	\$6,526
1	\$4,673	\$6,174	\$5,222	\$7,568
2	\$5,453	\$7,718	\$6,056	\$8,776
3	\$6,616	\$9,263	\$7,023	\$10,178
4	\$7,939	\$11,114	\$7,946	\$11,515
5	\$9,525	\$13,336	\$9,923	\$14,381
6	\$11,944	\$16,802	\$12,393	\$17,960

Proposed Salary Band Ranges

Monthly Salary Ranges

Band 0

\$4,503 - \$6,526

Customer Service Representative I

Band 1

\$5,222-7,568

Customer Service Representative II

Band 2

\$6,056-8,776

Executive Assistant

Band 3

\$7,023-10,178

Accounting Analyst

Customer Service Supervisor

Operations Analyst: Fleet & ITS

Band 4

\$7,946-11,515

Senior Transit Planner

Senior Grants, and Management Specialist

Senior Operations Analyst: Quality Assurance

Senior Marketing and Outreach Coordinator

Senior Paratransit Specialist**

Band 5**\$9,923-14,381**

Manager of Capital Projects
Manager of Administrative Services

Band 6**\$12,393-17,960**

Director of Finance
Director of Customer Experience
Director of Operations

**Position is filled in Band 3 as a Paratransit Specialist; position being upgraded to Senior level/Band 4 in FY2026

Budget Impact

These Salary Band Ranges and the Organizational Chart are consistent with the proposed FY2026 operating budget.

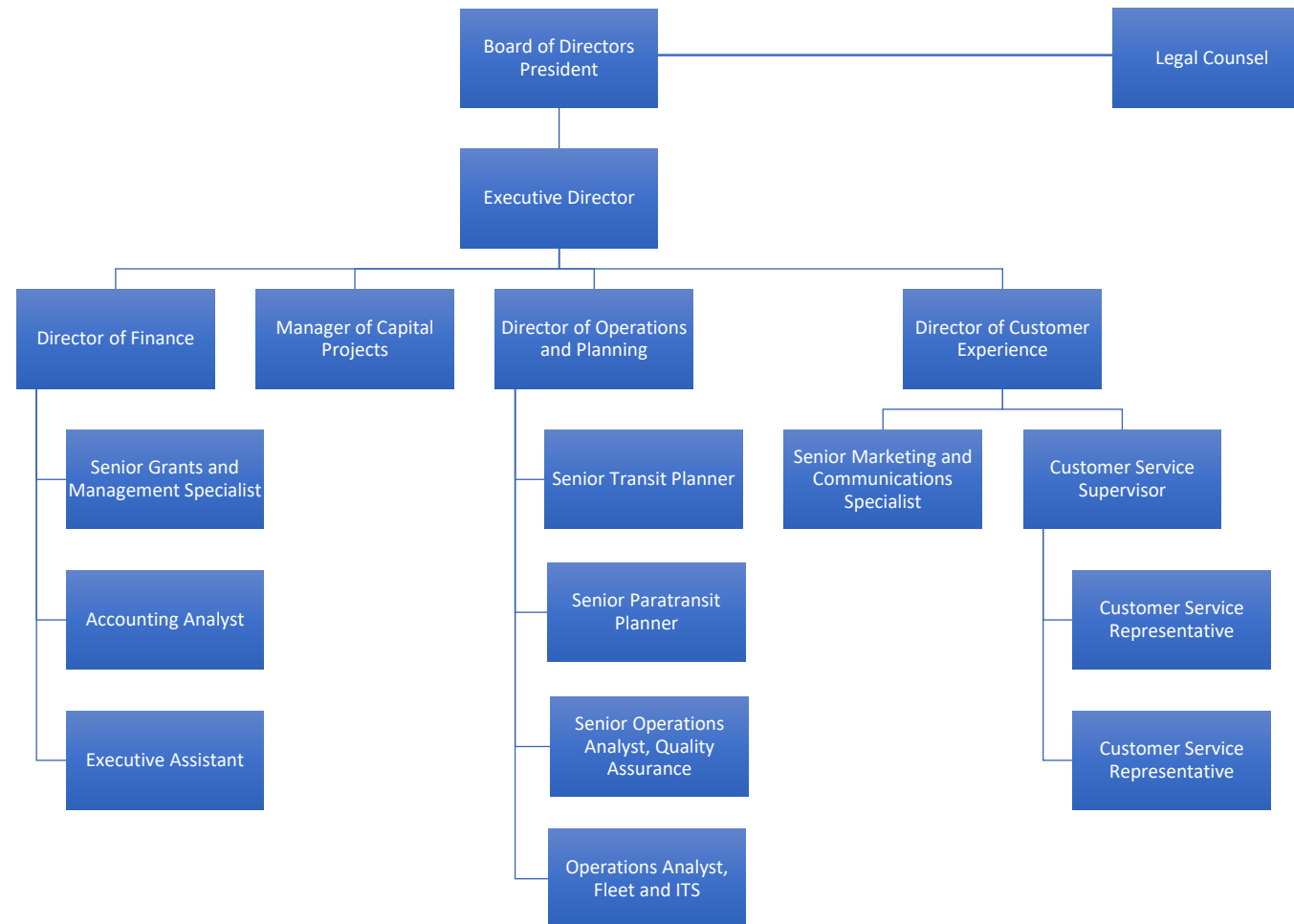
Recommendation

The Finance and Administration Committee recommends the Board of Directors approve Resolution 25-2025, codifying the results from the 2025 review of LAVTA's salary bands as required by the LAVTA Human Resources Policy.

Attachments:

1. LAVTA Organization Chart
2. FY 2025 Annual Organizational Review Results Summary
3. Bureau of Labor Statistics
4. Resolution 25-2025

LAVTA Organizational Chart





LAVTA 2025

Total Compensation Study

Part 1 Results: Staff Compensation

July 7, 2025

Presented by:
Rex Sanders, Partner
& Rafael Silva, Partner



Agenda



Objectives and Methodology Overview



Insights



Recommendations and Potential Impacts

Objectives Overview

- Assess market competitiveness of LAVTA salaries
- Evaluate internal pay relationships
- Review benefits package vs. peer agencies
- Provide actionable recommendations to support recruitment & retention

Join the Wheels team and make a difference

We work hard to bring equitable public transit access to everyone in the Tri-Valley Area. Join our passionate team of transit experts and make a difference in your community.

Why work at Wheels?

- Competitive pay and benefits
- Paid holidays, vacation and sick time
- Health and dental insurance
- Paid training for some positions
- Change the world by helping provide equitable access to public transit



Methodology Overview

✓ Base Salary Study

To calculate the market fair Base Salary, we collected data from all comparator agencies and connected with each Agency's contact to confirm and understand their compensation, adjusted salaries with the geographical cost of living index (see table), any upcoming changes, and any challenges they experience in their compensation program.

✓ Internal Relationships Study

We perform an assessment of LAVTA's internal pay relationships and salary progression structure. This study ensures justifiable pay differentials across job classifications supports employee morale, career development, and retention.

✓ Benefits Study

For each Benefit, to normalize and account for factors such as demographic differences impacting premiums, we gather the maximum dollar value each benefit is offered to their executives and perform the comparison. For this comparison, we use the market median as a compensation philosophy agreed upon with LAVTA.

✓ Total Compensation Study

As a result of both benefits and base salary, we compare the total compensation to ensure market parity and that individual benefits are not skewing final results. We also calculate the expected fiscal impact, assuming acceptance of our analysis to facilitate efficient decision-making.

Table: Cost of Living Index relative to Livermore, CA

City	Comparator	COLI vs. Livermore
Oakland, CA	AC Transit	0.95
Santa Clara, CA	Santa Clara VTA	1.21
Sacramento, CA	Sacramento Regional Transit	0.74
Santa Cruz, CA	Santa Cruz Metro	1.11
Stockton, CA	San Joaquin Regional Transit District	0.70
Antioch, CA	Tri-Delta Transit	0.93
Salinas, CA	Monterey-Salinas Transit	0.84
Napa, CA	Napa Valley Transportation Authority	1.01
San Rafael, CA	Marin Transit	1.16
Concord, CA	County Connection	0.93
Pinole, CA	WestCat	0.93
Woodland, CA	Yolo County Transportation District	0.76
San Luis Obispo, CA	San Luis Obispo Regional Transit Authority	0.95

Agenda



Objectives and Methodology Overview



Insights



Recommendations & Potential Impacts

Study Insights

- **LAVTA's career levels are largely within 10% of market median** on the upper band of salary, indicating market alignment with career levels, **except for the Journey level** which is -17% below market on the upper range.
- **LAVTA's individual position salaries are largely within 10% of market median** for comparable positions, **except four** in which the positions' salary bands fall outside of the 10% norm:

Director of Operations (-12% below market on the upper range)

Senior Paratransit Planning Specialist (+10% above market on the lower range)

Customer Service Supervisor (-11% below market on the upper range)

Executive Assistant (-17% below market's upper range, and is the only Journey level position at LAVTA)

- **LAVTA's current salary structure largely aligns across career levels**, though there are minor deviations:

Entry through Senior levels exhibit larger than typical spreads, creating larger salary gaps between position levels.

Public Sector norms suggest:

Between Entry → Journey → Professional → Senior: **5%–15%** gaps.

Between Senior → Manager → Director: **15%–25%** gaps.

- **LAVTA's current benefits package for employees is estimated to be 16% above the market median**, contributing to its competitive total compensation package.

Agenda



Process Overview



Insights



Recommendations & Potential Impacts

Recommendations

1. Adjust Internal Salary Structure to improve alignment across career levels and resolve compression issues, particularly within the Customer Service Classification series
 - Introduction of a tiered career ladder for the Customer Service classification:
 - Customer Service Rep I/ II Classifications (mapped onto CSR I and CSR II Career Levels)
2. Upgrade the Executive Assistant from Journey level to the Professional level to more closely align with level of position responsibilities

Table 5: LAVTA's recommended internal relationships

Career Level	Proposed LAVTA's Internal Relationship	
	Low	High
Manager to Director	24.9%	24.9%
Senior to Manager	24.9%	24.9%
Professional to Senior	13.1%	13.1%
Journey to Professional	16.0%	16.0%
CSR II to Journey	16.0%	16.0%
CSR I to Entry	16.0%	16.0%

Recommendations

3. Update Salary Bands to better align with updated internal structure and market

Table 6: LAVTA's recommended salary bands by career level

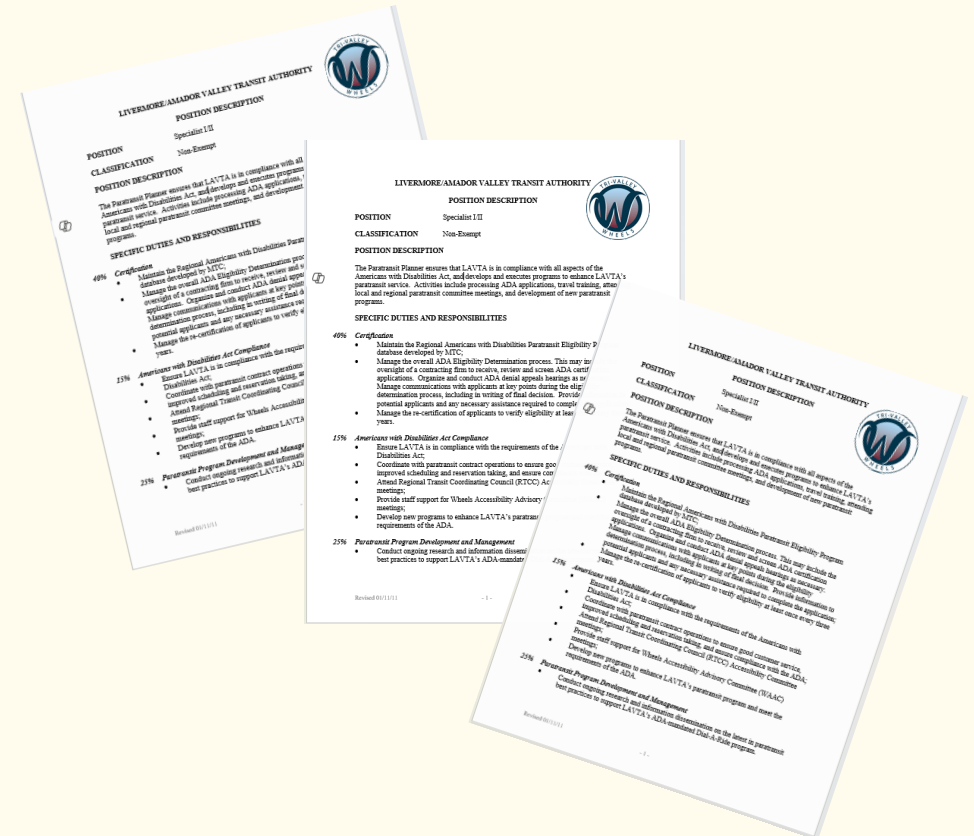
Career Level	Recommended LAVTA Salary Bands		Gap vs. Median	
	Low*	High*	Low	High
Director	\$148,715	\$215,522	-2%	0%
Manager	\$119,080	\$172,574	-11%	0%
Senior	\$95,351	\$138,185	0%	7%
Professional	\$84,276	\$122,136	-6%	4%
Journey	\$72,671	\$105,317	n/a	n/a
CSRI	\$62,664	\$90,815	n/a	n/a
CSR II	\$54,035	\$78,309	-4%	8%

Table 7: LAVTA's recommended Total Compensation vs. Comparators by career level

Career Level	Recommended LAVTA Total Comp		Median Total Comp		% Recommended LAVTA vs. Median	
	Low	High	Low	High	Low	High
Director	\$194,129	\$260,936	\$192,324	\$255,901	1%	2%
Manager	\$164,494	\$217,988	\$174,088	\$213,259	-6%	2%
Senior	\$140,765	\$183,599	\$135,801	\$169,377	4%	8%
Professional	\$129,690	\$167,550	\$130,373	\$158,285	-1%	6%
Journey	\$118,085	\$150,731	n/a	n/a	n/a	n/a
CSRI	\$108,078	\$136,229	n/a	n/a	n/a	n/a
CSR II	\$99,449	\$123,723	\$96,764	\$113,094	3%	9%

Recommendations

4. Formalize and establish flexible classification series for Analyst and Specialist
 - i.e. Analyst I, II, III and Specialist I/II/III
 - Align with how the roles are already staffed and managed in practice;
 - Provide a clear promotional path and reduce any ambiguity around salary placement;
 - Support consistent internal alignment when duties shift or expand;
 - Improve clarity in recruitment, budgeting, and workforce planning.



Discussion and Questions



Rex@TheHive.Consulting
Rafael@TheHive.Consulting

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News Release Information

25-358-SAN
Wednesday, March 12, 2025

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Related Links

[CPI historical databases](#)

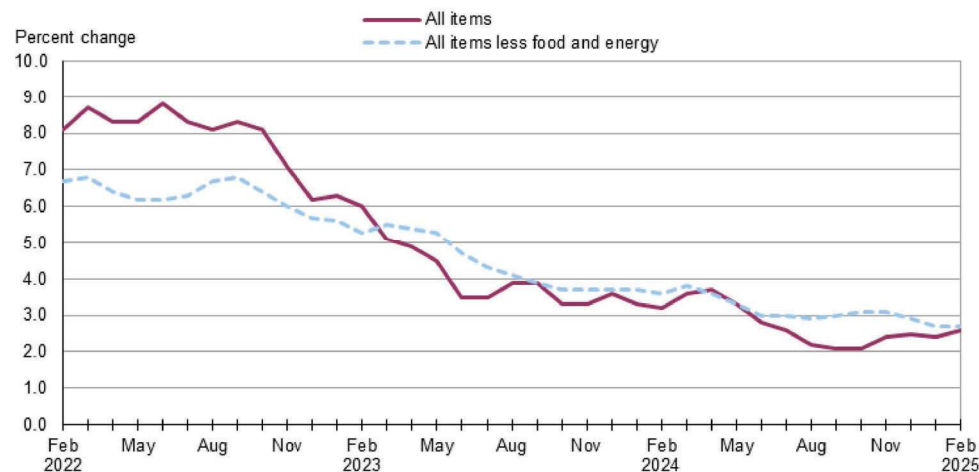
Consumer Price Index, West Region — February 2025

Area prices up 0.6 percent over the past month, up 2.6 percent from a year ago

The Consumer Price Index for All Urban Consumers (CPI-U) in the West Region advanced 0.6 percent in February, the U.S. Bureau of Labor Statistics reported today. The all items less food and energy index increased 0.4 percent. The food index rose 0.3 percent, and the energy index increased 3.1 percent. (Data in this report are not seasonally adjusted. Accordingly, month-to-month changes may reflect seasonal influences.)

The West Region all items CPI-U advanced 2.6 percent for the 12 months ending in February. The food index rose 3.3 percent, while the energy index declined 0.5 percent. The index for all items less food and energy increased 2.7 percent over the year.

Chart 1. Over-the-year percent change in CPI-U, West region, February 2022–February 2025



Source: U.S. Bureau of Labor Statistics.

[View Chart Data](#)

Food

Food prices advanced 0.3 percent in February. The index for food at home (grocery store purchases) advanced 0.2 percent, with higher prices in 2 of the 6 grocery categories. The index for food away from home (restaurant, cafeteria, and vending purchases) rose 0.4 percent for the same period.

Food prices rose 3.3 percent over the year. The index for food at home increased 2.6 percent, with higher prices in all six grocery categories. The index for food away from home increased 4.3 percent.

Attachment 3

Energy

The energy index increased 3.1 percent over the month. Gasoline prices increased 5.1 percent. Prices for natural gas service advanced 2.4 percent, and prices for electricity rose 0.3 percent for the same period.

The energy index declined 0.5 percent over the year. Prices for natural gas service fell 5.9 percent, and prices for electricity declined 0.8 percent. Gasoline prices increased 0.8 percent during the past year.

All items less food and energy

The index for all items less food and energy rose 0.4 percent in February. Among the index's components, prices were higher for apparel (+3.7 percent) and shelter (+0.3 percent). In contrast, prices were lower for new and used motor vehicles (-0.1 percent) and recreation (-0.1 percent).

The index for all items less food and energy increased 2.7 percent over the year, reflecting higher prices for shelter (+3.1 percent) and medical care (+2.9 percent). In contrast, prices were lower for education and communication (-0.4 percent).

Table A. West region CPI-U 1-month and 12-month percent changes, all items index, not seasonally adjusted

Month	2021		2022		2023		2024		2025	
	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month	1-month	12-month
January	0.2	1.4	0.9	7.7	0.9	6.3	0.7	3.3	0.6	2.4
February	0.5	1.6	0.8	8.1	0.5	6.0	0.4	3.2	0.6	2.6
March	0.7	2.4	1.3	8.7	0.5	5.1	0.9	3.6		
April	1.0	3.9	0.7	8.3	0.5	4.9	0.6	3.7		
May	0.8	4.7	0.8	8.3	0.4	4.5	0.1	3.3		
June	0.9	5.1	1.2	8.8	0.3	3.5	-0.2	2.8		
July	0.6	5.2	0.1	8.3	0.1	3.5	-0.1	2.6		
August	0.2	5.0	0.0	8.1	0.4	3.9	0.1	2.2		
September	0.2	5.3	0.3	8.3	0.4	3.9	0.2	2.1		
October	0.8	6.0	0.7	8.1	0.1	3.3	0.1	2.1		
November	0.5	6.5	-0.4	7.1	-0.4	3.3	-0.1	2.4		
December	0.4	7.1	-0.4	6.2	-0.1	3.6	0.0	2.5		

The March 2025 Consumer Price Index for the West Region is scheduled to be released on April 10, 2025.

Publication updates and changes

In accordance with annual practice, relative importance weights have been updated and are available online in the [CPI Supplemental Table of Contents](#).

Effective with the January 2025 data release, several indexes and average price series were discontinued. More information is available on the [CPI discontinued series page](#). Direct any inquiries to the CPI office using one of the [CPI contact information options listed online](#).

Technical Note

The [Consumer Price Index](#) (CPI) is a measure of the average change in prices over time in a fixed market basket of goods and services. The Consumer Price Index for the West Region is published monthly. The set of components and sub-aggregates published for regional and metropolitan indexes is more limited than at the U.S. city average level; these indexes are byproducts of the national CPI program. Each local index has a much smaller sample size than the national or regional indexes and is, therefore, subject to substantially more sampling and other measurement error. As a result, local-area indexes are more volatile than the national or regional indexes. In addition, local indexes are not adjusted for seasonal influences. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

Percent changes for all-items data previously found in Table A of this release can be accessed in Chart 1 for this release and its attendant data table. A full all-items data series history for the original index value and for 1-month, 2-month, 3-month, 6-month, and 12-month percent changes can be accessed via BLS data query tools. A direct link to the all-items series is provided in Table 1 of this release under historical data.

The West Region covered in this release is comprised of the following thirteen states: Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

Refer to the national [CPI news release technical note](#) or the [Handbook of Methods](#) for more information.

Information in this release will be made available to individuals with sensory impairments upon request. Voice phone: (202) 691-5200; Telecommunications Relay Service: 7-1-1.

Table 1. West region CPI-U by expenditure category for February 2025, not seasonally adjusted (1982-84=100 unless otherwise noted)

Expenditure category	Indexes				Percent change from -		
	Historical data	Dec. 2024	Jan. 2025	Feb. 2025	Feb. 2024	Dec. 2024	Jan. 2025

RESOLUTION NO. 25-2025

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
Attachment ESTABLISHING FY2026 SALARY BANDS**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 16-2024 which established the current Human Resources Policy; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Salary Bands for FY2026 are revised as follows:

Salary Bands

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

Monthly salary ranges as of July 1, 2026.

<u>Monthly Salary Ranges</u>	
<u>Band 0</u>	<u>\$4,503 - \$6,526</u>
Customer Service Representative I	
<u>Band 1</u>	<u>\$5,222-7,568</u>
Customer Service Representative II	
<u>Band 2</u>	<u>\$6,056-8,776</u>
Executive Assistant	
<u>Band 3</u>	<u>\$7,023-10,178</u>
Accounting Analyst	
Customer Service Supervisor	
Operations Analyst: Fleet & ITS	
<u>Band 4</u>	<u>\$7,946-11,515</u>
Senior Transit Planner	

Senior Grants, and Management Specialist
Senior Operations Analyst: Quality Assurance
Senior Marketing and Outreach Coordinator
Senior Paratransit Specialist

Band 5

\$9,923-14,381

Manager of Capital Projects
Manager of Administrative Services

Band 6

\$12,393-17,960

Director of Finance
Director of Customer Experience
Director of Operations

PASSED AND ADOPTED this 7th day of July 2025.

xxxx, Chair

ATTEST:

Christy Wegener, Executive Director

Approved as to form:

Michael Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Go Tri-Valley Uber Contract Amendment No. 8

FROM: Mike Tobin, Director of Operations & Planning
Martha Nguyen, Senior Operations Analyst

DATE: July 7, 2025

Action Requested

Authorize the Executive Director to execute Amendment 8 to the Go Tri-Valley agreement with Uber Technologies, Inc. to extend the contract term through June 2026 with a not-to-exceed amount of \$125,000.

Background

Go Tri-Valley is a partnership between LAVTA and Transportation Network Companies (TNC) Uber and Lyft that offers the general public a 50% subsidy up to \$5 dollars per trip for trips that start and end within the LAVTA service area.

In December 2024, Amendment 7 was executed with Uber extending the program through June 30, 2025 with a not-to-exceed amount of \$100,000. Staff is now seeking to execute Amendment 8 which will cover expected costs through the end of FY 2026.

Discussion

As noted in previous reports, Go Tri-Valley ridership initially dropped following the implementation of a trip cap in April 2024. However, ridership has steadily grown since and, as of the end of May 2025, has nearly returned to pre-cap levels. Given that ridership again is outpacing available funding, staff is currently analyzing options and working with our TNC partners to explore ways to further reduce costs. Recommendations for program changes that balance cost management with providing service to Go Tri-Valley users will be presented to the Board in the first half of FY 2026.

In the meantime, because the Go Tri-Valley agreement with Uber expires June 30, 2025, staff seek to execute Amendment 8, extending the program through FY26 with a not-to-exceed amount of \$125,000.

Recommendation

Staff recommends the Board approve Resolution 27-2025 authorizing the Executive Director to execute Amendment 8 to the Go Tri-Valley agreement with Uber Technologies, Inc. to extend the contract term through June 2026 with a not-to-exceed contract amount of \$125,000.

.

Attachments

1. Reso 27-2025

RESOLUTION NO. 27-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING
THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT 8 TO THE GO
TRI-VALLEY AGREEMENT WITH UBER TECHNOLOGIES, INC.**

WHEREAS, in 2017 the Livermore Amador Valley Transit Authority (LAVTA) launched the Go Dublin rideshare discount program with Uber Technologies, Inc. (Uber) that offered a discount of half the fare up to \$5 for rideshare trips taken in the City of Dublin; and

WHEREAS, in November 2019, LAVTA and Uber entered into an agreement for the rideshare discount program through October 2020; and

WHEREAS, in December 2019, Amendment 1 was executed, establishing the rideshare discount program in San Ramon (Go San Ramon); and

WHEREAS, in March 2020, Amendment 2 was executed, expanding the geofence of the program to include the cities of Pleasanton and Dublin, and rebranding the program as Go Tri-Valley; and

WHEREAS, in October 2020, Amendment 3 was executed, extending the contract term through November 2021; and

WHEREAS, in November 2021, Amendment 4 was executed, extending the contract term through November 2022; and

WHEREAS, in November 2022, Amendment 5 was executed, extending the contract terms through November 2023; and

WHEREAS, in September 2023 Amendment 6 was executed, extending the contract term through November 2025 and increasing the contract not-to-exceed amount to \$270,000 for Uber; and

WHEREAS, in December 2024, Amendment 7 was executed, extending the contract term through June 2025, with a not-to-exceed contract amount of \$100,000; and

WHEREAS, LAVTA wishes to extend the term of the agreement through June 30, 2026 and establish the not-to-exceed amount at \$125,000 to cover expected costs.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to:

- 1) Execute a contract amendment with Uber to extend the contract term through June 30, 2026 for a not-to-exceed amount of \$125,000.

PASSED AND ADOPTED THIS 7th DAY OF JULY 2025.

Xxx, Chair

ATTEST

Christy Wegener, Executive Director

EXECUTIVE DIRECTOR'S REPORT

Projects and Services

Ridership

As covered in previous monthly ridership reports, we first started to see a trend last November where the post-pandemic ridership recovery leveled out and started trending down, beginning with the school-focused routes and then – beginning in February – affecting mainline (non-school routes) as well.

This trend continued into the month of May, based on the standard year-on-year (YoY) comparison with the same month of last year. The average weekday ridership for the mainline routes in May 2025 compared with the same month of last year was down by approximately 4%.

Systemwide, the corresponding number was a decrease of 11%. As in months prior, the larger decrease in the total number was driven by the significant tapering-off in demand for students traveling from East Dublin to Dublin High School (DHS) in conjunction with the ongoing transition to the new Emerald High School (EHS).

At the individual route level, most of the routes that were new or restored last spring have strong year-on-year (YoY) trends when comparing May of this year with May of 2024. Routes 2, 4, 18, and 580X all saw double-digit increases during that timeframe, albeit from low levels. On the other hand, the large trunk lines 10R and 30R generally followed the systemwide downtrend, with an average YoY decrease of approximately 7%.

Memorial Madden Cruiser on Display at Alameda County Fair

The Memorial Madden Cruiser is proudly displayed at the Alameda County Fair from June 13 – July 6 with an improved shaded location to welcome guests. The change in site provides a concrete pad, which means operations won't have to attend to the vehicle during the fair.



EXECUTIVE DIRECTOR'S REPORT

Rideo Bus in the Livermore Rodeo Parade

On June 14th LAVTA provided its vintage Rideo bus for display in the 107th Livermore Rodeo Parade. The Rodeo is Livermore's signature annual event. This 1966 GMC bus was originally part of Livermore's Rideo fleet. When Wheels assumed operation of Tri-Valley bus services in the mid-1980s, it acquired this treasure from the City of Livermore and rehabilitated this piece of history to its former glory.



Wheels Roadeo – October 25th

Mark your calendars! Wheels bi-annual Bus Roadeo is taking place on Saturday, October 25th. Board members are encouraged to participate in the event. Staff are working on sponsorships from local vendors and have invited WestCAT drivers to participate. Wheels is turning 40 this year and the Roadeo will include a birthday celebration and an unveiling of the Anniversary bus wrap.

Damera eJest Minibus Demo

In June, LAVTA was visited by a team from the Damera Corporation to see their electric minibus - the Karsan eJest. The bus is 19-feet long, ADA accessible, can fully charge in less than 2 hours, and a CDL is not required to operate it. Damera is a Turkish company but is looking to establish a US presence.



LAVTA's Mike Tobin Receives Top 40 Under 40! Award

LAVTA's Director of Operations and Planning Mike Tobin will be recognized as one of Mass Transit Magazine's 2025 Top 40 Under 40. Annually, Mass Transit Magazine recognizes 40 individuals for their contribution to the Transit Industry. We are thrilled that Mike is being recognized for his passion and commitment to the public transit industry.

EXECUTIVE DIRECTOR'S REPORT

Finance and Administration

Joint Legislative Audit Committee (JLAC) Hearing

On June 18, staff along with colleagues from AC Transit, County Connection, Tri-Delta Transit, Union City Transit and WestCAT traveled to Sacramento to attend the JLAC hearing in order to provide testimony on Senator Wahab's requested audit of the six bus operators in Alameda and Contra Costa Counties. Prior to the hearing, meetings were held with JLAC member staffers and well as the JLAC consultant, to better understand the process. After testimony JLAC approved the audit request. Staff will share additional information on the audit timeline as it becomes available.



Regional Transportation Revenue Measure

Senate Bill 63, which is the enabling legislation for the future regional transportation revenue measure, passed the senate in June and is scheduled to go to the Assembly Transportation Committee on July 7. Key provisions in the bill currently include an August 11 opt-in deadline for Santa Clara and San Mateo Counties. Staff continues to advocate for return to source funding and a replacement for BART feeder bus funding, and will provide an update to the Board during the meeting.

2025 FTA Low No Application

Staff are working on an application to FTA's 2025 Low No and Bus/Bus Facilities Grant Program. The working title for the application is Building for Innovation and Growth for Buses in the United States (BIG BUS). The application would include funds augment LAVTA's purchase of 8 diesel-electric hybrid buses, and construction of the Atlantis Operations & Maintenance facility buildings. The application is due July 14.

LAVTA's Strategic Plan

The LAVTA Project Management Team has been working with the consultant team on the development and refinement of the LAVTA 2025 Strategic Plan framework, as well as the organizational assessment. The revised framework will be presented to both Committees in August and potentially to the Board for adoption in September.

State of California Budget Update

On Friday, June 27, Governor Gavin Newsom signed into law the FY 2026 State Budget along with 17 trailer bills. The budget architecture was incomplete without the enactment of two pivotal trailer bills – AB 130 and AB 131. Together, AB 130 and AB 131 represent some of the most sweeping housing, homelessness, and environmental streamlining reforms California has advanced in years. The budget also includes \$750 million in emergency loans for Bay Area transit agencies to address immediate fiscal crises.

EXECUTIVE DIRECTOR'S REPORT

Cancel August Board Meeting

Unless otherwise directed by the Board, the LAVTA Board of Directors meeting scheduled on August 4 is cancelled.

Attachments:

1. Board Statistics May 2025

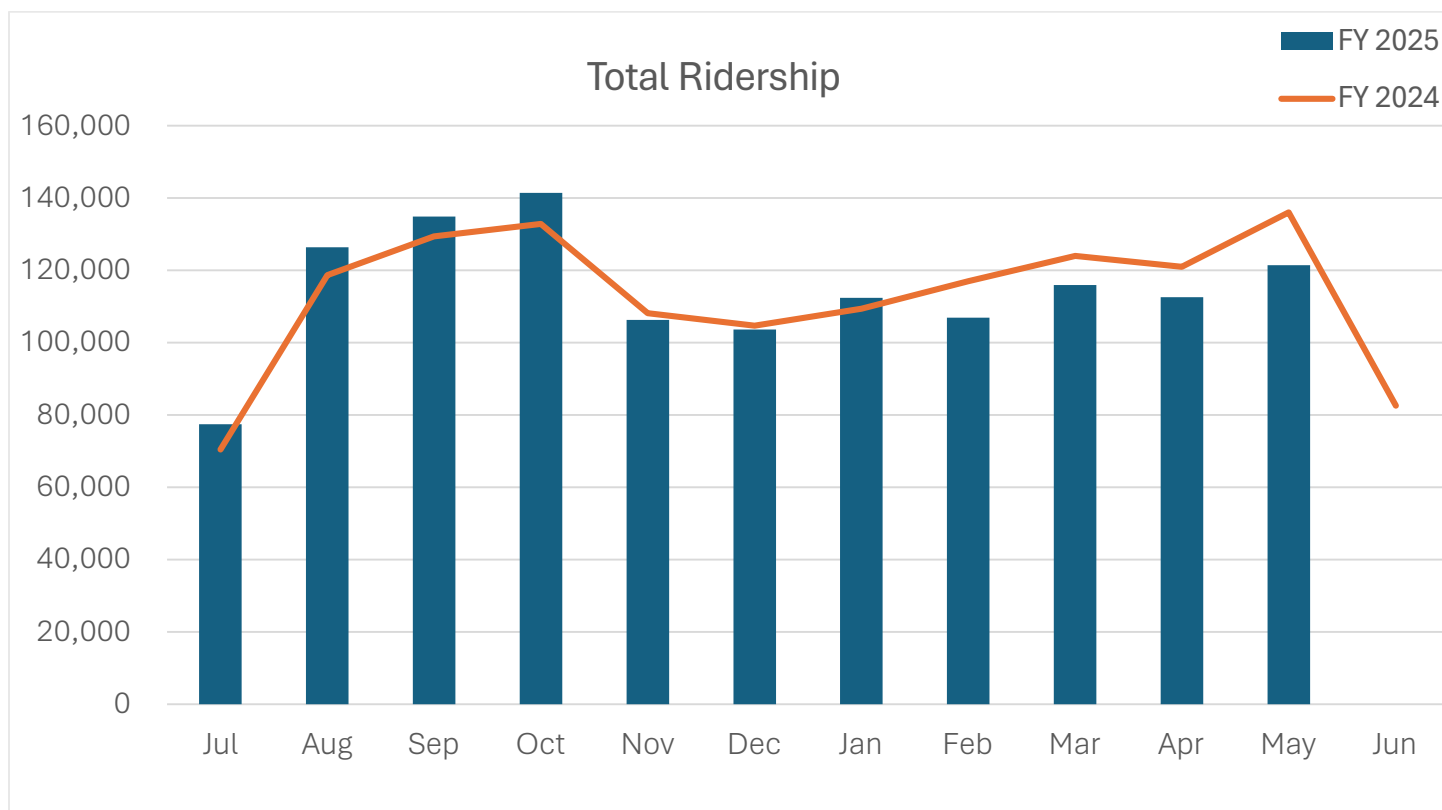


Wheels System Performance

FY 2025 - May

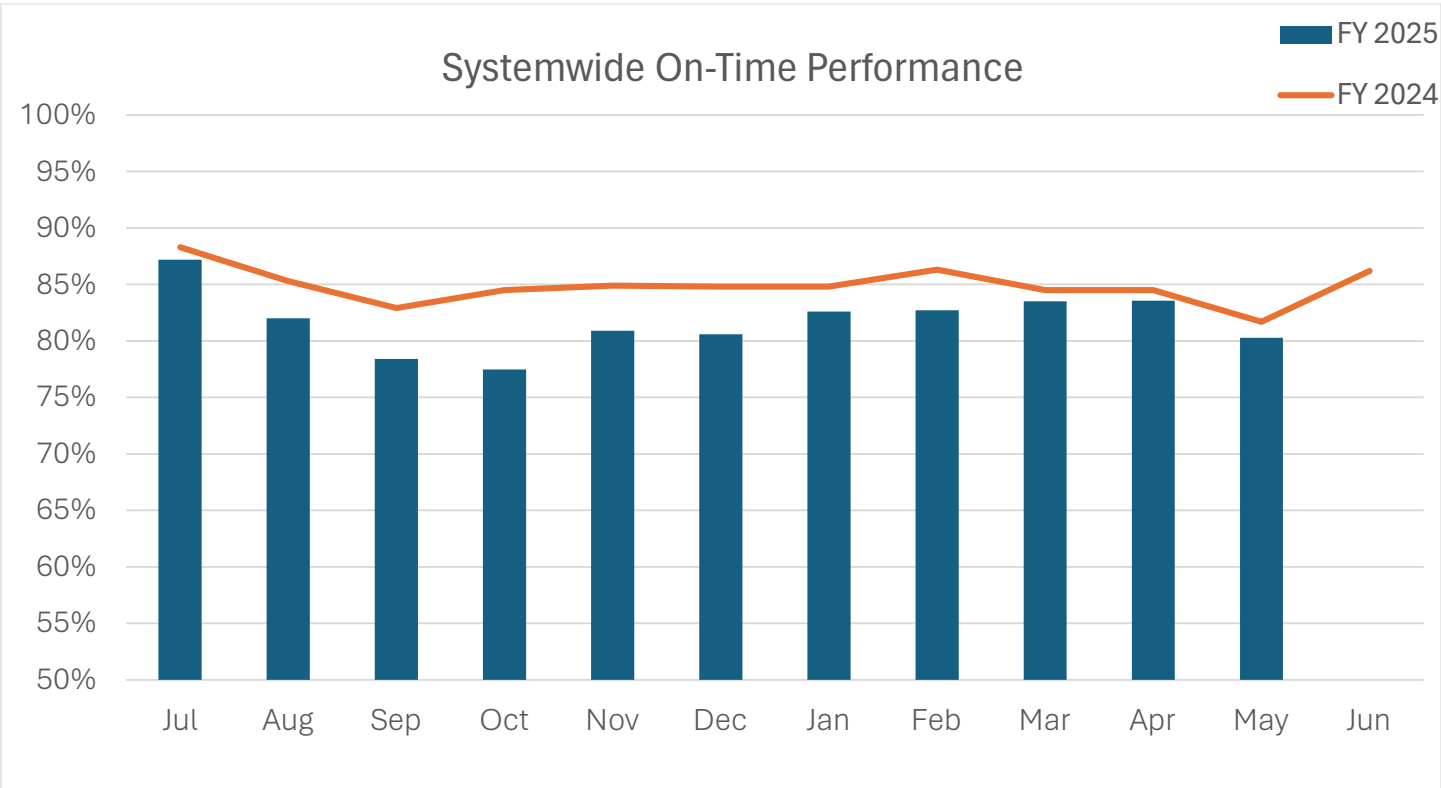
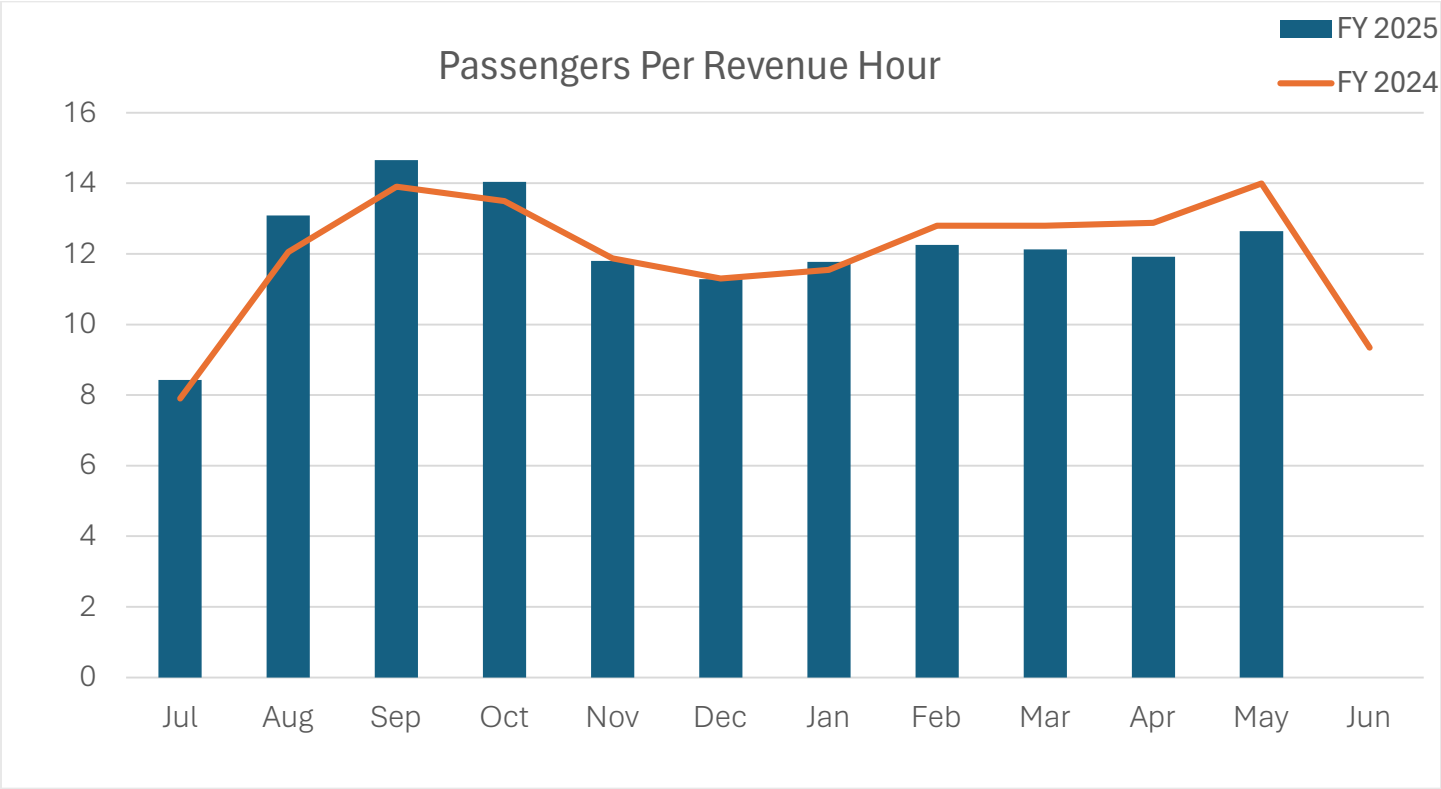
Fixed-Route

Performance Indicator	May-24	May-25	MoM % Change		YoY % Change	
Total Ridership	136,002	121,358	8%	↑	-11%	↓
Total Ridership FY To Date	1,135,274	1,137,494	N/A		0.2%	—
Fully Allocated Cost Per Passenger	\$12.23	\$13.34	-6%	↓	9%	↑
Average Weekday Ridership	5,578	4,942	8%	↑	-11%	↓
Average Saturday Ridership	1,625	1,579	-5%	↓	-3%	↓
Average Sunday Ridership	1,356	1,185	-1%	—	-12.6%	↓
Passengers Per Revenue Hour	13.99	12.64	6%	↑	-10%	↓
System-wide On-Time Performance	81.7%	80.3%	-3.9%	↓	-2%	↓
Preventable Accidents Per 100,000 Miles	0.63	0.64	-86%	↓	2%	—
Customer Complaints Per 100,000 Boardings	10.29	6.59	-43%	↓	-36%	↓
Miles Between Mechanical Failures	26,593	9,794	-10%	↓	-63%	↓





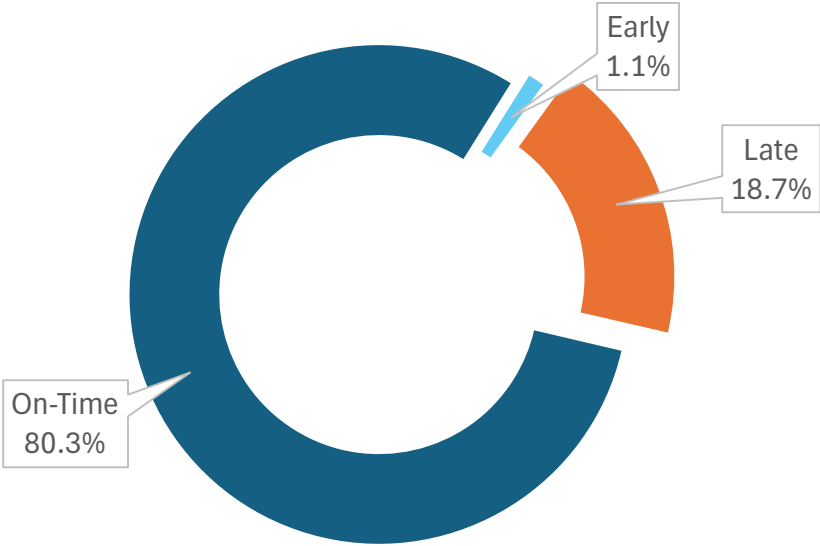
Fixed-Route



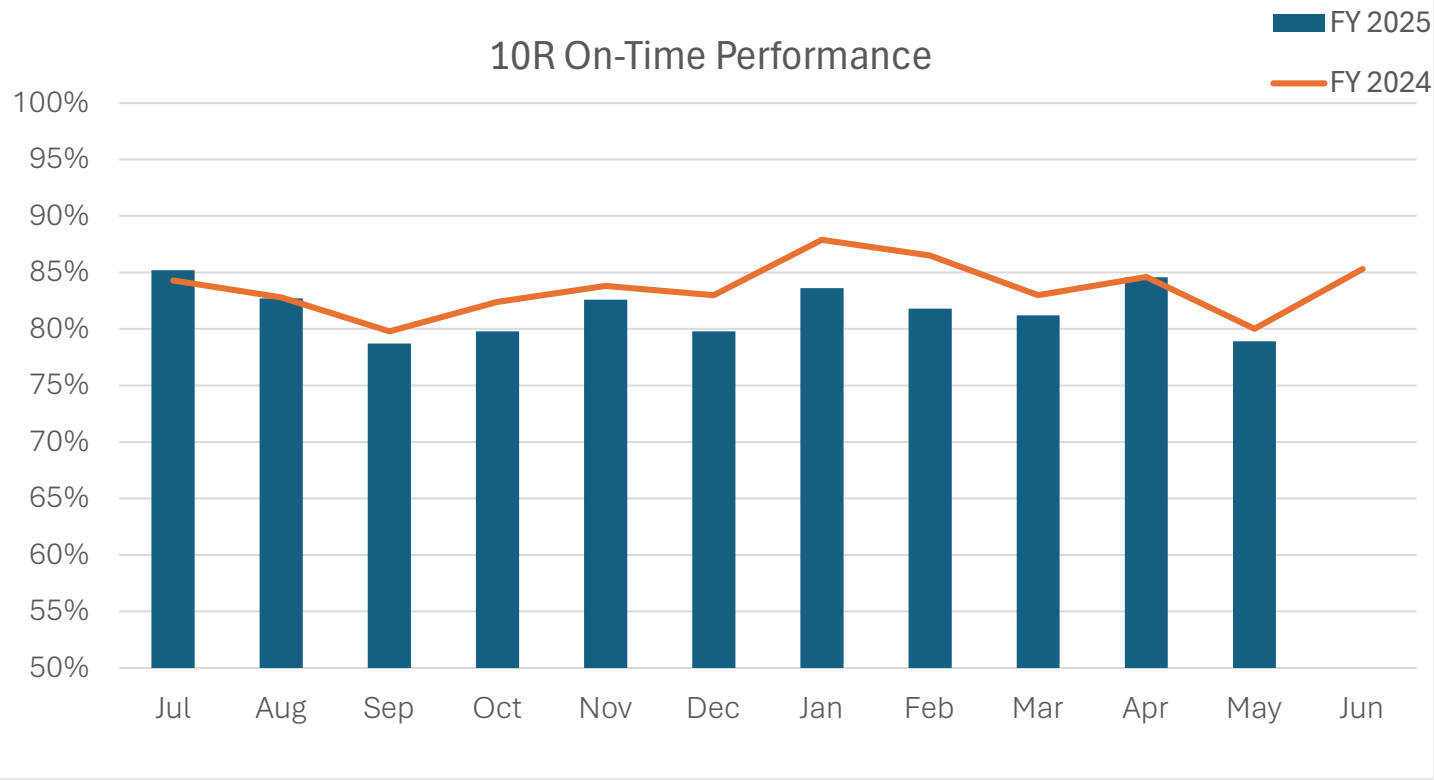


Fixed-Route

Systemwide On-Time Performance Detail

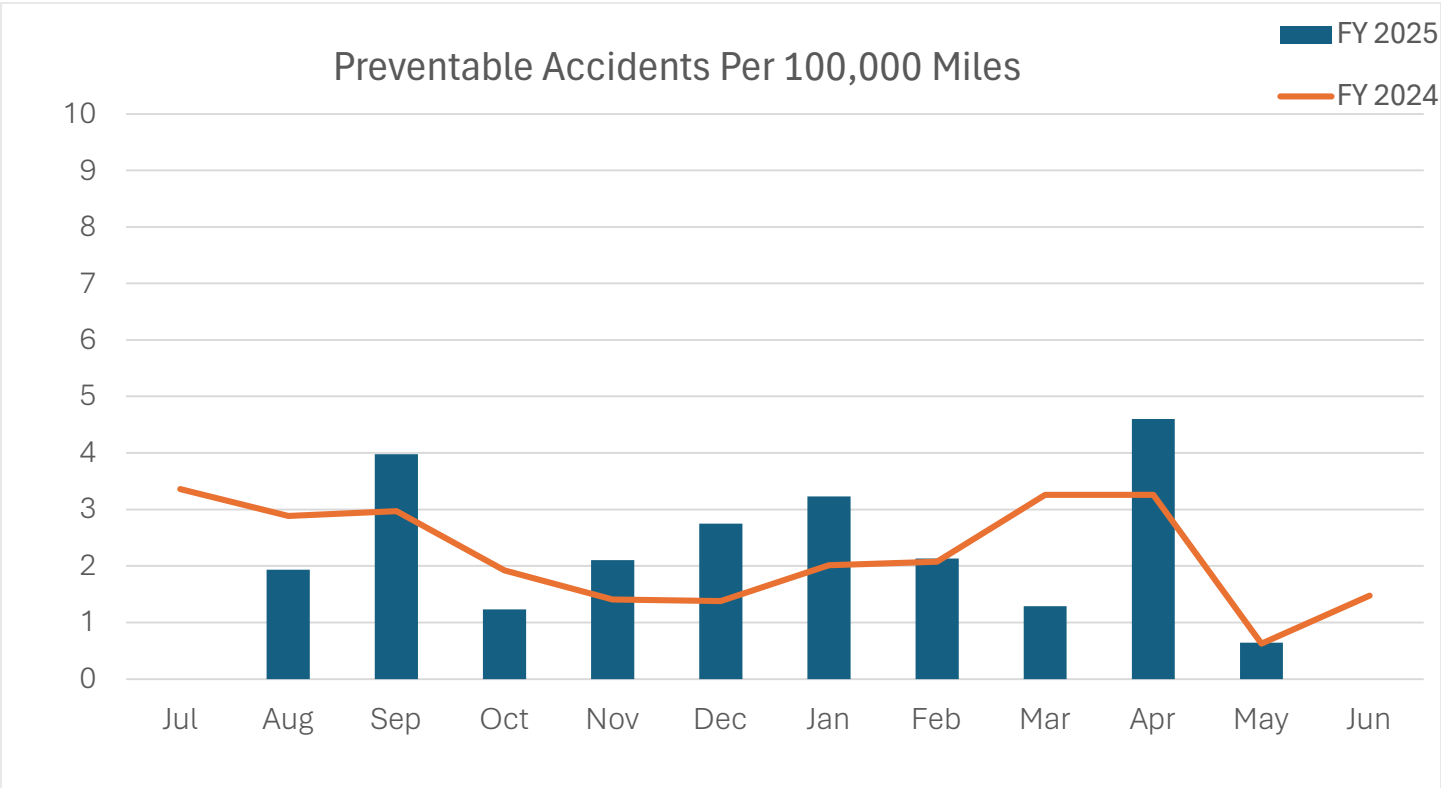
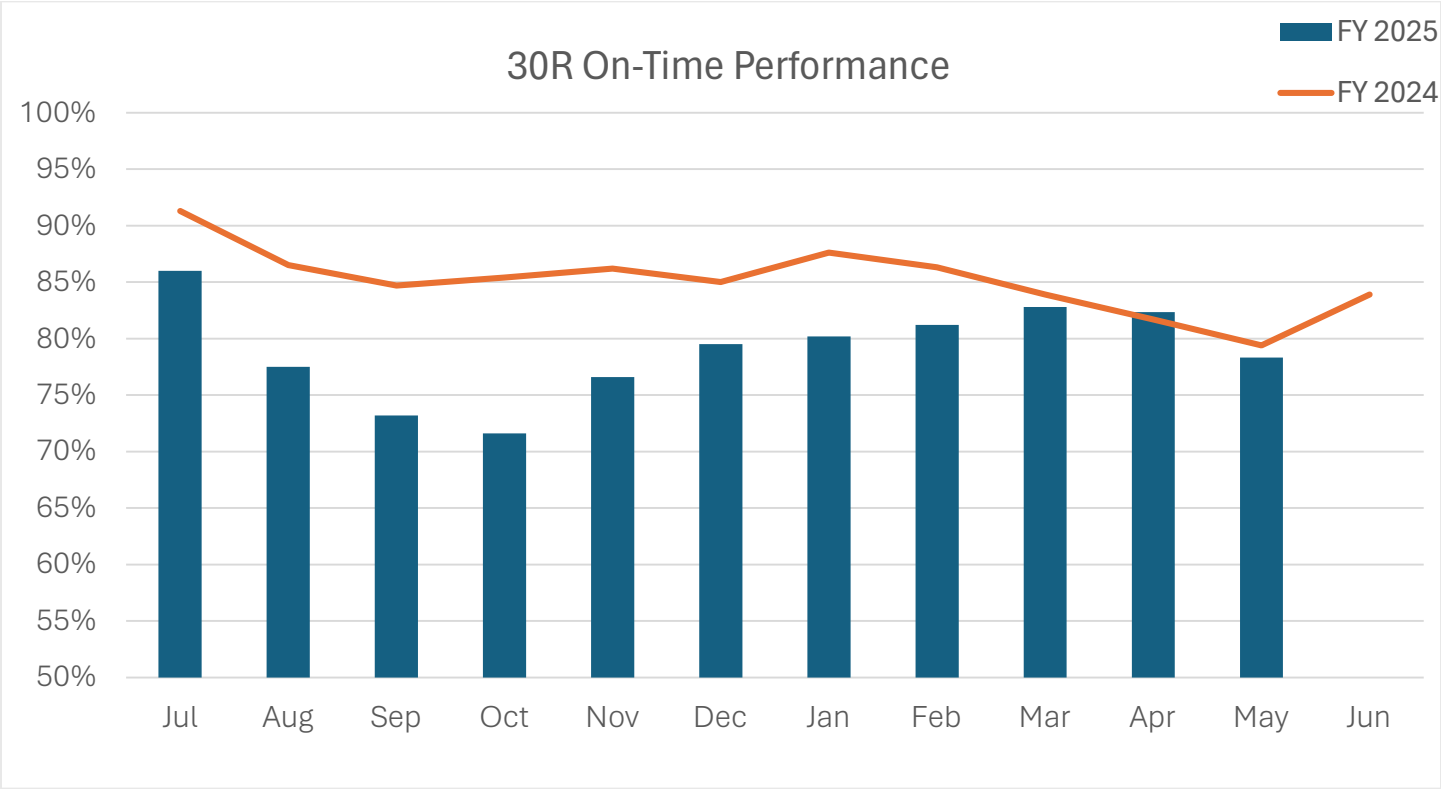


10R On-Time Performance



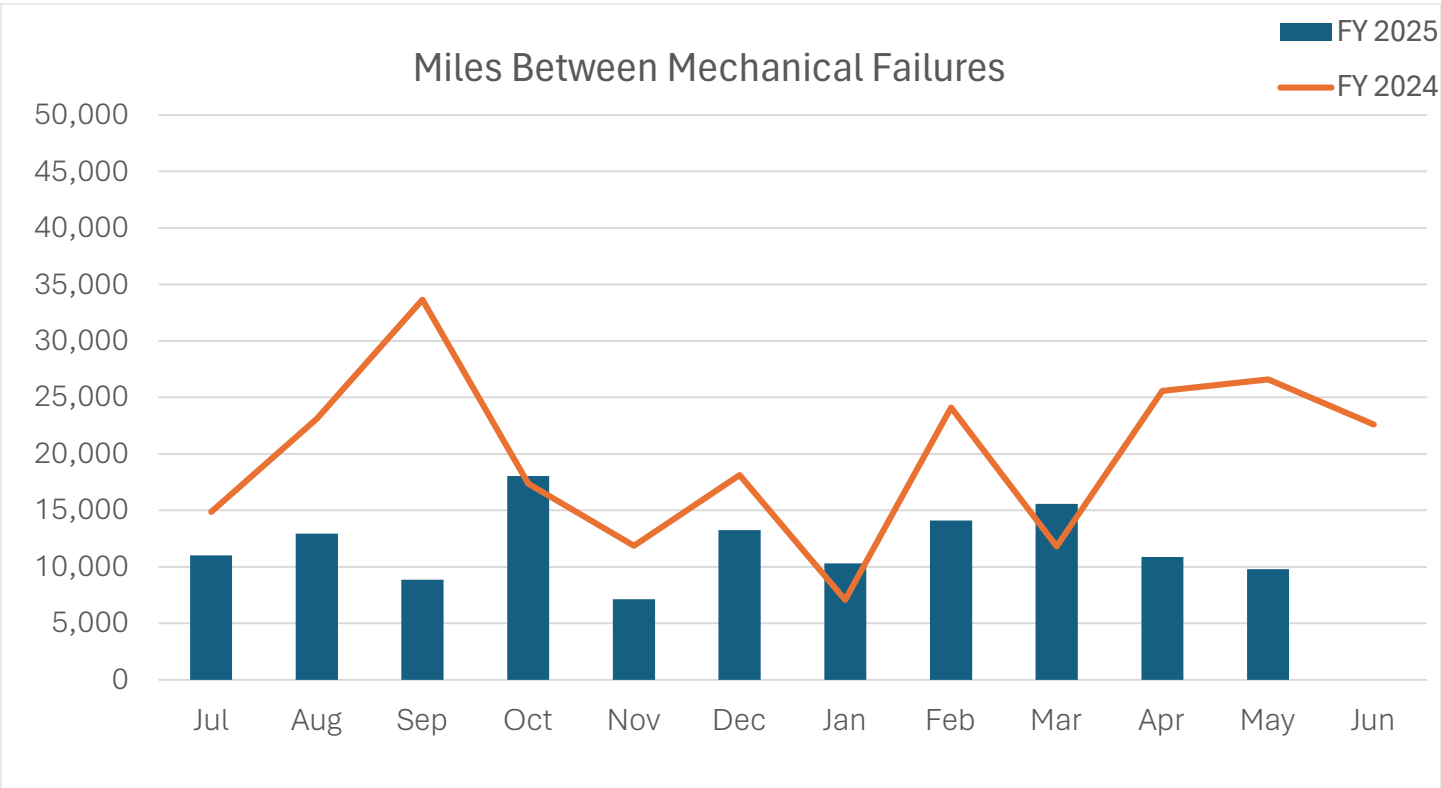


Fixed-Route





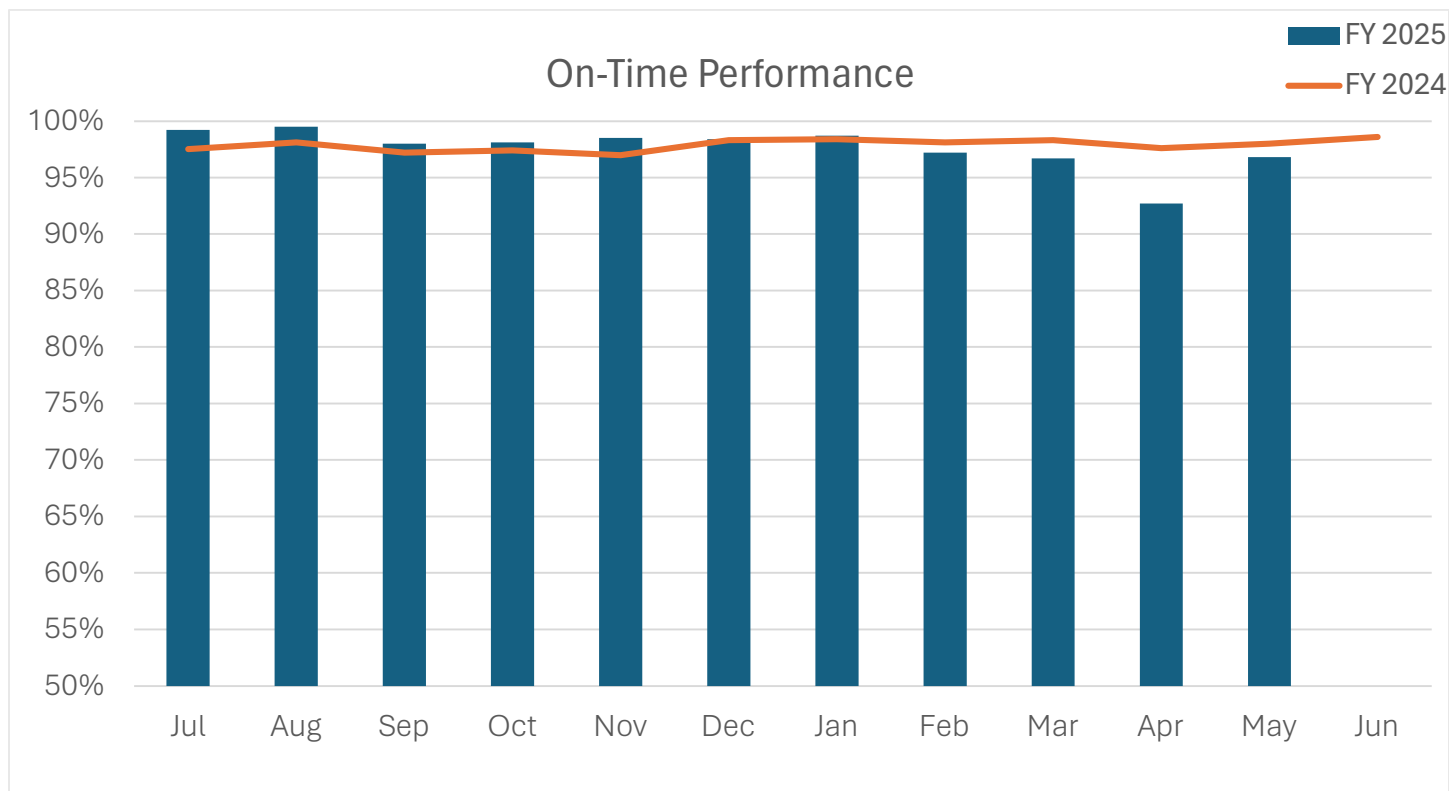
Fixed-Route





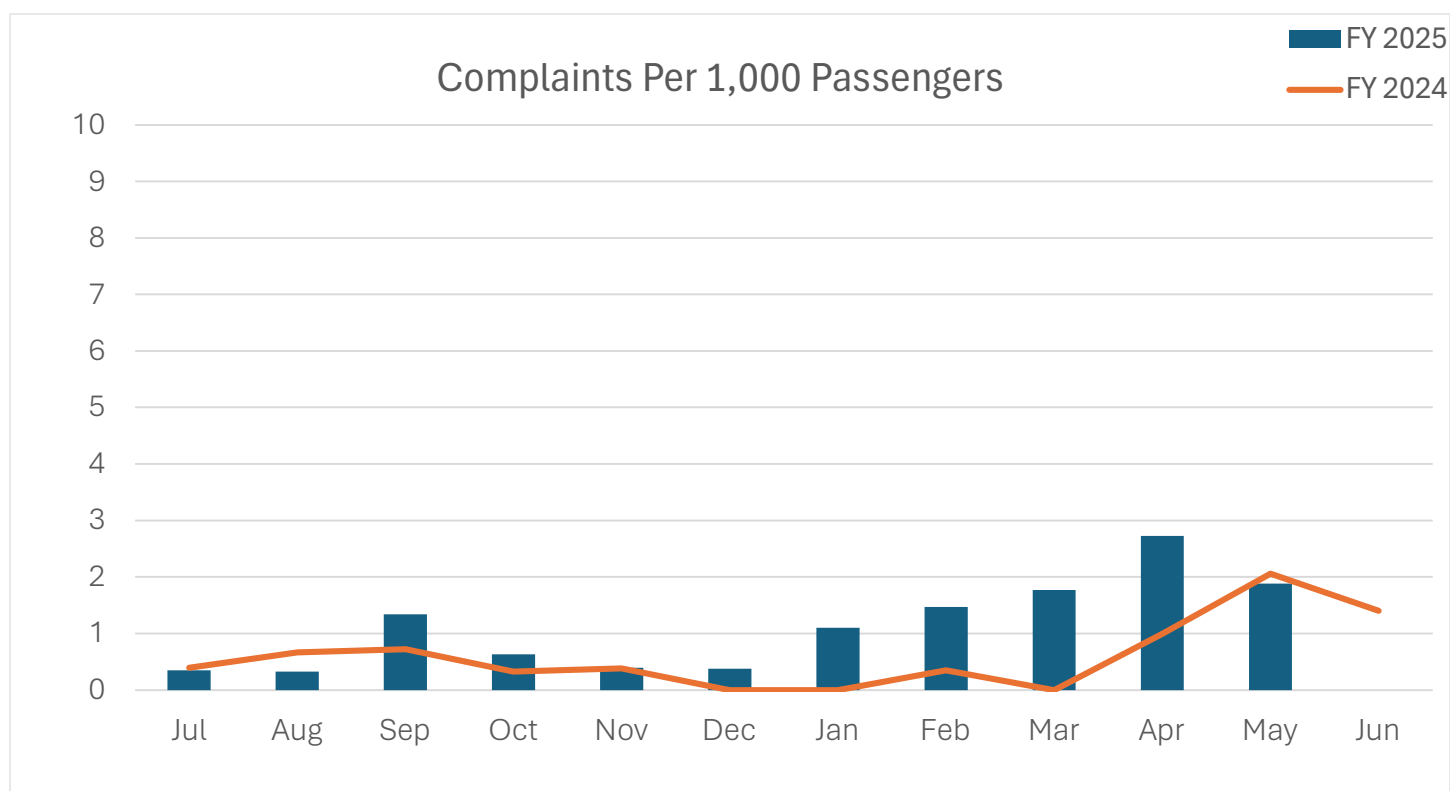
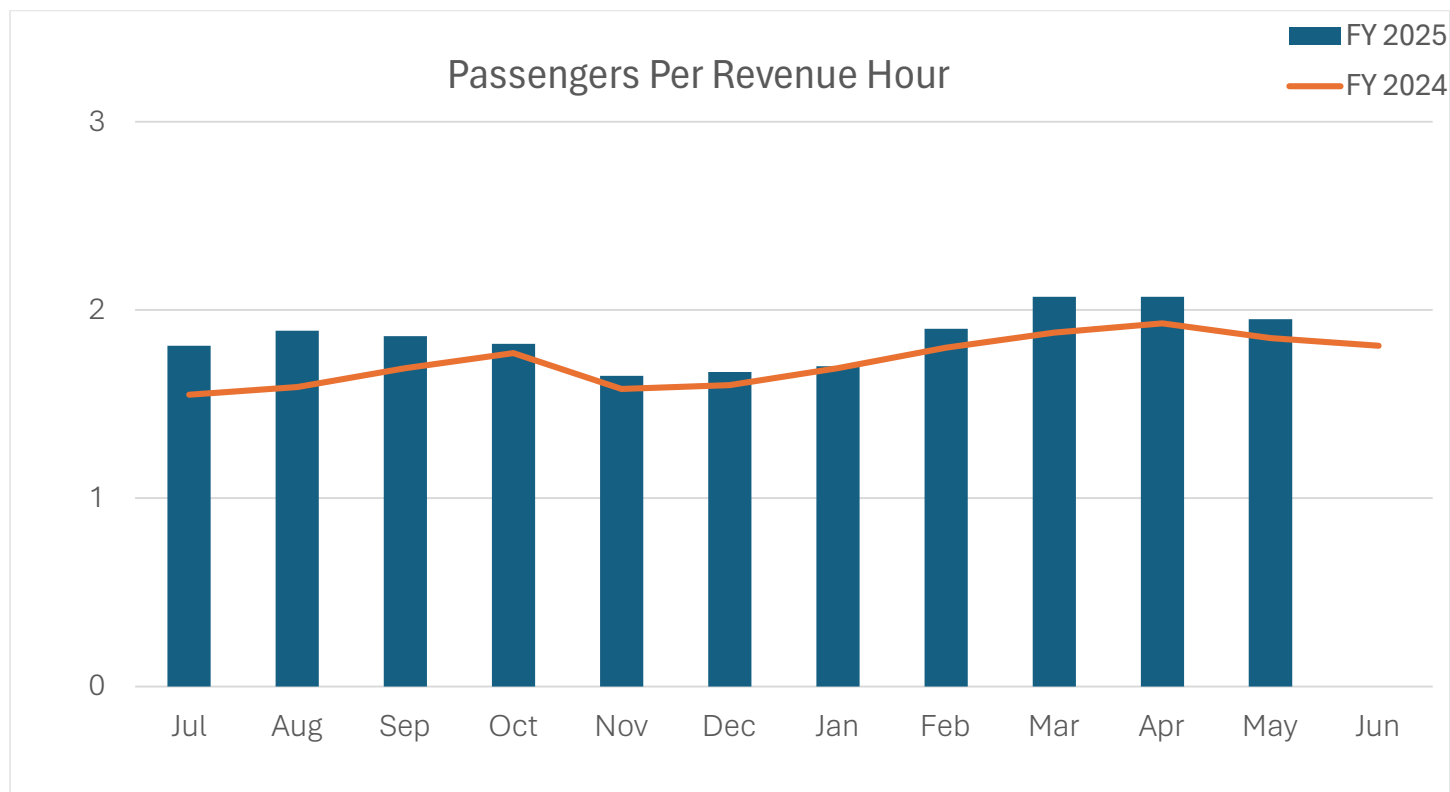
Paratransit

Performance Indicator	May-24	May-25	MoM % Change		YoY % Change	
On-Time Performance	98.0%	96.8%	4.4%	↑	-1.2%	↓
Passengers Per Revenue Hour	1.9	2.0	-5.8%	↓	5.4%	↑
Valid Complaints Per 1,000 Passengers	2.06	1.88	-31.1%	↓	-9%	↓
Phone Holds (% of calls answered within 60 seconds)	72.0%	60.1%	-7.7%	↓	-16.5%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0.0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$53.16	\$54.97	7.3%	↑	3.4%	↑
Dial-A-Ride Ridership	2,917	2,661	-9.3%		-8.8%	
One Seat Ride Ridership	233	264	-6.7%		13%	



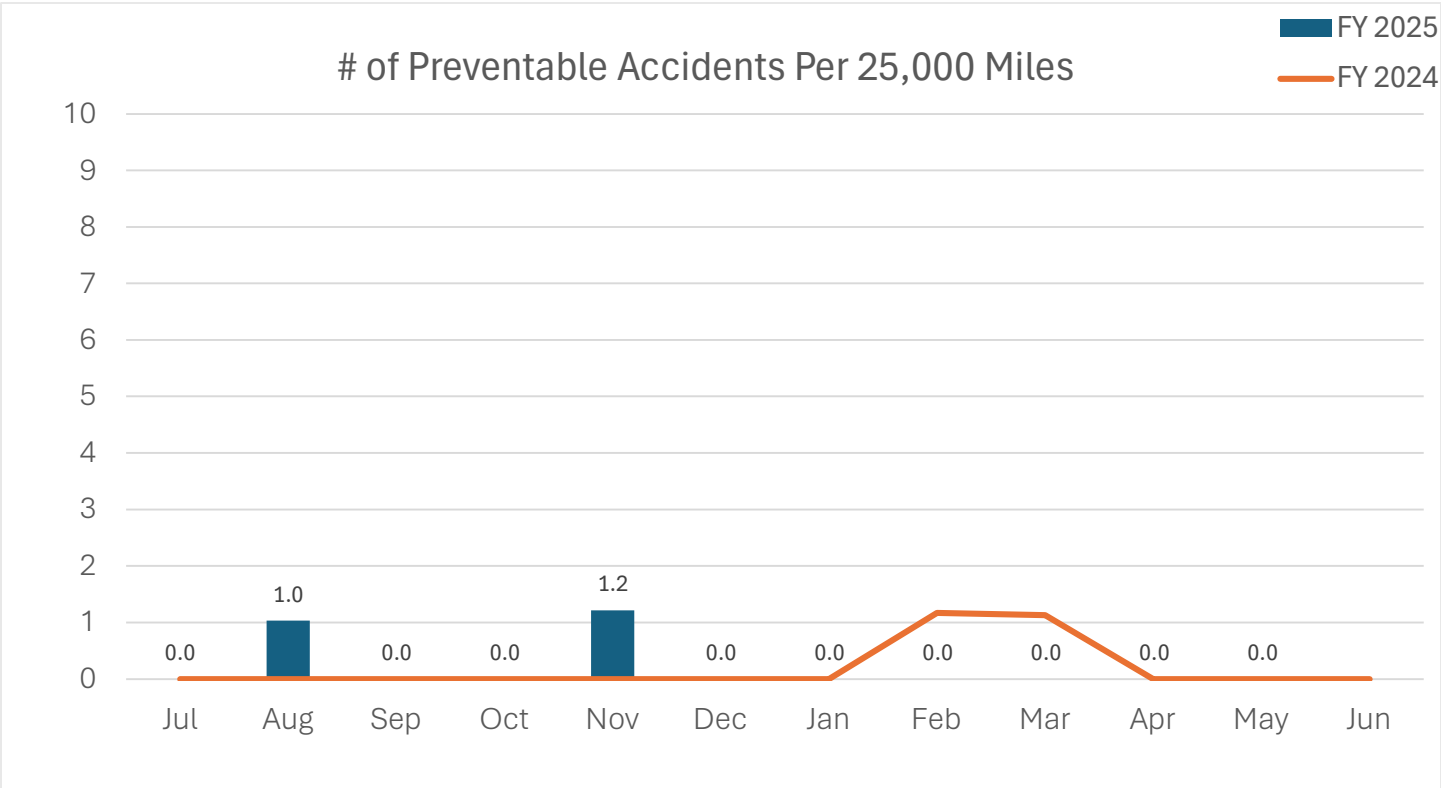
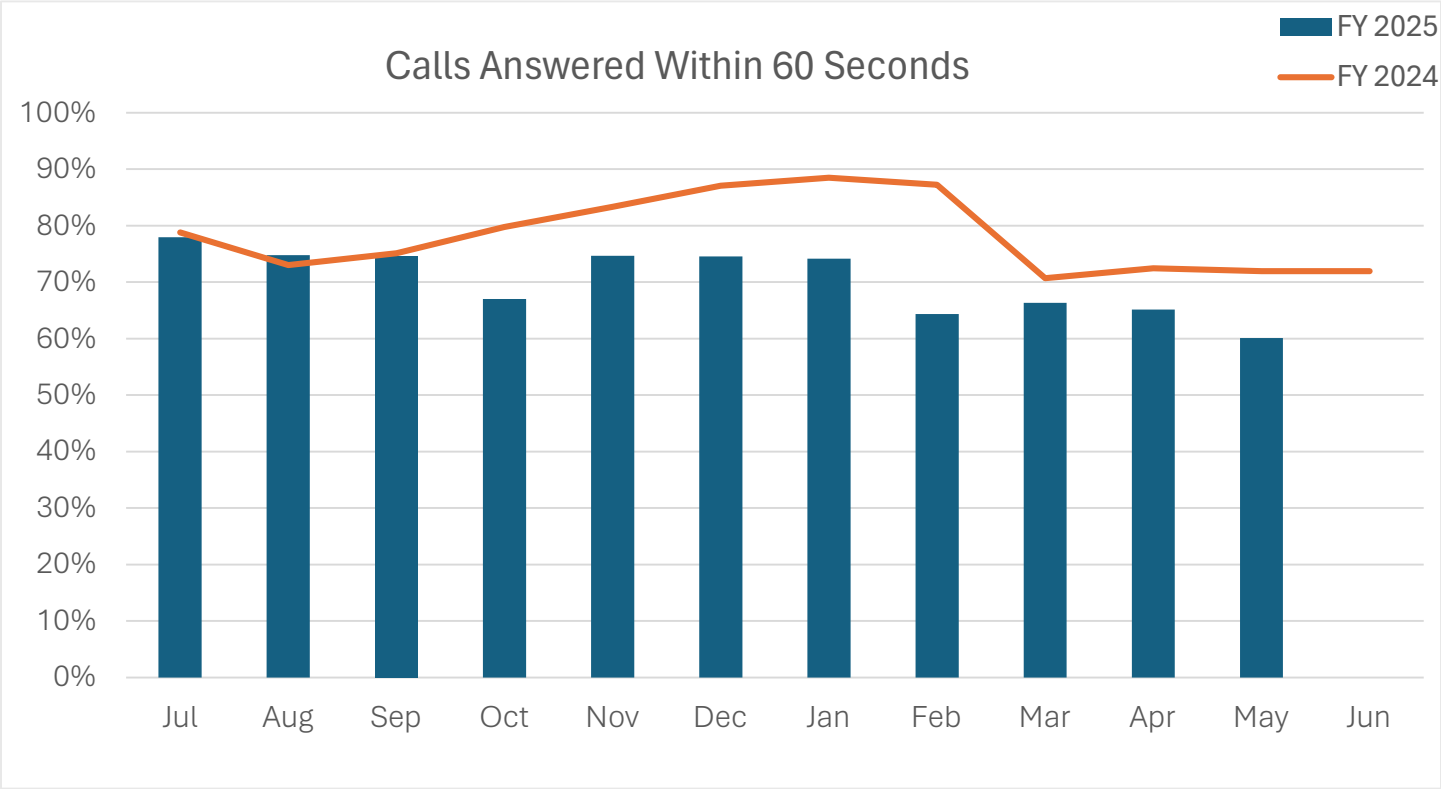


Paratransit



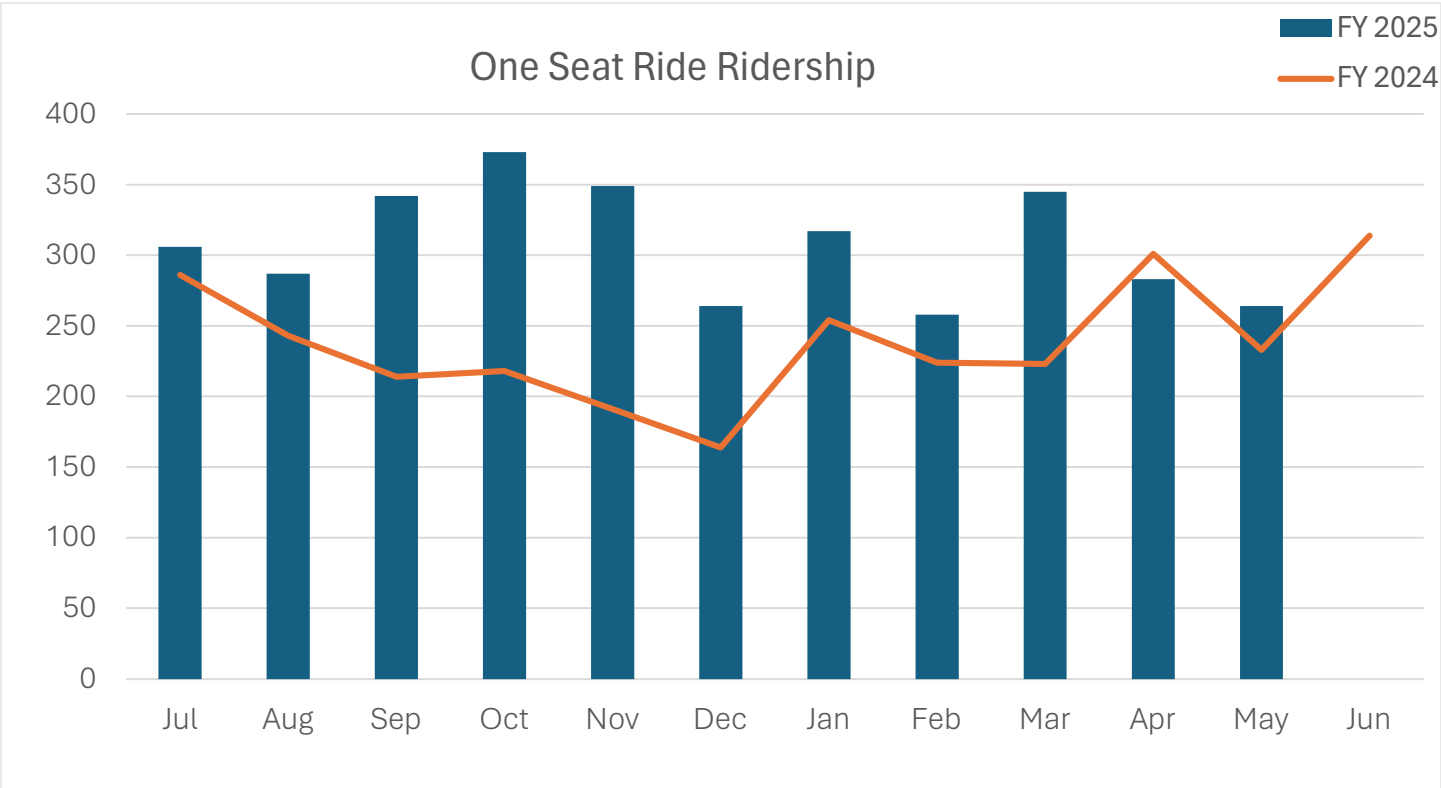
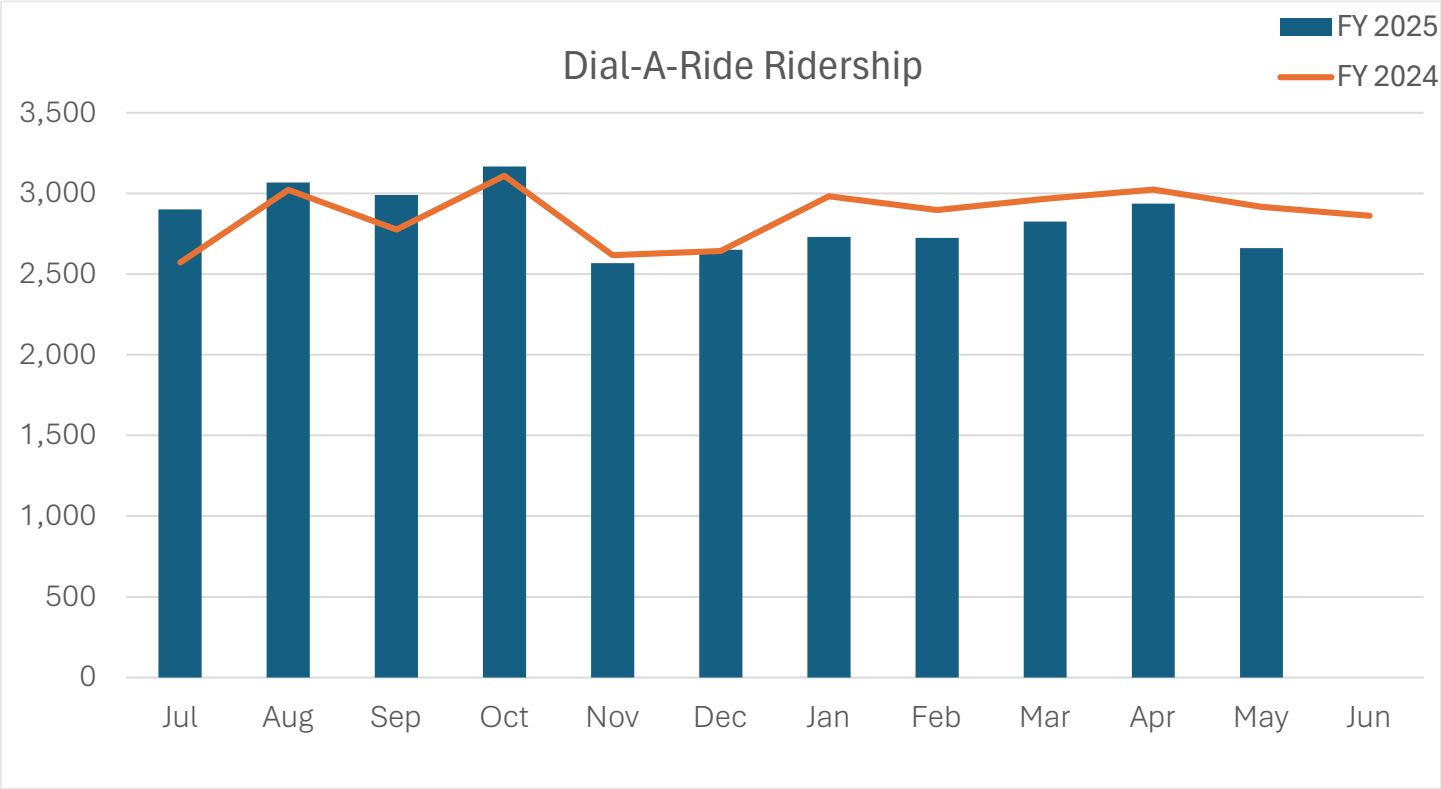


Paratransit





Paratransit





Go Tri-Valley

Performance Indicator	May-24	May-25	Year Over Year % Change
Total Ridership	3,551	4,995	41%
Average Subsidy	\$4.66	\$4.42	-5%

