

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

**FINANCE and ADMINISTRATION COMMITTEE MEETING / COMMITTEE OF THE WHOLE**

**COMMITTEE MEMBERS**

**KRISTIE WANG – CHAIR**  
**JULIE TESTA**

**MICHAEL McCORRISTON – VICE CHAIR**

**DATE:** August 26, 2025

**PLACE:** LAVTA Offices, Room 110  
1362 Rutan Court, Suite 100, Livermore

**TIME:** 4:00 p.m.

**TELECONFERENCE LOCATIONS**

NONE

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

*Documents received after publication of the Agenda and considered by the Finance and Administration Committee 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 Finance and Administration Committee 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](http://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 Tuesday, August 26, 2025 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment – 08/26/2025” 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 Committee 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/83887904704>  
Passcode: FA1362Mtg
- To supplement a PC, Mac, tablet or device without audio, please also join by phone:  
Dial: 1 (669) 900-6833  
Webinar ID: 838 8790 4704  
Passcode: 732133

*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: 838 8790 4704  
Passcode: 732133

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

**To submit written comments:**

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

If you are submitting public comment via email, please do so by 1:00 p.m. on Tuesday, August 26, 2025 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment – 08/26/2025” 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.

**LAVTA Finance & Administration  
AGENDA – August 26, 2025**

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

**2. Roll Call of Members**

**3. Meeting Open to Public**

- Members of the audience may address the Committee on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Members of the audience may address the Committee on items on the Agenda at the time the Chair calls for the particular Agenda item.
- Public comments should not exceed three (3) minutes.
- Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.

**4. Minutes of the June 24, 2025 Meeting of the F&A Committee**

**Recommendation:** Approval of minutes.

**5. Preliminary Treasurer's Report for June 2025**

**Recommendation:** Staff recommend that the Finance and Administration Committee forward the June 2025 Treasurer's Report to the Board of Directors for approval

**6. Treasurer's Report for July 2025**

**Recommendation:** Staff recommend that the Finance and Administration Committee forward the July 2025 Treasurer's Report to the Board of Directors for approval.

**7. Strategic Plan Draft Framework**

**Recommendation:** Staff to provide an update on the 2025 Strategic Plan - Draft Framework for discussion.

**8. Legislative Update**

**Recommendation:** Staff to provide an informational report on recent legislative activities and recommend referring one Support position to the Board of Directors for approval.

**9. FY26 Fare Increase Scenarios**

**Recommendation:** Staff recommend the Finance and Administration Committee provide feedback on the potential FY26 fare increase scenarios.

**10. Executive Director's Report**

**Recommendation:** This is a discussion item.

**10. Matters Initiated by Committee Members**

**11. Next Meeting Date is Scheduled for: September 23, 2025**

**12. Adjourn**

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.

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.

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

<u>/s/ Lynn Domagas</u>	<u>08/22/2025</u>
<u>LAVTA Administrative Services Department</u>	<u>Date</u>

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

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

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

**FINANCE and ADMINISTRATION COMMITTEE MEETING / COMMITTEE OF THE**  
**WHOLE**

**COMMITTEE MEMBERS**

**MICHAEL McCORRISTON – CHAIR**  
**JULIE TESTA**

**KRISTIE WANG – VICE CHAIR**

**DATE:** Tuesday, June 24, 2025

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**MINUTES**

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

Meeting called to order 4:00pm

**2. Roll Call of Members**

**Members Present**

Michael McCorriston – City of Dublin

Kristie Wang – City of Livermore

Julie Testa – City of Pleasanton – arrived at 4:08pm

**3. Meeting Open to Public**

No public comments

**4. Minutes of the May 27, 2025 Meeting of the F&A Committee**

**Recommendation:** Approval

No public comments.

Motion/Second: Wang/McCorriston

Aye: Wang/McCorriston

No: None

Abstain: None

Absent: Testa

**5. Treasurer's Report for May 2025**

**Recommendation:** Staff recommends that the Finance and Administration Committee forward the May 2025 Treasurer's Report to the Board of Directors for approval.

Vice Chair Wang asked if it's normal that expenses are low. Staff shared that invoices tend to be delayed but typically are accrued in the July/August timeframe.

No public comments.

Motion/Second: Testa/Wang  
Aye: Wang/McCorriston/Testa  
No: None  
Abstain: None  
Absent: None

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

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

Vice Chair Wang asked why the allocation amount was not included in the Board-approved FY26 Budget. Staff shared that for this program specifically, allocations are estimated a year in advance. The agency expects to begin receiving payments for the FY26 allocation around November, making the full allocation available by the start of next fiscal year, at which time the funds can be included in the FY27 budget. Director Testa stated she would like to see more details on expenditures to date for prior year allocations.

No public comments.

Motion/Second: Wang/Testa  
Aye: Wang/McCorriston/Testa  
No: None  
Abstain: None  
Absent: None

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

**Recommendation:** Staff recommends that the Finance & Administration Committee refer Resolution 24-2025 to the Board of Directors for approval 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.

Staff noted that we only received one bid thus additional steps were taken per the Agency's procurement policy. The bid was also below the engineer's estimate.

No public comments.

Motion/Second: Testa/Wang  
Aye: Wang/McCorriston/Testa  
No: None  
Abstain: None  
Absent: None

## **8. LAVTA Annual Salary Band Review**

**Recommendation:** Staff requests that the Finance and Administration Committee recommend 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.

Staff indicated that this is an annual process and was procured through a competitive RFP in early 2025. The selected vendor, The Hive, was retained to provide a comprehensive analysis of staff salary bands that included cost of living factors to normalize the data. Staff is recommending implementing some of the recommendations, including modifying/widening the salary bands and adding an additional salary band for the Customer Service Rep ladder, but is recommending holding off on additional recommendations until after the Strategic Plan is complete.

Rex Sanders and Rafael Silva from The Hive attended the meeting remotely to answer questions about the study methodology.

Inquires by the Committee were made regarding the widening and increase of the bands moving upward, and the types of agencies used for comparisons. Additionally, committee members share comments about the inclusion of the cost of living factor, and a request was made for more detailed information at the Board meeting.

No public comments.

Motion/Second: Testa/Wang  
Aye: Wang/McCorriston/Testa  
No: None  
Abstain: None  
Absent: None

## **9. Changes to the Treasurer's Report**

**Recommendation:** This is a discussion item.

Staff shared that Chair McCorriston requested a few changes to the Treasurer's report to be more streamlines and to include historical information for comparison. . Staff presented an updated format based on what other agencies use. Chair McCorriston gave some suggestions cosmetically (hide columns, shortened amounts just show dollar amounts and not cents, etc.) and to keep balance sheet. Chair McCorriston also suggests keeping the check listing as a separate item rather than part of the Treasurer's Report.

No public comments.

**10. Matters Initiated by Committee Members**

No matters brought up by members.

**11. Next Meeting Date is Scheduled for: August 26, 2025**

Chair McCorriston may not be available and will ask his alternate to attend. Moving to September 2, 2025 would not work due to other meeting conflicts.

**12. Adjourn**

Meeting adjourned at 5:34pm.



LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Preliminary Treasurer's Report for June 2025

FROM: Tamara Edwards, Director of Finance

DATE: August 26, 2025

**Action Requested**

Review the preliminary LAVTA Treasurer's Report for June 2025 and forward it to the Board of Directors for Approval.

**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 June1, 2025	\$1,851,977.60
Payments made	\$1,941,707.09
Deposits made	\$1,003,423.19
Transfer from Farebox account	\$400,000.00
Ending balance June30, 2025	\$1,552,896.94

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

Beginning balance June1, 2025	\$253,980.91
Deposits made	\$168,974.74
Transfer to General Checking	\$400,000.00
Ending balance June30, 2025	\$22,955.65

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

Beginning balance June1, 2025	\$23,109,825.91
Q3FY25 Interest	\$294,269.39
Ending balance June30, 2025	\$23,404,095.40

***Operating Expenditures and Revenues Summary:***

This is the preliminary report for June 2025. This is the last month of the fiscal year and this report does not include any accruals or adjustments. The final report for June 2025 will come in the form of the ACFR which will be presented to the Committee in October.

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

None

**Recommendation**

Staff recommends that the Finance and Administration Committee forward the June 2025 Treasurer's Report to the Board of Directors for approval.

**Attachments:**

1. June 2025 Preliminary Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
BALANCE SHEET  
FOR THE PERIOD ENDING:  
June 30, 2025**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	1,552,897	
106 CASH - FIXED ROUTE ACCOUNT	22,954	
107 Clipper Cash	611,687	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	675,171	
135 INVESTMENTS - LAIF	23,404,095	
13599 INVESTMENTS - LAIF Mark to Market	(43,343)	
14001 Due From Rail	2,930,530	
150 PREPAID EXPENSES	382,147	
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	
<b>TOTAL ASSETS</b>		<b>89,048,707</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	108,467	
211 PRE-PAID REVENUE	3,077,166	
21101 Clipper to be distributed	517,342	
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	2,922	
22090 WORKERS' COMPENSATION PAYABLE	130,993	
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	(345)	
23102 UNEMPLOYMENT RESERVE	7,889	
<b>TOTAL LIABILITIES</b>		<b>6,091,094</b>

**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	(6,837,594)	
<b>TOTAL FUND BALANCE</b>		<b>82,957,613</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>89,048,707</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
June 30, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,560,675	30,126	1,121,870	438,805	71.9%
4020000	Business Park Revenues	226,476	0	212,631	13,845	93.9%
4020500	Special Contract Fares	613,318	0	293,538	319,780	47.9%
4020500	Special Contract Fares - Paratransit	37,200	3,989	30,186	7,014	81.1%
4010200	Paratransit Passenger Fares	162,675	8,835	108,132	54,544	66.5%
4060100	Concessions	23,916	6,207	22,983	933	96.1%
4060300	Advertising Revenue	190,000	0	190,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	294,269	638,738	(288,738)	182.5%
4070300	Non transportation revenue	181,956	15,804	200,568	(18,612)	110.2%
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	9,595	84,654	16,356	83.8%
4099200	TDA Article 4.5 - Paratransit	253,114	0	0	253,114	0.0%
4099600	Bridge Toll- RM2, RM3	1,364,384	0	899,303	465,081	65.9%
4099900	Other local funds	106,300	629	34,300	72,000	32.3%
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	420,411	701,779	(7,607)	101.1%
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	16,608	39,804	(39,803)	3980365.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,948,320	318,469	1,524,293	424,027	78.2%
4640200	Measure BB Paratransit Funds-Paratransit	1,171,902	157,242	752,611	419,291	64.2%
<b>RAIL</b>		0	0	0		
<b>TOTAL REVENUE</b>		<b>25,097,350</b>	<b>1,282,184</b>	<b>23,590,468</b>	<b>1,506,882</b>	<b>94.0%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
June 30, 2025**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$2,244,059	\$178,852	\$2,014,805	\$229,254	89.78%
502 00	Personnel Benefits	\$1,656,498	\$22,346	\$1,494,168	\$162,330	90.20%
503 00	Professional Services	\$1,576,482	\$94,418	\$1,076,281	\$500,201	68.27%
503 05	Non-Vehicle Maintenance	\$1,170,734	\$26,513	\$960,936	\$222,334	82.08%
503 99	Communications	\$6,402	\$108	\$1,987	\$4,415	31.04%
504 01	Fuel and Lubricants	\$1,663,500	\$98,714	\$997,434	\$666,066	59.96%
504 03	Non contracted vehicle maintenance	\$90,001	\$0	\$9,524	\$80,477	10.58%
504 99	Office/Operating Supplies	\$60,022	\$1,424	\$39,296	\$20,726	65.47%
504 99	Printing	\$134,000	\$4,203	\$51,195	\$82,805	38.21%
505 00	Utilities	\$521,285	\$31,526	\$431,345	\$89,940	82.75%
506 00	Insurance	\$648,917	(\$354)	\$719,658	(\$70,741)	110.90%
507 99	Taxes and Fees	\$111,868	\$9,939	\$112,642	(\$774)	100.69%
508 01	Purchased Transportation Fixed Route	\$11,986,359	\$948,178	\$12,034,770	(\$48,411)	100.40%
2-508 02	Purchased Transportation Paratransit	\$2,564,940	\$183,599	\$1,463,110	\$1,101,830	57.04%
508 03	Purchased Transportation WOD	\$200,000	\$22,647	\$207,224	(\$7,224)	103.61%
509 00	Miscellaneous	\$155,281	\$957	\$136,770	\$18,511	88.08%
509 02	Professional Development	\$132,500	\$6,889	\$109,702	\$22,798	82.79%
509 08	Advertising	\$174,000	\$7,473	\$44,313	\$129,687	25.47%
<b>TOTAL</b>		<b>\$25,096,848</b>	<b>\$1,637,431</b>	<b>\$21,905,160</b>	<b>\$3,204,224</b>	<b>87.28%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**June 30, 2025**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	368,700	149,017	149,017	219,683	40.42%
4090194	TDA Shop repairs and replacement	165,000	0	0	165,000	0.00%
4091094	TDA Transit Center Improvements	123,317	8,780	8,780	114,537	7.12%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	462,500	75,541	75,541	386,959	16.33%
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	14,026	14,026	80,974	14.76%
4090994	TDA IT	2,430,697	29,928	29,928	2,400,769	1.23%
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	1	0	28,963	(28,962)	2896321.00%
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%
<b>TOTAL REVENUE</b>		<b>58,211,446</b>	<b>277,292</b>	<b>430,164</b>	<b>54,781,282</b>	<b>0.74%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**June 30, 2025**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	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	18,894	868,436	1,040,899	45.48%
5551007	Transit Center Upgrades and Improvements	411,056	0	56,709	354,347	13.80%
5550607	TSP	2,790,000	24,143	73,975	2,716,025	2.65%
5550907	IT	440,000	24,698	54,625	385,375	12.41%
5550007	WIFI routers	440,000	0	279,895	160,105	63.61%
5551707	Bus Shelters and Stops	3,093,000	36,761	162,472	2,930,528	5.25%
5552007	Major component rehab	622,500	0	168,639	453,861	27.09%
555??07	Transit Capital	100,000	0	15,211	84,789	15.21%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>58,651,445</b>	<b>104,496</b>	<b>1,680,841</b>	<b>56,970,604</b>	<b>2.87%</b>
<b>FUND BALANCE (CAPITAL)</b>		<b>-439999.00</b>	<b>172,796</b>	<b>(1,250,677)</b>		
<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>		<b>-439,999.00</b>	<b>(182,628)</b>	<b>425,985</b>		

REPORT.: Aug 14 25 Thursday  
RUN...: Aug 14 25 Time: 11:07  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 06-25 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
06-25	024572	06/20/25	AVI01 (AMADOR VALLEY INDUSTRIES)		632.71	.00	632.71	Automatic Generated Check
	024573	06/20/25	BAR07 (SEAN BARNEY)		1,890.00	.00	1,890.00	Automatic Generated Check
	024574	06/20/25	BAY03 (BAY AREA NEWS GROUP)		1,223.34	.00	1,223.34	Automatic Generated Check
	024575	06/20/25	CAL13 (CALIFORNIA TRANSIT)		708.38	.00	708.38	Automatic Generated Check
	024576	06/20/25	DEP07 (DMV )		10.00	.00	10.00	Automatic Generated Check
	024577	06/20/25	GEN05 (GENFARE LLC)		2,594.35	.00	2,594.35	Automatic Generated Check
	024578	06/20/25	GOG01 (GO GO GRANDPARENT)		793.68	.00	793.68	Automatic Generated Check
	024579	06/20/25	IND01 (THE INDEPENDENT)		2,025.00	.00	2,025.00	Automatic Generated Check
	024580	06/20/25	KIM02 (KIMLEY-HORN AND ASSOC, INC)		63,550.70	.00	63,550.70	Automatic Generated Check
	024581	06/20/25	MAR06 (DANIEL MARCIEL)		900.00	.00	900.00	Automatic Generated Check
	024582	06/20/25	MET01 (METROPOLITAN TRANSPORT-)		6,775.64	.00	6,775.64	Automatic Generated Check
	024583	06/20/25	PAC16 (PACIFIC COAST TRANE)		6,564.00	.00	6,564.00	Automatic Generated Check
	024584	06/20/25	SHI02 (SHI INTERNATIONAL CORP)		18,919.45	.00	18,919.45	Automatic Generated Check
	024585	06/20/25	TX212 (LINDA WAHLE)		261.14	.00	261.14	Automatic Generated Check
	024586	06/20/25	TX254 (HOSSEIN SHAHRZAD)		102.29	.00	102.29	Automatic Generated Check
	H15753	06/20/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		133,823.74	.00	133,823.74	CEN04, 25180, MAR-25 MONT
	H15824	06/20/25	HAN01 (HANSON BRIDGETT MARCUS)		5,121.00	.00	5,121.00	HAN01, 1527425, MAY-25 AD
	H15825	06/20/25	HAN01 (HANSON BRIDGETT MARCUS)		3,443.50	.00	3,443.50	HAN01, 1527424, MAY-25 CO
	H15826	06/20/25	AIM01 (AIM TO PLEASE JANITORIAL SER		4,500.00	.00	4,500.00	AIM01, 119, MAY-25 MONTHL
	H15827	06/20/25	AIM01 (AIM TO PLEASE JANITORIAL SER		7,400.00	.00	7,400.00	AIM01, 1136, MAY-25 BUS S
	H15828	06/20/25	ASM01 (AMERICAN SWEEPING & MAINTENA		635.00	.00	635.00	ASM01, 17100, MAY-25 PARK
	H15829	06/20/25	CAL15 (CALTRONICS BUSINESS SYS)		322.28	.00	322.28	CAL15, 4372629, BIZHUB 4/
	H15830	06/20/25	CAS02 (LISETH CASTRO)		21.11	.00	21.11	CAS02, 4/14/25-6/2/25 MIL
	H15831	06/20/25	CCL01 (CARPI & CLAY INC)		4,500.00	.00	4,500.00	CCL01, 25-05LAVTA, MAY-25
	H15834	06/20/25	CNO01 (CIRCA NOW LLC)		3,487.50	.00	3,487.50	CNO01, 2153, PO7879 MAY-2
	H15836	06/20/25	CNO01 (CIRCA NOW LLC)		1,387.50	.00	1,387.50	CNO01, 2155, PO7907 TO4-M
	H15837	06/20/25	CNO01 (CIRCA NOW LLC)		1,965.00	.00	1,965.00	CNO01, 2156, TO7-MAY-25 B
	H15838	06/20/25	CNO01 (CIRCA NOW LLC)		690.00	.00	690.00	CNO01, 2157, TO10-MAY-25
	H15839	06/20/25	CNO01 (CIRCA NOW LLC)		6,487.50	.00	6,487.50	CNO01, 2158, TO8-MAY-25 T
	H15840	06/20/25	CNO01 (CIRCA NOW LLC)		3,925.50	.00	3,925.50	CNO01, 2159, TO9-MAY-25 A
	H15841	06/20/25	CNO01 (CIRCA NOW LLC)		6,675.00	.00	6,675.00	CNO01, 2160, TO9-MAY-25 A
	H15842	06/20/25	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02, 202776, 5/14/25 PE
	H15843	06/20/25	GAN01 (GANNETT FLEMING COMPANIES)		13,300.00	.00	13,300.00	GAN01, 51700, PO7897 TASK
	H15844	06/20/25	KKI01 (ALPHA MEDIA LLC)		3,350.00	.00	3,350.00	KKI01, 1505971-1, MP2446
	H15845	06/20/25	KKI01 (ALPHA MEDIA LLC)		1,650.00	.00	1,650.00	KKI01, 1505971-2, MP2446
	H15846	06/20/25	LYF01 (LYFT, INC)		9,598.52	.00	9,598.52	LYF01, 1193359, MAY-25 GO
	H15847	06/20/25	LYF01 (LYFT, INC)		225.59	.00	225.59	LYF01, 1193360, MAY-25 GO
	H15848	06/20/25	MIG01 (MOORE IACOFANO GOLTSMAN)		13,063.75	.00	13,063.75	MIG01, 91510, LAVTA STRAT
	H15849	06/20/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 134421, JUNE-25 1S
	H15850	06/30/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 134422, JUNE-25 2N
	H15851	06/20/25	OPS01 (OPENPATH SECURITY INC.)		2,520.00	.00	2,520.00	OPS01, 166274, ANNUAL CLO
	H15852	06/20/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2977, MAY-25 RUTAN
	H15853	06/20/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2978, MAY-25 ATLAN
	H15854	06/20/25	PRE03 (PREMIER SECURITY SOLNS CO)		649.52	.00	649.52	PRE03, PSI-16988, 5/29/25
	H15855	06/20/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,414.08	.00	2,414.08	SAN01, 945207046, MAR-25
	H15856	06/20/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,531.84	.00	2,531.84	SAN01, 945207047, APR-25
	H15857	06/20/25	SCF01 (SC FUELS)		24,729.81	.00	24,729.81	SCF01, 723561, 5/30/25 FU
	H15858	06/20/25	SCF01 (SC FUELS)		25,382.53	.00	25,382.53	SCF01, 730918, 6/9/25 FUE
	H15859	06/20/25	SDI01 (SDI PRESENCE LLC)		11,455.38	.00	11,455.38	SDI01, 19368, IT MODERNIZ
	H15860	06/20/25	SDI01 (SDI PRESENCE LLC)		4,301.74	.00	4,301.74	SDI01, 19525, IT MODERN-S
	H15862	06/20/25	SMA02 (SIMPLE MACHINING LLC)		1,353.30	.00	1,353.30	SMA02, 1297, MP2414 BUS S
	H15863	06/20/25	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOL01, 25-0605LAVTA, MAY-
	H15864	06/20/25	SWT01 (SMARTWAVE TECHNOLOGIES LLC)		17,385.00	.00	17,385.00	SWT01, 155382, PO7905 ACC
	H15865	06/20/25	TPG01 (VILLAGE INSTANT PRINTING)		307.75	.00	307.75	TPG01, 81355, MP2445 STON
	H15866	06/20/25	TPG01 (VILLAGE INSTANT PRINTING)		1,600.59	.00	1,600.59	TPG01, 81384, MP2447 WHEE
	H15867	06/20/25	TPG01 (VILLAGE INSTANT PRINTING)		401.19	.00	401.19	TPG01, 81545, MP2457 SYST
	H15868	06/20/25	TX230 (SCOTT ZHANG)		44.86	.00	44.86	TX230, PARATAXI REIMBURSE
	H15869	06/20/25	DIR01 (DIRECT TV)		24.00	.00	24.00	DIR01, 96X250611, 6/10/25
	H15870	06/20/25	UBE01 (UBER )		12,822.58	.00	12,822.58	UBE01, MAY-25 GO DUBLIN B
	H15871	06/20/25	DAI02 (ALLIANT INSURANCE SERVICES)		8,519.57	.00	8,519.57	DAI02, 3127781, FY26 POLL
	H15872	06/20/25	DAI02 (ALLIANT INSURANCE SERVICES)		161,357.89	.00	161,357.89	DAI02, 10170772, FY26 ALL
	H15873	06/20/25	AIR02 (AIRESPRING)		3,587.28	.00	3,587.28	AIR02, 197096566, 6/1/25-
	H15874	06/12/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		120.46	.00	120.46	CAL10, CA STATE GARNISHME
	H15875	06/13/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		50,824.21	.00	50,824.21	DIR02, PR DIRECT DEPOSIT
	H15876	06/20/25	DOM01 (LYNN DOMAGAS)		266.11	.00	266.11	DOM01, 3/24/25-5/12/25 EX
	H15877	06/12/25	EFT01 (ELECTRONIC FUND TRANFERS)		13,404.60	.00	13,404.60	EFT01, FEDERAL TAX 5/24/2
	H15878	06/12/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,591.09	.00	4,591.09	EMP01, STATE TAX 5/24/25-
	H15879	06/20/25	JXU01 (JIAYAO XU)		1,151.42	.00	1,151.42	JXU01, 5/1/25-5/16/25 TRA
	H15880	06/06/25	MVT01 (MV TRANSPORTATION, INC.)		110,246.90	.00	110,246.90	MVT01, APR-25 FIXED ROUTE
	H15881	06/12/25	PER01 (PERS )		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15882	06/12/25	PER01 (PERS )		7,628.49	.00	7,628.49	PER01, PERS NEW CONTRIBUT
	H15883	06/12/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,691.86	.00	3,691.86	PER04, PERS 457 CONTRIBUT
	H15884	06/17/25	PEX01 (PEX CARD)		8,000.00	.00	8,000.00	PEX01, 6/12/25 PEX CARDS
	H15885	06/20/25	SCF01 (SC FUELS)		29,112.31	.00	29,112.31	SCF01, 714873, 5/15/25 FU
	H15886	06/20/25	SCF01 (SC FUELS)		27,355.31	.00	27,355.31	SCF01, 718717, 5/21/25 FU
	H15887	06/20/25	SHE05 (SHELL )		82.66	.00	82.66	SHE05, MAY-25 CC STATEMEN
	H15888	06/20/25	STA01 (STATE COMPENSATION FUND)		1,292.33	.00	1,292.33	STA01, MAY-25 WORKER'S CO
	H15889	06/20/25	VER01 (VERIZON WIRELESS)		1,804.81	.00	1,804.81	VER01, 6114210809, 4/23-5
	H15890	06/20/25	TX242 (BONNIE WOLF)		240.00	.00	240.00	TX242, PARATAXI REIMBURSE
	H15891	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		2,026.15	.00	2,026.15	CAL04, 0198655555, BUS WA
	H15892	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		70.26	.00	70.26	CAL04, 2575555555, TC FIR
	H15893	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		63.36	.00	63.36	CAL04, 3616555555, TC WAT
	H15894	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		1,006.07	.00	1,006.07	CAL04, 4616555555, TC IRR
	H15895	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 4755555555, MOA FI
	H15896	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 5755555555, CONTRA
	H15897	06/30/25	CAL04 (CALIFORNIA WATER SERVICE)		2,592.02	.00	2,592.02	CAL04, 9098655555, MOA WA
	H15898	06/30/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		120.46	.00	120.46	CAL10, CA STATE GARNISHME
	H15899	06/30/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS
	H15900	06/30/25	CIT06 (CITY OF LIVERMORE SEWER)		570.98	.00	570.98	CIT06, 133294-00, MOA WAT
	H15901	06/30/25	CIT06 (CITY OF LIVERMORE SEWER)		58.82	.00	58.82	CIT06, 133389-00, TRANSIT
	H15902	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		32.42	.00	32.42	CIT07, 139361-00, ATLANTI
	H15903	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		137.10	.00	137.10	CIT07, 139388-00, BUS WAS
	H15904	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		54.10	.00	54.10	CIT07, 139399-00, ATLANTI
	H15905	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		254.71	.00	254.71	CIT07, 138430-01, ATLANTI
	H15906	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		46.94	.00	46.94	CIT07, 138431-00, ATLANTI
	H15907	06/30/25	CIT07 (CITY OF LIVERMORE - WATER)		12.38	.00	12.38	CIT07, 138432-00, ATLANTI



REPORT.: Aug 14 25 Thursday  
RUN...: Aug 14 25 Time: 11:07  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 06-25 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
06-25	H15908	06/27/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		53,698.41	.00	53,698.41	DIR02, PR DIRECT DEPOSIT
	H15909	06/30/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		14,763.59	.00	14,763.59	DIR02, PR DIRECT DEPOSIT-
	H15910	06/30/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		1,580.68	.00	1,580.68	DIR02, PR DIRECT DEPOSIT
	H15911	06/30/25	EFT01 (ELECTRONIC FUND TRASFERS)		14,506.80	.00	14,506.80	EFT01, FEDERAL TAX 6/7/25
	H15912	06/27/25	EFT01 (ELECTRONIC FUND TRASFERS)		453.16	.00	453.16	EFT01, FEDERAL TAX BOD 6/
	H15913	06/27/25	EFT01 (ELECTRONIC FUND TRASFERS)		5,347.11	.00	5,347.11	EFT01, FEDERAL TAX ADMIN
	H15914	06/26/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,902.05	.00	4,902.05	EMP01, STATE TAX 6/7/25-6
	H15915	06/27/25	EMP01 (EMPLOYMENT DEVEL DEPT)		52.40	.00	52.40	EMP01, STATE TAX BOD 6/1/
	H15916	06/27/25	EMP01 (EMPLOYMENT DEVEL DEPT)		1,675.00	.00	1,675.00	EMP01, STATE TAX ADMIN LE
	H15917	06/30/25	LIV10 (LIVERMORE SANITATION INC)		2,828.42	.00	2,828.42	LIV10, 2819932, 5/1/25-5/
	H15918	06/30/25	MAR07 (DAVID MARK)		119.26	.00	119.26	MAR07, 6/9/25-6/11/25 EXP
	H15919	06/30/25	MER01 (MERCHANT SERVICES)		45.69	.00	45.69	MER01, MAY-25 MOA CC STAT
	H15920	06/30/25	MER01 (MERCHANT SERVICES)		160.57	.00	160.57	MER01, MAY-25 TRANSIT CEN
	H15921	06/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		13,734.10	.00	13,734.10	PAC02, 5809326332-3, MOA
	H15922	06/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,512.90	.00	1,512.90	PAC02, 6062256368-6, ATLA
	H15923	06/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		2,169.93	.00	2,169.93	PAC02, 7264840356-5, BUS
	H15924	06/30/25	PAC02 (PACIFIC GAS AND ELECTRIC)		136.79	.00	136.79	PAC02, 7649646868-7, DOOL
	H15925	06/26/25	PER01 (PERS )		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15926	06/26/25	PER01 (PERS )		7,628.49	.00	7,628.49	PER01, PERS NEW CONTRIBUT
	H15927	06/26/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,677.08	.00	3,677.08	PER04, PERS 457 CONTRIBUT
	H15928	06/30/25	BAN03 (BANKCARD CENTER)		17,396.67	.00	17,396.67	BAN03, MAY-25 BMO CC STAT
Total for Bank Account 105 ----->					1,940,886.75	.00	1,940,886.75	
Grand Total of all Bank Accounts ----->					1,940,886.75	.00	1,940,886.75	

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for July 2025

FROM: Tamara Edwards, Director of Finance

DATE: August 26, 2025

**Action Requested**

Review the preliminary LAVTA Treasurer's Report for July 2025 and forward it to the Board of Directors for Approval.

**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 July1, 2025	\$1,552,896.94
Payments made	\$3,019,628.07
Deposits made	\$961,815.96
Transfer from LAIF	\$4,000,000.00
Ending balance July31, 2025	\$3,495,084.83

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

Beginning balance July1, 2025	\$22,955.65
Deposits made	\$25,478.41
Ending balance July31, 2025	\$48,434.06

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

Beginning balance July1, 2025	\$23,404,095.40
Transfer to General Checking	\$400,000.00
Ending balance July3, 2025	\$19,404,095.40

***Operating Expenditures and Revenues Summary:***

As this is the first month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 8%. The agency is at 10.02% overall. This is due to some billing that is paid for the full year in July.

***Operating Revenues Summary:***

While expenses are at 10.02%, revenues are at 1.8%. However, this is normal for the start of the year and the agency has a healthy cash flow and reserve balance.

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

Cummins West \$69,200 for an engine replacement

**Recommendation**

Staff recommends that the Finance and Administration Committee forward the July 2025 Treasurer's Report to the Board of Directors for approval.

**Attachments:**

1. July 2025 Preliminary Treasurer's Report

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

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	3,495,085	
106 CASH - FIXED ROUTE ACCOUNT	48,433	
107 Clipper Cash	855,493	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	(31,380)	
135 INVESTMENTS - LAIF	19,404,095	
13599 INVESTMENTS - LAIF Mark to Market	(43,343)	
14001 Due From Rail	2,930,530	
150 PREPAID EXPENSES	130,684	
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	
<b>TOTAL ASSETS</b>		<b>86,302,165</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	(472,578)	
211 PRE-PAID REVENUE	2,882,166	
21101 Clipper to be distributed	761,147	
22000 FEDERAL INCOME TAXES PAYABLE	0	
22010 STATE INCOME TAX	38	
22020 FICA MEDICARE	113	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(98)	
22030 SDI TAXES PAYABLE	12	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(1,607)	
22090 WORKERS' COMPENSATION PAYABLE	133,574	
22100 PERS-457	0	
22110 Direct Deposit Clearing	684	
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	(345)	
23102 UNEMPLOYMENT RESERVE	7,889	
<b>TOTAL LIABILITIES</b>		<b>5,557,763</b>

**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	(9,050,805)	
<b>TOTAL FUND BALANCE</b>		<b>80,744,402</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>86,302,165</b>

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

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,412,201	28,383	28,383	1,383,818	2.0%
4020000	Business Park Revenues	270,000	0	0	270,000	0.0%
4020500	Special Contract Fares	614,195	0	0	614,195	0.0%
4020500	Special Contract Fares - Paratransit	24,000	0	0	24,000	0.0%
4010200	Paratransit Passenger Fares	121,850	4,355	4,355	117,495	3.6%
4060100	Concessions	24,828	0	0	24,828	0.0%
4060300	Advertising Revenue	195,000	195,000	195,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	0	0	350,000	0.0%
4070300	Non transportation revenue	185,712	11,678	11,678	174,034	6.3%
4099100	TDA Article 4.0 - Fixed Route	15,427,044	0	0	15,427,044	0.0%
4099500	TDA Article 4.0-BART	86,923	0	0	86,923	0.0%
4099200	TDA Article 4.5 - Paratransit	420,861	0	0	420,861	0.0%
4099600	Bridge Toll- RM2, RM3	1,100,000	0	0	1,100,000	0.0%
4099900	Other local funds	183,000	0	0	183,000	0.0%
4110100	STA Funds-Paratransit	126,470	0	0	126,470	0.0%
4110500	STA Funds- Fixed Route BART	497,672	0	0	497,672	0.0%
4110100	STA Funds-pop	1,695,172	0	0	1,695,172	0.0%
4110100	STA Funds- rev	395,790	0	0	395,790	0.0%
4110100	STA Funds- Lifeline	84,188	0	0	84,188	0.0%
4130000	FTA Section	30,000	0	0	30,000	100.0%
4130000	FTA Section 5307 ADA Paratransit	666,894	0	0	666,894	0.0%
4640500	Measure BB Paratransit Funds-GAP	113,000	0	0	113,000	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,855,656	157,702	157,702	1,697,954	8.5%
4640200	Measure BB Paratransit Funds-Paratransit	924,303	77,865	77,865	846,439	8.4%
<b>RAIL</b>		0	0	0		
<b>TOTAL REVENUE</b>		<b>26,804,759</b>	<b>474,983</b>	<b>474,983</b>	<b>26,329,776</b>	<b>1.8%</b>

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

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>	
501 02	Salaries and Wages	\$2,136,783	\$161,180	\$161,180	\$1,975,603	7.54%	\$161,180
502 00	Personnel Benefits	\$1,485,015	\$225,377	\$225,377	\$1,259,138	15.18%	\$225,877
503 00	Professional Services	\$1,315,769	\$14,284	\$14,284	\$1,301,485	1.09%	\$14,284
503 05	Non-Vehicle Maintenance	\$1,040,973	\$158,843	\$158,843	\$882,130	15.26%	\$158,843
503 99	Communications	\$3,402	\$49,942	\$49,942	(\$46,540)	1468.02%	\$49,942
504 01	Fuel and Lubricants	\$1,466,962	\$52,318	\$52,318	\$1,414,644	3.57%	\$52,318
504 03	Non contracted vehicle maintenance	\$2	\$0	\$0	\$2	0.00%	\$0
504 99	Office/Operating Supplies	\$34,802	\$0	\$0	\$34,802	0.00%	\$0
504 99	Printing	\$80,001	\$0	\$0	\$80,001	0.00%	\$0
505 00	Utilities	\$520,147	\$0	\$0	\$520,147	0.00%	\$0
506 00	Insurance	\$880,125	\$777,178	\$777,178	\$102,947	88.30%	\$777,178
507 99	Taxes and Fees	\$114,000	\$5,152	\$5,152	\$108,848	4.52%	\$5,152
508 01	Purchased Transportation Fixed Route	\$14,985,794	\$1,202,473	\$1,202,473	\$13,783,321	8.02%	\$1,202,473
2-508 02	Purchased Transportation Paratransit	\$2,106,303	\$9,362	\$9,362	\$2,096,941	0.44%	\$9,362
508 03	Purchased Transportation WOD	\$225,600	\$0	\$0	\$225,600	0.00%	\$0
509 00	Miscellaneous	\$214,039	\$27,959	\$27,959	\$186,080	13.06%	\$27,959
509 02	Professional Development	\$64,650	\$480	\$480	\$64,170	0.74%	\$480
509 08	Advertising	\$130,400	\$0	\$0	\$130,400	0.00%	\$0
<b>TOTAL</b>		<b>\$26,804,768</b>	<b>\$2,684,548</b>	<b>\$2,684,548</b>	<b>\$24,119,720</b>	<b>10.02%</b>	

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)**  
**FOR THE PERIOD ENDING:**  
**July 31, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	567,000	0	0	567,000	0.00%
4090194	TDA Shop repairs and replacement	1	0	0	1	0.00%
4091094	TDA Transit Center Improvements	161,181	0	0	161,181	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	474,152	0	0	474,152	0.00%
4090094	TDA WiFi	1	0	0	1	0.00%
4091794	TDA bus stops	785,000	0	0	785,000	0.00%
4090694	TDA TSP	90,000	0	0	90,000	0.00%
4090994	TDA IT	81,400	0	0	81,400	0.00%
4090294	TDA Atlantis	13,173,526	0	0	13,173,526	0.00%
4090699	TSP TFCA	95,000	0	0	95,000	0.00%
4090696	BT TSP	2,682,736	0	0	2,682,736	0.00%
4091796	BT Bus Stops	230,000	0	0	230,000	0.00%
40923	TDA Buses	1,784,222	0	0	1,784,222	0.00%
4110900	State (SGR) Buses 2025	1	0	0	1	0.00%
4110200	State (LCTOP) Atlantis	656,983	0	0	656,983	0.00%
4110500	State (LCTOP) Rutan retrofit	1	0	0	1	0.00%
41309	FTA Buses	385,164	0	0	385,164	0.00%
41317	FTA bus stops	1,818,000	0	0	1,818,000	0.00%
41302	FTA Atlantis	1,060,318	0	0	1,060,318	0.00%
41305	FTA Rutan Retrofit	1	0	0	1	0.00%
41320	FTA Hybrid battery packs	536,606	0	0	536,606	0.00%
41310	FTA Transit Center	276,819	0	0	276,819	0.00%
41323	Buses	6,751,720	0	0	6,751,720	0.00%
46405	Measure BB Atlantis	1	0	0	1	0.00%
<b>TOTAL REVENUE</b>		<b>31,709,833</b>	<b>-</b>	<b>-</b>	<b>24,958,112</b>	<b>0.00%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**July 31, 2025**

July 31, 2020

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
EXPENDITURE DETAILS						
CAPITAL PROGRAM - COST CENTER 07						
5550207	Atlantis Facility	14,890,827	0	0	14,890,827	0.00%
5550107	Shop Repairs and replacement	1	0	0	1	0.00%
5550107	Bus Wash	1	0	0	1	0.00%
5552307	Buses	8,921,106	0	0	8,921,106	0.00%
5550507	Office and Facility Equipment	567,000	0	0	567,000	0.00%
5551007	Transit Center Upgrades and Improvements	438,000	0	0	438,000	0.00%
5550607	TSP	2,867,736	0	0	2,867,736	0.00%
5550907	IT	81,400	0	0	81,400	0.00%
5550007	WIFI routers	1	0	0	1	0.00%
5551707	Bus Shelters and Stops	2,833,000	0	0	2,833,000	0.00%
5552007	Major component rehab	1,010,758	0	0	1,010,758	0.00%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
TOTAL CAPITAL EXPENDITURES		31,709,830	0	0	31,709,830	0.00%
FUND BALANCE (CAPITAL)		3.00	0	0		
FUND BALANCE (CAPTIAL & OPERATING)		-7.83	(2,213,211)	(2,213,211)		



REPORT.: Aug 14 25 Thursday  
RUN...: Aug 14 25 Time: 11:07  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 07-25 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-25	024587	07/21/25	ATT02 (AT&T )		813.00	.00	813.00	Automatic Generated Check
	024588	07/21/25	AVI01 (AMADOR VALLEY INDUSTRIES)		632.71	.00	632.71	Automatic Generated Check
	024589	07/21/25	BAY03 (BAY AREA NEWS GROUP)		1,781.34	.00	1,781.34	Automatic Generated Check
	024590	07/21/25	CAL12 (CALTIP INSURANCE)		728,761.00	.00	728,761.00	Automatic Generated Check
	024591	07/21/25	CAL13 (CALIFORNIA TRANSIT)		3,489.11	.00	3,489.11	Automatic Generated Check
	024592	07/21/25	CMA01 (CALIFORNIA MUNICIPAL ADVISOR)		1,750.00	.00	1,750.00	Automatic Generated Check
	024593	07/21/25	EBR01 (EBRCSA)		45,288.00	.00	45,288.00	Automatic Generated Check
	024594	07/21/25	GEN05 (GENFARE LLC)		2,131.01	.00	2,131.01	Automatic Generated Check
	024595	07/21/25	GOG01 (GO GO GRANDPARENT)		824.91	.00	824.91	Automatic Generated Check
	024596	07/21/25	IND01 (THE INDEPENDENT)		1,350.00	.00	1,350.00	Automatic Generated Check
	024597	07/21/25	KIM02 (KIMLEY-HORN AND ASSOC, INC)		10,902.00	.00	10,902.00	Automatic Generated Check
	024598	07/21/25	LIV04 (LIVERMORE CHAMBER)		399.00	.00	399.00	Automatic Generated Check
	024599	07/21/25	MET01 (METROPOLITAN TRANSPORT-)		1,202.69	.00	1,202.69	Automatic Generated Check
	024600	07/21/25	MLW01 (MACLEOD WATTS INC.)		1,550.00	.00	1,550.00	Automatic Generated Check
	024601	07/21/25	MRR02 (MR. ROOTER PLUMBING OF SOLAN)		496.69	.00	496.69	Automatic Generated Check
	024602	07/21/25	OFF01 (ODP BUSINESS SOLUTIONS LLC)		182.89	.00	182.89	Automatic Generated Check
	024603	07/21/25	PLE05 (PLEASANTON, CITY OF)		131.09	.00	131.09	Automatic Generated Check
	024604	07/21/25	SHI02 (SHI INTERNATIONAL CORP)		8,258.27	.00	8,258.27	Automatic Generated Check
	024605	07/21/25	USO01 (UNITED SENIORS OF OAKLAND &)		250.00	.00	250.00	Automatic Generated Check
	024606	07/21/25	VON01 (TRAPEZE SOFTWARE GROUP INC)		25,000.00	.00	25,000.00	Automatic Generated Check
	H15832	07/18/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		136,376.88	.00	136,376.88	CEN04, 25194, APR-25 MONT
	H15833	07/18/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		4,951.72	.00	4,951.72	CEN04, 25196, APR-25 MONT
	H15835	07/18/25	CNO01 (CIRCA NOW LLC)		4,500.00	.00	4,500.00	CNO01, 2154, PO7907 TO4 M
	H15861	07/18/25	SHA02 (SHAMROCK OFFICE SOLUTIONS)		34.47	.00	34.47	SHA02, 4382020, FRONT DES
	H15929	07/18/25	AIM01 (AIM TO PLEASE JANITORIAL SER		5,176.51	.00	5,176.51	AIM01, 120, JUN-25 MONTHL
	H15930	07/18/25	AIM01 (AIM TO PLEASE JANITORIAL SER		7,400.00	.00	7,400.00	AIM01, 1137, JUN-25 BUS S
	H15931	07/18/25	CAL15 (CALTRONICS BUSINESS SYS)		298.51	.00	298.51	CAL15, 4395449, BTZHBUS 5/
	H15932	07/18/25	CCL01 (CARPI & CLAY INC)		4,500.00	.00	4,500.00	CCL01, 25-06LAVTA, JUN-25
	H15933	07/18/25	CGO01 (CLEARGOV INC)		19,281.60	.00	19,281.60	CGO01, 2025-17295, CLEARG
	H15934	07/31/25	CNO01 (CIRCA NOW LLC)		3,000.00	.00	3,000.00	CNO01, 2170, PO7879 JUNE-
	H15935	07/31/25	CNO01 (CIRCA NOW LLC)		4,912.50	.00	4,912.50	CNO01, 2171, PO7907 TO4-J
	H15936	07/31/25	CNO01 (CIRCA NOW LLC)		1,166.20	.00	1,166.20	CNO01, 2172, TO7-JUNE-25
	H15937	07/18/25	CNO01 (CIRCA NOW LLC)		85.00	.00	85.00	CNO01, 2173, TO7-JUNE-25
	H15938	07/18/25	CNO01 (CIRCA NOW LLC)		1,912.50	.00	1,912.50	CNO01, 2174, TO9-JUNE-25
	H15939	07/18/25	CNO01 (CIRCA NOW LLC)		345.00	.00	345.00	CNO01, 2175, TO12-JUNE-25
	H15940	07/18/25	COR01 (CORBIN WILLITS SYSTEMS)		332.35	.00	332.35	COR01, C506151, JULY-25 S
	H15941	07/18/25	CTT01 (CALIFORNIA TRANSIT TRAINING)		2,400.00	.00	2,400.00	CTT01, 9145, SMALL TRANSI
	H15942	07/18/25	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02, 203768, 6/24/25 PE
	H15944	07/18/25	LYF01 (LYFT, INC)		8,890.65	.00	8,890.65	LYF01, 1197909, JUNE-25 G
	H15945	07/18/25	LYF01 (LYFT, INC)		212.08	.00	212.08	LYF01, 1197910, JUNE-25 G
	H15946	07/18/25	MIG01 (MOORE IACOFANO GOLTSMAN)		5,951.25	.00	5,951.25	MIG01, 91849, LAVTA STRAT
	H15947	07/18/25	OAK01 (OAKS BUSINESS PK OWNERS)		4,910.04	.00	4,910.04	OAK01, 3RD QTR 2025 BUSIN
	H15948	07/18/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2993, JUNE-25 RUTA
	H15949	07/18/25	PAC11 (PACIFIC ENVIRONMENTAL SERVIC		130.00	.00	130.00	PAC11, 2994, JUNE-25 ATLA
	H15950	07/18/25	PRE03 (PREMIER SECURITY SOLNS CO)		3,992.70	.00	3,992.70	PRE03, PSI-18520, MP2337
	H15951	07/18/25	PRE03 (PREMIER SECURITY SOLNS CO)		3,464.15	.00	3,464.15	PRE03, PSI-18525, MP2431
	H15952	07/18/25	RMS01 (RELIABLE MONITORING SERVICES)		95,159.86	.00	95,159.86	RMS01, 2131244, RUTAN HYD
	H15953	07/18/25	RMS01 (RELIABLE MONITORING SERVICES)		35,585.10	.00	35,585.10	RMS01, 2131454, RUTAN HYD
	H15954	07/18/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		10,830.00	.00	10,830.00	RMT01, 20250647, 6/10/25-
	H15955	07/18/25	RSE01 (R & S ERECTION)		2,256.00	.00	2,256.00	RSE01, 140073, MP2459 RUT
	H15956	07/18/25	SDI01 (SDI PRESENCE LLC)		11,455.38	.00	11,455.38	SDI01, 19598, IT MODERNIS
	H15957	07/18/25	SDI01 (SDI PRESENCE LLC)		7,458.00	.00	7,458.00	SDI01, 19825, IT MODERN-S
	H15958	07/18/25	SHA02 (SHAMROCK OFFICE SOLUTIONS)		22.39	.00	22.39	SHA02, 4404809, FRONT DES
	H15959	07/18/25	SWI02 (SWIFTLY INC)		44,880.00	.00	44,880.00	SWI02, 3824, FY26 REAL TI
	H15960	07/18/25	TAC01 (TAC ENERGY)		24,276.41	.00	24,276.41	TAC01, 3169881, 6/12/25 F
	H15961	07/18/25	TAC01 (TAC ENERGY)		26,218.59	.00	26,218.59	TAC01, 3182213, 6/24/25 F
	H15962	07/18/25	TAC01 (TAC ENERGY)		27,710.20	.00	27,710.20	TAC01, 3191858, 7/3/25 FU
	H15963	07/18/25	TAC01 (TAC ENERGY)		27,535.00	.00	27,535.00	TAC01, 3197852, 7/10/25 F
	H15964	07/18/25	TX257 (SHIPRA AGRAWAL)		53.92	.00	53.92	TX257, 5/2/25-5/10/25 PAR
	H15965	07/18/25	TAX01 (HERB HASTINGS)		68.55	.00	68.55	TAX01, 6/5/25-6/15/25 PAR
	H15966	07/18/25	THC01 (THE HIVE CONSULTING)		10,000.00	.00	10,000.00	THC01, 0017, 2025 TOTAL C
	H15967	07/18/25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)		6,000.00	.00	6,000.00	TPA01, 23513, JUNE-25 STA
	H15968	07/18/25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)		6,000.00	.00	6,000.00	TPA01, 23667, JULY-25 STA
	H15969	07/18/25	TPG01 (VILLAGE INSTANT PRINTING)		1,613.72	.00	1,613.72	TPG01, 81617, PO7924 FARE
	H15970	07/18/25	TRA16 (TRACKIT LLC)		14,420.00	.00	14,420.00	TRA16, 2601LA, PO7923 TRA
	H15971	07/18/25	TTR01 (TRANSTRACK SYSTEMS INC)		16,132.50	.00	16,132.50	TTR01, 1907, PO7887 SAMPL
	H15972	07/18/25	AIR02 (AIRESPRING)		3,542.26	.00	3,542.26	AIR02, 198095847, 7/1/25-
	H15973	07/18/25	UBE01 (UBER )		13,441.90	.00	13,441.90	UBE01, JUNE-25 GO DUBLIN
	H15974	07/11/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		120.46	.00	120.46	CAL10, CA STATE GARNISHME
	H15975	07/11/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		51,448.80	.00	51,448.80	DIR02, PR DIRECT DEPOSIT
	H15976	07/11/25	EFT01 (ELECTRONIC FUND TRANSFERS)		13,543.43	.00	13,543.43	EFT01, FEDERAL TAX 6/21/2
	H15977	07/11/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,597.55	.00	4,597.55	EMP01, STATE TAX 6/21/25-
	H15978	07/18/25	HDE01 (HOME DEPOT-CREDIT SERVICES)		22.98	.00	22.98	HDE01, MAY-25 MISC MAINT
	H15979	07/18/25	LIU02 (JOY LIU)		128.56	.00	128.56	LIU02, 5/13/25-5/18/25 EX
	H15980	07/18/25	MOR02 (VANESSA MORENO)		41.30	.00	41.30	MOR02, 1/13/25-3/18/25 MI
	H15981	07/18/25	MOR02 (VANESSA MORENO)		51.59	.00	51.59	MOR02, 3/19/25-6/16/25 MI
	H15982	07/15/25	MVT01 (MV TRANSPORTATION, INC.)		490,000.00	.00	490,000.00	MVT01, 134751, JULY-25 1S
	H15983	07/31/25	MVT01 (MV TRANSPORTATION, INC.)		490,000.00	.00	490,000.00	MVT01, 134752, JULY-25 2N
	H15984	07/18/25	MVT01 (MV TRANSPORTATION, INC.)		119,828.90	.00	119,828.90	MVT01, MAY-25 FIXED ROUTE
	H15985	07/10/25	PER01 (PERS )		5,449.39	.00	5,449.39	PER01, PERS CLASSIC CONTR
	H15986	07/11/25	PER01 (PERS )		7,672.41	.00	7,672.41	PER01, PERS NEW CONTRIBUT
	H15987	07/11/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,669.41	.00	3,669.41	PER04, PERS 457 CONTRIBUT
	H15988	07/18/25	PER02 (CALPERS RETIREMENT SYSTEM)		98,117.00	.00	98,117.00	PER02, FY25 UNFUNDED ACCR
	H15989	07/18/25	PER02 (CALPERS RETIREMENT SYSTEM)		5,955.00	.00	5,955.00	PER02, FY25 UNFUNDED ACCR
	H15990	07/18/25	SOL01 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOL01, 25-0705LAVTA, JUNE
	H15991	07/18/25	STA01 (STATE COMPENSATION FUND)		1,292.33	.00	1,292.33	STA01, JUNE-25 WORKER'S C
	H15992	07/18/25	TUR02 (RON TURLEY ASSOCIATES, INC)		9,600.00	.00	9,600.00	TUR02, 69617, MP2479 FLEE
	H15993	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		1,558.96	.00	1,558.96	CAL04, 0198655555, BUS WA
	H15994	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		70.26	.00	70.26	CAL04, 2575555555, TC FIR
	H15995	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		63.36	.00	63.36	CAL04, 3616555555, TC WAT
	H15996	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		1,839.27	.00	1,839.27	CAL04, 4616555555, TC IRR
	H15997	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 4755555555, MOA FI
	H15998	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 5755555555, CONTRA
	H15999	07/31/25	CAL04 (CALIFORNIA WATER SERVICE)		2,046.95	.00	2,046.95	CAL04, 9098655555, MOA WA
	H16000	07/31/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		120.46	.00	120.46	CAL10, CA STATE GARNISHME
	H16001	07/31/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS

REPORT.: Aug 14 25 Thursday  
RUN...: Aug 14 25 Time: 11:07  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 07-25 BANK ACCOUNT 105

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

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
07-25	H16002	07/31/25	CIT06 (CITY OF LIVERMORE SEWER)		592.10	.00	592.10	CIT06, 133294-00, MOA WAT
	H16003	07/31/25	CIT06 (CITY OF LIVERMORE SEWER)		58.82	.00	58.82	CIT06, 133389-00, TRANSIT
	H16004	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		32.42	.00	32.42	CIT07, 139361-00, ATLANTI
	H16005	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		137.10	.00	137.10	CIT07, 139388-00, BUS WAS
	H16006	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		43.26	.00	43.26	CIT07, 139399-00, ATLANTI
	H16007	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		46.94	.00	46.94	CIT07, 138431-00, ATLANTI
	H16008	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		12.38	.00	12.38	CIT07, 138432-00, ATLANTI
	H16009	07/25/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		55,549.99	.00	55,549.99	DIR02, PR DIRECT DEPOSIT
	H16010	07/24/25	EFT01 (ELECTRONIC FUND TRANSFERS)		15,269.24	.00	15,269.24	EFT01, FEDERAL TAX 7/5/25
	H16011	07/31/25	EMP01 (EMPLOYMENT DEVEL DEPT)		5,199.72	.00	5,199.72	EMP01, STATE TAX 7/5/25-7
	H16012	07/31/25	LIV10 (LIVERMORE SANITATION INC)		2,828.42	.00	2,828.42	LIV10, 2853044, 6/1/25-6/
	H16013	07/01/25	MER01 (MERCHANT SERVICES)		61.29	.00	61.29	MER01, JUNE-25 MOA CC STA
	H16014	07/01/25	MER01 (MERCHANT SERVICES)		120.03	.00	120.03	MER01, JUNE-25 TC CC STAT
	H16015	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		15,615.62	.00	15,615.62	PAC02, 5809326332-3, MOA
	H16016	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,453.49	.00	1,453.49	PAC02, 6062256368-6, ATLA
	H16017	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		2,230.35	.00	2,230.35	PAC02, 7264840356-5, BUS
	H16018	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		166.04	.00	166.04	PAC02, 7649646868-7, DOOL
	H16019	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		669.07	.00	669.07	PAC02, 9007202117-4, MOA
	H16020	07/24/25	PER01 (PERS )		5,712.88	.00	5,712.88	PER01, PERS CLASSIC CONTR
	H16021	07/24/25	PER01 (PERS )		7,947.74	.00	7,947.74	PER01, PERS NEW CONTRIBUT
	H16022	07/31/25	PER01 (PERS )		417.60	.00	417.60	PER01, FY25 1959 SURVIVOR
	H16023	07/31/25	PER01 (PERS )		696.00	.00	696.00	PER01, FY25 1959 SURVIVOR
	H16024	07/31/25	PER03 (CAL PUB EMP RETIRE SYSTM)		44,701.14	.00	44,701.14	PER03, JULY-25 PERS HEALTH
	H16025	07/31/25	PER03 (CAL PUB EMP RETIRE SYSTM)		45,444.74	.00	45,444.74	PER03, AUG-25 PERS HEALTH
	H16026	07/24/25	PER04 (CALPERS RETIREMENT SYSTEM)		3,702.22	.00	3,702.22	PER04, PERS 457 CONTRIBUT
	H16027	07/29/25	PEX01 (PEX CARD)		10,000.00	.00	10,000.00	PEX01, 7/28/25 PEX CARDS
	H16028	07/23/25	STA04 (STATE BOARD OF )		1,667.00	.00	1,667.00	STA04, 2ND QTR 2025 UNDER
	H16029	07/23/25	STA05 (STATE BOARD OF EQUAL)		1,111.00	.00	1,111.00	STA05, 2ND QTR 2025 EXEMP
	H16030	07/31/25	VER01 (VERIZON WIRELESS)		4,231.50	.00	4,231.50	VER01, 6116720030, 5/23/2
	H16031	07/31/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,543.07	.00	1,543.07	AME06, MAY-25 FLEXIBLE SP
	H16032	07/31/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,529.07	.00	1,529.07	AME06, JUNE-25 FLEXIBLE S
	H16033	07/31/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,529.07	.00	1,529.07	AME06, JULY-25 FLEXIBLE S
	H16034	07/31/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,449.94	.00	1,449.94	AME06, JUNE-25 SUPPLEMENT
	H16035	07/31/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,449.94	.00	1,449.94	AME06, JULY-25 SUPPLEMENT
	H16036	07/31/25	CBT01 (CREATIVE BUILDING TECHNOLOGY		1,489.00	.00	1,489.00	CBT01, LAVTA0725-1, MP248
	H16037	07/31/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS
	H16038	07/31/25	CIT06 (CITY OF LIVERMORE SEWER)		565.70	.00	565.70	CIT06, 133294-00, MOA WAT
	H16039	07/31/25	DEL05 (ALLIED ADMIN/DELTA DENTAL)		1,952.49	.00	1,952.49	DEL05, AUG-25 DELTA DENTA
	H16040	07/31/25	DEL05 (ALLIED ADMIN/DELTA DENTAL)		2,033.18	.00	2,033.18	DEL05, JULY-25 DELTA DENT
	H16041	07/31/25	MUT01 (MUTUAL OF OMAHA)		1,404.76	.00	1,404.76	MUT01, AUG-25 MUTUAL LTD
	H16042	07/31/25	MUT01 (MUTUAL OF OMAHA)		1,404.76	.00	1,404.76	MUT01, JULY-25 MUTUAL LTD
	H16043	07/31/25	VSP01 (VSP )		566.38	.00	566.38	VSP01, AUG-25 VSP VISION
	H16044	07/31/25	VSP01 (VSP )		566.38	.00	566.38	VSP01, JULY-25 VSP VISION
	H16045	07/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		529.26	.00	529.26	PAC02, 9007202117-4, MOA
	H16046	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		32.42	.00	32.42	CIT07, 139361-00, ATLANTI
	H16047	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		43.26	.00	43.26	CIT07, 139399-00, ATLANTI
	H16048	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		246.57	.00	246.57	CIT07, 138430-01, ATLANTI
	H16049	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		12.38	.00	12.38	CIT07, 138432-00, ATLANTI
	H16050	07/31/25	AMA03 (AMAZON BUSINESS SERVICES)		122.52	.00	122.52	AMA03, MAY-25 OFFICE SUPP
	H16051	07/31/25	AMA03 (AMAZON BUSINESS SERVICES)		16.57	.00	16.57	AMA03, JUN-25 OFFICE SUPP
	H16052	07/31/25	AMA03 (AMAZON BUSINESS SERVICES)		1,336.51	.00	1,336.51	AMA03, JUNE-25 OFFICE SUP
	H16053	07/31/25	CIT07 (CITY OF LIVERMORE - WATER)		246.57	.00	246.57	CIT07, 138430-01, ATLANTI
	H16054	07/30/25	BAN03 (BANKCARD CENTER)		10,106.66	.00	10,106.66	BAN03, JUNE-25 BMO CC STA
Total for Bank Account 105 ----->					3,010,055.54	.00	3,010,055.54	
Grand Total of all Bank Accounts ----->					3,010,055.54	.00	3,010,055.54	
					=====	=====	=====	

## STAFF REPORT

SUBJECT: 2025 Strategic Plan - Draft Framework

FROM: Christy Wegener, Executive Director

DATE: August 26, 2025

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### Action Requested

Staff recommend the Finance and Administration Committee receive an update on the 2025 Strategic Plan - Draft Framework and provide feedback.

### Background and Discussion

In early 2025, LAVTA initiated the update to its Strategic Plan, which was last updated in 2011. The 2025 Strategic Plan update is being led by consultant Moore Iacofano Goltsman (MIG) with an internal project management team (PMT) comprised of the LAVTA executive team.

After project kickoff, MIG worked to review LAVTA's prior strategic plans as well as recent planning documents, organizational assessments, and financial reports. Both a staff and Board workshop were held in the month of May 2025 to gain input on updating LAVTA's Mission, Vision, Values and Goals. Further work has continued this summer on establishing priority projects within each goal area as well as timelines for completion and key performance indicators.

Principal MIG consultant Daniel Iacofano will present the updated framework to the Committee at the August meeting.

### Next Steps

The PMT will incorporate the Committee's feedback into the next version of the framework which will be presented to the full LAVTA Board in September. The PMT will then solicit external stakeholder input and will incorporate any additional comments into the final framework. The Board will consider Strategic Plan adoption at the October or November meeting.

### Recommendation

Receive an update on the 2025 Strategic Plan - Draft Framework.

### Attachments:

1. 2025 Strategic Plan - Draft Framework

# LATVA Strategic Plan 2025



# STRATEGIC PLAN FRAMEWORK

Mission

Vision

Core Values

Goals

Objectives

Performance Measures

Implementation Actions





# Elements of the Strategic Plan



## MISSION

The purpose and associated responsibilities of LATVA.



## VISION

LATVA's preferred future—where we strive to be.



## VALUES

Shared beliefs that reflect what LATVA considers significant and important.



## GOALS

Statements of direction toward LATVA's desired future.



## ONGOING RESPONSIBILITIES

Work being performed by LATVA staff on a regular, ongoing basis.



## OBJECTIVES

Specific and measurable statements of action that LATVA wants to achieve.



## PERFORMANCE MEASURES

Specific measurements of progress toward goals and objectives.



## IMPLEMENTATION PLAN

Identifies a timeframe for completing actions, responsible parties, and required resources.



# Mission

The mission of the Livermore Amador Valley Transit Authority (Wheels) is to enhance mobility through access to safe, customer oriented, reliable, and affordable public transportation.





# Vision

LAVTA is an essential link in the Bay Area transportation network, providing an attractive, high quality, and reliable alternative to the private automobile for all those who depend upon it and all those who choose to use it.



# Values

## We Value...

- **Integrity.** We act ethically and with integrity in all we do.
- **Transparency.** We are accountable and responsible for our actions in the eyes of the public.
- **Service Quality.** We do high quality work and maintain high standards in order to exceed customer expectations by providing friendly, personable and equal opportunity service.
- **Community.** We are an integral part of the community we serve and seek community involvement in developing and fostering transit service as an essential aspect of community quality of life.
- **Cooperation.** We partner with other regional and local agencies to ensure full access to a comprehensive range of community mobility options.
- **Environment.** We view public transit as a means of improving air quality and conserving our natural resources.
- **Respect.** We treat all persons with dignity, respecting life, property, and the environment; capitalizing on the wealth of viewpoints that reside in our multi-faceted community; all contributions are valued.
- **Stewardship.** We are prudent and resourceful stewards of the public dollars with which we have been entrusted.

# Goal Areas

## 1. SERVICE DEVELOPMENT

Improve the quality of transit service, reliability, on-time performance, and rider experience to meet community needs and grow ridership

## 2. MARKETING AND COMMUNICATIONS

Provide excellent service to all external and internal customers including accurate and up-to-date information to riders on all aspects of LAVTA services and capabilities.

## 3. ADVOCACY AND PARTNERSHIPS

Maintain and expand partnerships with local and regional transit providers, local businesses, funding agencies, and all City partners.

## 4. OPERATIONAL EFFECTIVENESS

Streamline LAVTA's operational effectiveness through the application of innovative technology and proven best practices in public transit operations.

## 5. ORGANIZATIONAL AND FINANCIAL MANAGEMENT

Maintain LAVTA's organizational health by ensuring a balanced budget, sound fiscal practices and a positive culture and work environment.



# Goal 1

## Service Development

Improve the quality of transit service, reliability, on-time performance, and rider experience to meet community needs and grow ridership





# Goal 1: Service Development

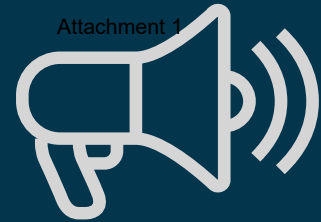
1. Update LAVTA's transit service standards. (0-2 yrs)
2. Conduct an evaluation of the LAVTA network to understand ridership trends, evaluate routes and make recommendations for meeting current demand and community priorities. (0-2 yrs)
3. Ensure connectivity to the regional transit system. (0-2 yrs)
4. Identify and prioritize specific transit market opportunities, drawing on the marketing plan and staff recommendations (e.g., business center employees, micro-transit, students, 680 express service, seniors, people with disabilities, etc. (0-2 yrs)

# Goal 1: Service Development

5. Improve accessibility for all paratransit users. (0-2 yrs)
6. Develop recommendations to potentially modify the Go-Tri-Valley service. (0-2 yrs)
7. Implement new services to support the identified high priority transit markets. (2-5 yrs)
8. Adjust fare structure with the costs of service delivery. (2-5 yrs).
9. Determine how to distribute LAVTA fixed route transit resources to meet demand and coverage expectations; consider whether changes in levels of service may be required throughout the LAVTA service area. (2-5 yrs)

# Goal 1: Performance Measures

- On-time performance
- Adherence to the transfer window
- Total ridership
- Service area coverage



## Goal 2

# Marketing and Communications

Provide excellent service to all external and internal customers including accurate and up-to-date information to riders on all aspects of LAVTA services and capabilities.



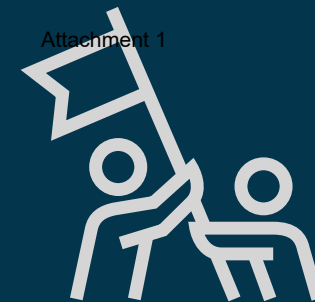
## Goal 2: Marketing and Communications

1. Continue to improve customer information for enhanced access and accuracy. (on-going)
2. Resolve all customer complaints and incident investigations in a timely manner. (0-2 yrs)
3. Implement a comprehensive public information campaign to ensure awareness of LAVTA's services and capabilities. (0-2 yrs)
4. Facilitate the integration of electronic fare systems and transition to digital fare media. (0-2 yrs)
5. Conduct a market segmentation study to identify high priority trip markets. (2-5 yrs)



## Goal 2: Performance Measures

- Reduction of complaints and increased satisfaction with the complaint resolution process
- Increased rider satisfaction
- Timely distribution of public information
- Accuracy of public information



## Goal 3

# Advocacy and Partnerships

Maintain and expand partnerships with local and regional transit providers, local businesses, funding agencies, and all City partners.

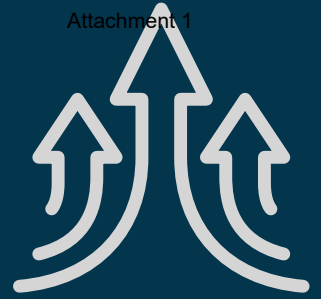


# Goal 3: Advocacy and Partnerships

1. Participate and advocate for LAVTA's interests in regional business development, MTC-led initiatives and committees, and advocate for the upcoming regional transit funding measure. (on-going)
2. Continue to build and grow relationships with adjacent cities and counties, and State and Federal delegations. (on-going)
3. Collaborate with regional transit providers to pursue transit-friendly regional policies, joint purchasing programs, etc. (on-going)
4. Build support for an expanded transit priority traffic control system throughout the Tri- Valley. (2-5 yrs)
5. Implement all MTC-led initiatives and regional projects, etc. (5+ yrs)
6. Implement capital improvements at bus stops and transfer centers to improve passenger safety and convenience. (5+ yrs)

# Goal 3: Performance Measures

- Increased number of plans that reflect LAVTA's priority objectives.
- Replacement of BART feeder bus funding
- Number of funding earmarks (State and Federal)
- Expanded signal priority system throughout the LAVTA service area



# Goal 4 Operational Effectiveness

Streamline LAVTA's operational effectiveness through the application of innovative technology and proven best practices in public transit operations.



# Goal 4: Operational Effectiveness

1. Ensure fixed route and paratransit contractor compliance. (on-going)
2. Update assumptions made in the Zero Emission Bus transition plan and make recommendations for modifications. (0-2 yrs)
3. Develop and implement a capital improvement plan identifying major projects and their timeframe for implementation. (0-2 yrs)
4. Design schedules to reflect accurate running times. (0-2 yrs)
5. Determine a realistic timeframe for completing the Zero Emission Bus transition and Atlantis Facility. (2-5 yrs)





# Goal 4: Operational Effectiveness

6. Deploy new technology to improve safety, maintenance, and fleet reliability. (2-5 yrs)
7. Identify and implement improvements to bus operations by implementing transit signal priority and other improvements. (2-5 yrs)

# Goal 4: Performance Measures

- Reduction of accidents
- Improvements to fleet reliability (less breakdowns and less service calls)
- Contractor compliance with stated terms and conditions
- Missed trips/loss of service
- Progress achieved on capital projects





# Goal 5 Organizational and Financial Management

Maintain LAVTA's organizational health by ensuring a balanced budget, sound fiscal practices and a positive culture and work environment.

# Goal 5: Organizational and Financial Management

1. Pursue and apply grant funding for high priority LAVTA initiatives. (on-going)
2. Produce a balanced budget and deliver a “clean” audit report every year. (on-going)
3. Align the Agency’s budget with the goals and objectives of the 2025 Strategic Plan. (0-2 yrs)
4. Tie staff work products to strategic plan objectives. (0-2 yrs)
5. Create and implement policies that establish a positive culture and working environment, making LAVTA an employer of choice. (0-2 yrs)
6. Create and implement an Agency-wide succession plan. (0-2 yrs)

# Goal 5: Performance Measures

- Satisfactory audit results
- Alignment of the Strategic Plan and Agency budget
- Implementation of new staff workplans tied to the Strategic Plan
- Level of competitive grant funding obtained
- Employee satisfaction and turnover



# LATVA Strategic Plan 2025



## STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist  
Christy Wegener, Executive Director

DATE: August 26, 2025

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### Action Requested

Receive an informational update on recent legislative activities in Washington, D.C. and Sacramento and refer one position to the Board of Directors for approval.

### Background

In February 2025, the Board of Directors approved LAVTA's 2025 Legislative Program to support LAVTA's advocacy needs and priorities in the coming year. Since then, LAVTA staff along with our state and federal advocacy partners have tracked the full scope of legislative initiatives in both Sacramento and Washington, D.C., in consideration of LAVTA's interests. This update reports on recent legislative activities with a focus on legislation moving through the State Legislature and recommends the Committee refer one position to the Board of Directors for approval.

### Discussion

#### *Federal Activities*

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. Staff will provide a verbal update on recent federal policy and legislative developments at your August 26 meeting.

#### *State Activities*

The Legislature was on recess July 18 through August 18. LAVTA's Sacramento advocate Townsend Public Affairs (TPA) continues to monitor and report on legislation of interest for LAVTA (see Attachment 2).

### **SB 63 (Wiener, Arreguín) – Recommend SUPPORT**

In April, the Board of Directors adopted a *Support If Amended* position on SB 63, which would authorize a multi-county transportation funding measure to be put to voters in 2026 to provide emergency operating funding for regional transit operators currently facing a “fiscal cliff” of operating revenue shortfalls, in order to avoid deep service cuts. The LAVTA Board then directed staff and TPA to seek amendments providing for a return-to-source of any new revenues and maintenance of effort of all existing revenue streams, while proactively addressing any related provisions concerning transit governance and/or administration that

resulted in opposition from many transit operators, including LAVTA, to this bill's predecessor from the previous legislative session.

Since April, LAVTA staff and TPA alongside our East Bay Small Operator coalition partners Tri Delta Transit, County Connection, and WestCAT, have engaged proactively and productively with the bill's authors and the relevant Committees to ensure our important needs and priorities are reflected in authorizing language that results in a revenue measure that can ultimately be successful before voters throughout a multi-county area. Specifically, LAVTA has advocated for protecting all existing revenues, a return-to-source expenditure plan for new revenues, consideration of local flexibility and delegated authority to prioritize locally identified needs through localized expenditure plans, and requiring San Mateo and Santa Clara County to "opt in" to the base three-county measure by the Legislature's August 11 deadline.

After passing out of the Senate on a 28-10 party-line floor vote, the bill was amended and passed by the Assembly Transportation Committee on July 7 as shown in [Attachment 3](#), with amendments most relevant for LAVTA highlighted. These amendments ensure LAVTA will receive a direct share of new revenues generated by a new half-cent sales tax should voters in the participating counties approve the measure. Further details including participation of opt-in counties are expected in later amendments, and a final expenditure plan will be developed in consultation with the County Transportation Agencies including the Alameda County Transportation Commission (Alameda CTC).

While some outstanding issues (summarized below) remain requiring further amendments expected later this month, LAVTA staff believes the bill's amendments as of July 9 reflect sufficient commitment to LAVTA's priorities to move to a full **Support** position and enable the bill to advance toward final passage through the Legislature by the September 12 deadline. If enacted, the measure as authorized is expected to go before voters in November 2026.

Additional issues:

- Opt-in counties: Prior to the August 11 deadline, the Santa Clara Valley Transportation Authority (VTA) Board of Directors voted unanimously at their August 7 meeting to opt-in to the regional measure. The San Mateo County Transit District Board (SamTrans/Caltrain) voted to opt in August 6. Participation by these counties would be confirmed in forthcoming amendments.
- Alameda CTC is expected to provide for the suballocation of new revenues for transit operations in Alameda County to LAVTA and Union City Transit, preliminarily estimated at \$5 million per year.
- Given significant up-front expenditures required by the current legislation for administration, direct costs, and a major transit-efficiency study of the region's large operators, it is expected that the flow of new revenues for operations to transit agencies will begin very slowly should the measure succeed at the ballot.
- LAVTA expects to update its ten-year Short Range Transit Plan in 2026–2027, which would incorporate revenue estimates from a Regional Transportation Measure expenditure plan once finalized.

**Next Steps**

If approved by the Board of Directors, LAVTA and TPA staff will communicate LAVTA's position to the relevant Committees of the Legislature as needed and to our delegation. Staff with the support of TPA will continue to provide updates to the Finance & Administration Committee and/or the Board as may be appropriate. Consistent with LAVTA's adopted Legislative Program, should new substantive issues arise prior to the next regular Board of Directors meeting, the Executive Director will confer with the Board Chair to seek direction on a course of action.

**Fiscal Impact**

None

**Recommendation**

Receive an informational report on recent legislative activities and refer one Support position to the Board of Directors for approval.

**Attachments:**

1. Federal Transportation Weekly Update (August 7)
2. State Legislative Matrix (partial; as of August 15)
3. SB 63 (Wiener, Arreguin) – Amendments as of July 9



August 7, 2025

## THIS WEEK IN CONGRESS

**Senate Approves FTA Administrator.** On August 2<sup>nd</sup>, the Senate voted 71 to 23, to confirm former Congressman from New York, Marcus Molinaro as FTA Administrator.

## THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION



**FAA and TSA Publish Joint NPRM Normalizing UAS BVLOS.** FAA and the Transportation Security Administration (TSA) have published a joint notice of proposed rulemaking (NPRM) that proposes performance-based regulations to enable the design and operation of unmanned aircraft systems (UAS) at low altitudes beyond visual line of sight (BVLOS) and for third-party services, including UAS Traffic Management (UTM), that support these operations. The FAA Reauthorization Act of 2024 directs the development of this proposed rule. This proposed rule is necessary to support the integration of UAS into the national airspace system (NAS). This proposed rule is intended to provide a predictable and clear pathway for safe, routine, and scalable UAS operations that include package delivery, agriculture, aerial surveying, civic



interest, operations training, demonstration, recreation, and flight testing. TSA proposes to make complementary changes to its regulations to ensure it can continue to impose security measures on these operations under its current regulatory structure for civil aviation. Comments are due in 60 days.

[MORE INFORMATION](#)



U.S. Department of Transportation

**Federal Railroad Administration**

**FRA Publishes Emergency Escape Breathing Apparatus Standards Final Rule.** FRA has published a final rule that extends the compliance dates in the emergency escape breathing apparatus final rule published on January 26, 2024. FRA is extending the compliance dates in response to concerns raised in a joint petition for reconsideration, as well as FRA's own investigation into the feasibility of these dates. The rule is effective on August 7, 2025.

[MORE INFORMATION](#)



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*Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.*



## Livermore Amador Valley Transit Authority

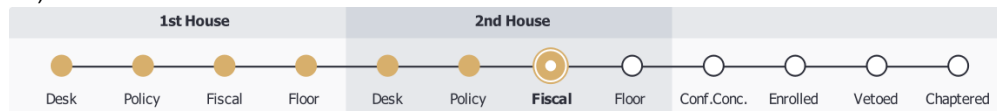
### Legislative Matrix

#### Recommend Watch (Formal)

##### **AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: price ceiling.**

**Last Amended:** 03/17/2025

**Status:** 07/16/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 16). Re-referred to Com. on APPR.



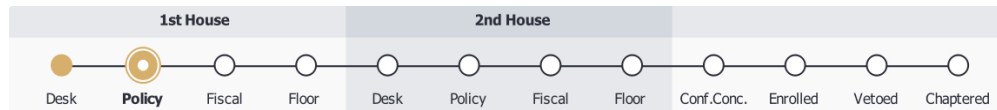
**Location:** 07/16/2025 - Senate Appropriations

**Summary:** The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023. (Based on 03/17/2025 text)

#### Recommend Watch (Informal)

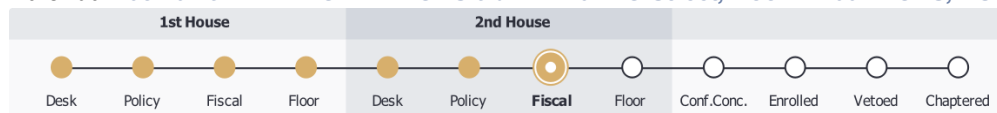
##### **AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.**

**Status:** 03/10/2025 - Referred to Com. on TRANS.

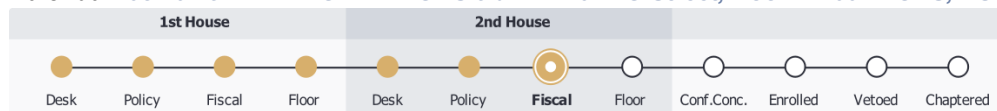


**Location:** 03/10/2025 - Assembly Transportation

**Summary:** Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. (Based on 02/19/2025 text)

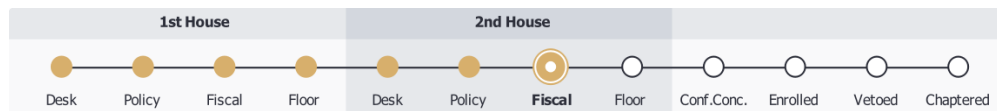
**SB 419 (Caballero, D) Hydrogen fuel.****Last Amended:** 06/23/2025**Status:** 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/15/2025 - Assembly Appropriations

**Summary:** Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. (Based on 06/23/2025 text)

**SB 840 (Limón, D) Greenhouse gases: report.****Last Amended:** 03/26/2025**Status:** 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 14). Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/14/2025 - Assembly Appropriations

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office. (Based on 03/26/2025 text)

## Support

**AB 394 (Wilson, D) Public transportation providers.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/16/2025 - Senate Appropriations

**Summary:** Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as

specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. (Based on 07/17/2025 text)

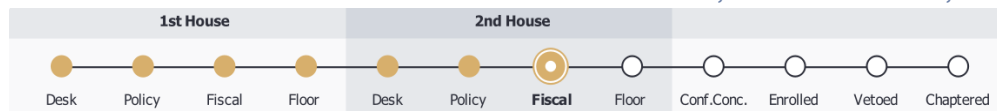
### Support if Amended

#### **SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.**

**Last Amended:** 07/09/2025

**Status:** 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (July 14). Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



**Location:** 07/15/2025 - Assembly Appropriations

**Summary:** Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. (Based on 07/09/2025 text)

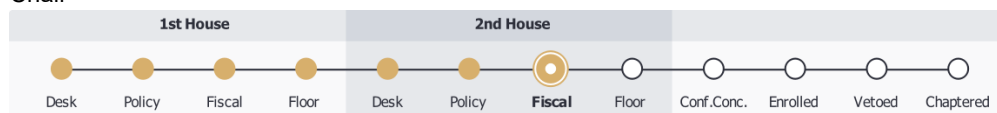
### Other Legislation

#### **AB 30 (Alvarez, D) State Air Resources Board: gasoline specifications: ethanol blends.**

**Last Amended:** 03/26/2025

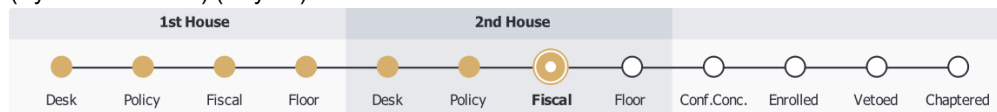
**Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

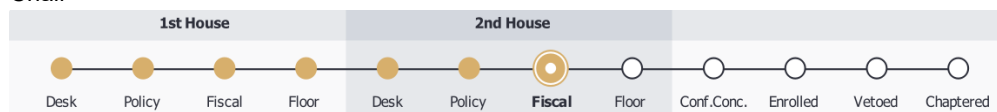


**Location:** 07/08/2025 - Senate Appropriations

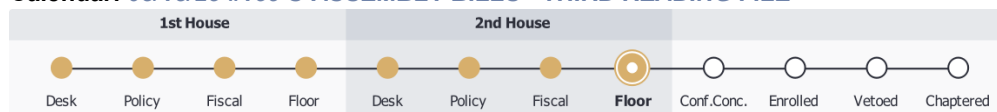
**Summary:** Current law prohibits the State Air Resources Board from adopting any regulation that establishes a specification for motor vehicle fuel unless that regulation, and a multimedia evaluation conducted by affected agencies and coordinated by the state board, are reviewed by the California Environmental Policy Council. This bill would, notwithstanding that prohibition, authorize blends of gasoline containing 10.5% to 15% ethanol by volume to be sold in the state for use as a transportation fuel until (1) the California Environmental Policy Council completes its review of those blends and (2) the state board either adopts a regulation establishing a specification for those blends or posts an assessment on its internet website demonstrating that it is not possible for a regulation establishing a specification for those blends to meet specified requirements. (Based on 03/26/2025 text)

**AB 39 (Zbur, D) General plans: Local Electrification Planning Act.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 4.) (July 15). Read second time and amended. Re-referred to Com. on APPR.**Location:** 07/15/2025 - Senate Appropriations

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups. (Based on 07/17/2025 text)

**AB 61 (Pacheco, D) Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.****Last Amended:** 07/10/2025**Status:** 07/10/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/07/2025 - Senate Appropriations

**Summary:** Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. (Based on 07/10/2025 text)

**AB 76 (Alvarez, D) Surplus land: exempt surplus land: sectional planning area.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - Read second time and amended. Ordered to third reading.**Calendar:** 08/18/25 #159 S-ASSEMBLY BILLS - THIRD READING FILE**Location:** 07/17/2025 - Senate THIRD READING

**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency and defines terms for these purposes, including, among others, "surplus land" to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency's use. Current law

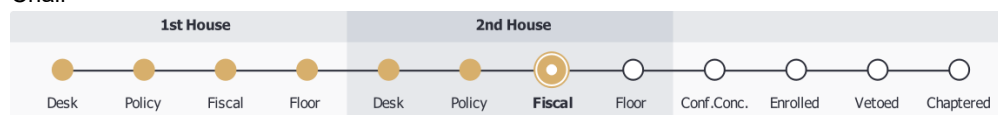
defines “exempt surplus land” to mean land that is subject to a sectional planning area document, as described, and meets specified requirements, including that the land identified in the adopted sectional planning area document was dedicated prior to January 1, 2019, at least 25% of the units are dedicated to lower income households, as specified, and that the land is developed at an average density of at least 10 units per acre calculated with respect to the entire sectional planning area. This bill would change those requirements so that at a minimum, 25% of units that are proposed by the sectional planning area document as adopted prior to January 1, 2019, and are not designated for students, faculty, or staff of an academic institution, or 500 units, whichever is greater, must be dedicated to lower income households, as specified, and that the land must be developed at an average density of at least 10 units per acre, in accordance with certain requirements and calculated with respect to the entire sectional planning area and inclusive of housing designated for students, faculty, and staff of an academic institution. (Based on 07/17/2025 text)

**AB 91 (Harabedian, D) State and local agencies: demographic data.**

**Last Amended:** 06/17/2025

**Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



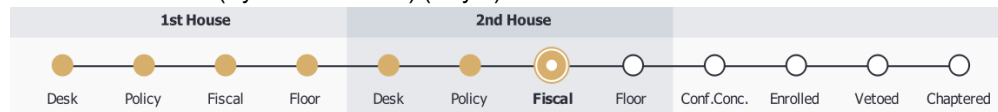
**Location:** 07/08/2025 - Senate Appropriations

**Summary:** Would, commencing January 1, 2027, require state and local agencies that collect demographic data as to the ancestry or ethnic origin of Californians to use separate collection categories and tabulations for major Middle Eastern or North African groups, as specified, and, with certain exceptions, to include that data in every demographic report published on or after January 1, 2028, and to make the aggregated data available to the public. This bill contains other related provisions and other existing laws. (Based on 06/17/2025 text)

**AB 272 (Aguiar-Curry, D) Heavy-Duty Vehicle Inspection and Maintenance Program.**

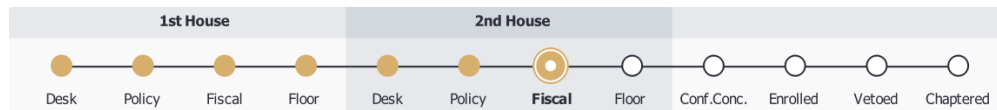
**Last Amended:** 03/13/2025

**Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

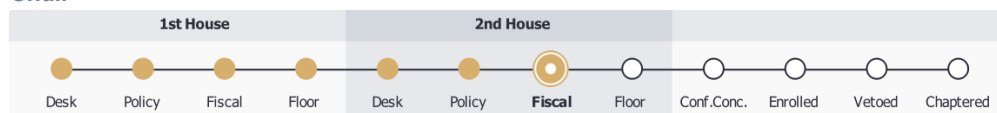


**Location:** 07/08/2025 - Senate Appropriations

**Summary:** Current law requires the State Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as provided. Current law requires the state board to provide 2 biennial reports on its internet website within 4 years following the full implementation of the program. This bill would instead require, within 4 years following the full implementation of the program, but not later than December 31, 2026, the state board to provide the first of the 2 biennial reports on its internet website. (Based on 03/13/2025 text)

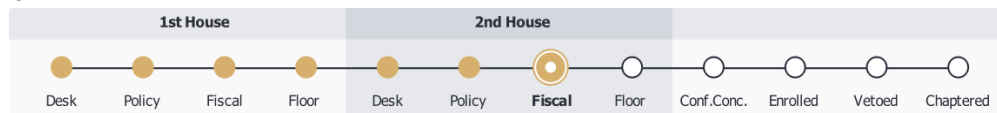
**AB 288 (McKinnor, D) Employment: labor organization.****Last Amended:** 06/19/2025**Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (July 8). Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/08/2025 - Senate Appropriations

**Summary:** Current law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Under current law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would expand PERB's jurisdiction by authorizing a worker, as defined, to petition PERB to protect and enforce prescribed rights, as specified. The bill would specify who is an authorized worker, including an individual who seeks to have the National Labor Relations Board protect and enforce their rights to full freedom of association, self-organization, or designation of representatives of their own choosing but has not received a determination or remedy within specified statutory timeframes. The bill would authorize PERB to, among other things, decide unfair labor practice cases, as specified, and order all appropriate relief for a violation, including civil penalties. The bill would establish the Public Employment Relations Board Enforcement Fund (fund) in the State Treasury, require the above-described civil penalties to be deposited into the fund, and would make moneys in the fund available upon appropriation by the Legislature for PERB to fund increased workload. The bill would make related findings and declarations and make its provisions severable. (Based on 06/19/2025 text)

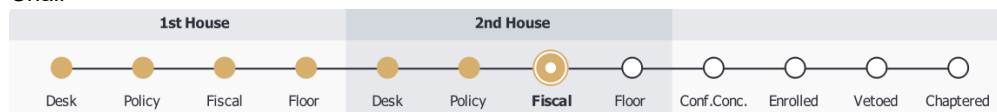
**AB 289 (Haney, D) State highway work zone speed safety program.****Last Amended:** 06/25/2025**Status:** 08/13/2025 - In committee: Hearing postponed by committee.**Calendar:** 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/17/2025 - Senate Appropriations

**Summary:** Current law authorizes, until January 1, 2032, the City of Malibu to establish a speed safety system pilot program for speed enforcement on the Pacific Coast Highway if the system meets specified requirements. Current law requires the city to administer a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations. Existing law requires the city to issue warning notices rather than notices of violations for violations detected within the first 60 calendar days of the program. Current law also requires the city to develop guidelines for, among other things, the processing and storage of confidential information. Current law requires photographic or administrative records made by a system to be confidential, except as specified, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill would authorize, until January 1, 2032, the Department of Transportation to establish a similar program for speed enforcement that utilizes up to 75 speed safety systems on state highway construction or maintenance areas, as specified. (Based on 06/25/2025 text)



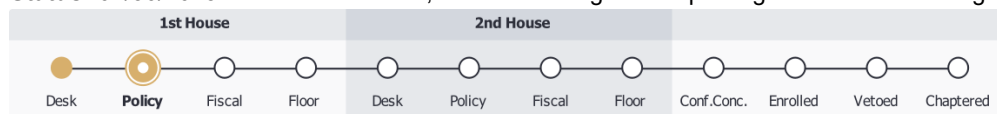
**AB 339 (Ortega, D) Local public employee organizations: notice requirements.****Last Amended:** 07/15/2025**Status:** 07/15/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/09/2025 - Senate Appropriations

**Summary:** The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. (Based on 07/15/2025 text)

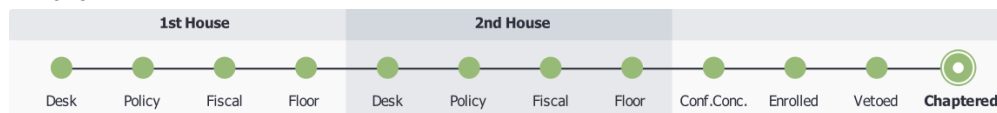
**AB 340 (Ahrens, D) Employer-employee relations: confidential communications.****Last Amended:** 03/05/2025**Status:** 07/16/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (July 15). Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/16/2025 - Senate Appropriations

**Summary:** Current law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of current law further prohibit denying to employee organizations the rights guaranteed to them by current law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. (Based on 03/05/2025 text)

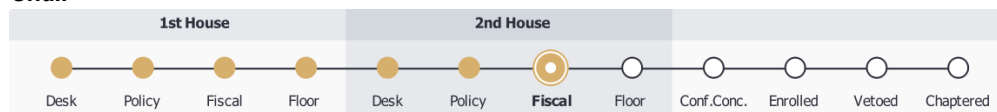


**AB 351 (McKinnor, D) Campaign contributions: agency officers.****Status:** 04/30/2025 - In committee: Set, second hearing. Failed passage. Reconsideration granted.**Location:** 02/18/2025 - Assembly Elections

**Summary:** The Political Reform Act of 1974 prohibits an officer of an agency from accepting, soliciting, or directing a contribution of more than \$500 from any party, participant, or a party or participant's agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for 12 months following the date a final decision is rendered in the proceeding, if the officer knows or has reason to know that the participant has a financial interest, as defined. The act also prohibits an officer of an agency from making, participating in making, or in any way attempting to use the officer's official position to influence the decision in a proceeding involving a license, permit, or other entitlement for use pending before the agency if the officer has willfully or knowingly received a contribution of more than \$500 within the preceding 12 months from a party or a party's agent, or from any participant or a participant's agent, if the officer knows or has reason to know that the participant has a financial interest in the decision, as defined. This bill would increase the contribution thresholds described above from \$500 to \$1500. (Based on 01/30/2025 text)

**AB 370 (Carrillo, D) California Public Records Act: cyberattacks.****Last Amended:** 03/12/2025**Status:** 07/14/2025 - Approved by the Governor. Chaptered by Secretary of State - Chapter 34, Statutes of 2025.**Location:** 07/14/2025 - Assembly CHAPTERED

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Current law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Current law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. (Based on 07/14/2025 text)

**AB 476 (González, Mark, D) Metal theft.****Last Amended:** 07/16/2025**Status:** 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/15/2025 - Senate Appropriations

**Summary:** Current law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as "junk." Current law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description

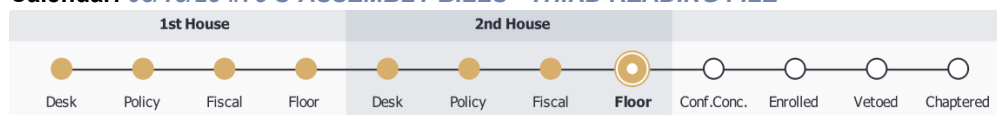
of the item or items, as specified. Current law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Current law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver's license of the seller or other specified identification. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. (Based on 07/16/2025 text)

**AB 596 (McKinnor, D) Occupational safety: face coverings.**

**Last Amended:** 06/12/2025

**Status:** 06/24/2025 - Read second time. Ordered to third reading.

**Calendar:** [08/18/25 #75 S-ASSEMBLY BILLS - THIRD READING FILE](#)



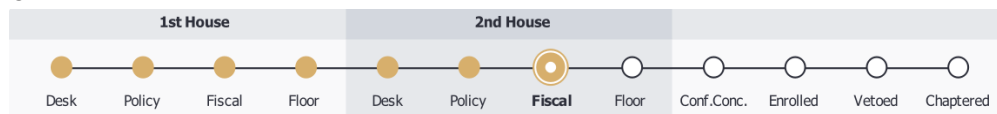
**Location:** 06/24/2025 - Senate THIRD READING

**Summary:** Until February 3, 2025, current regulations promulgated by the Occupational Safety and Health Standards Board, in all areas of employment except as specified, prohibit an employer from preventing any employee from wearing a face covering, including a respirator, as specified, unless it would create a safety hazard. Current regulations define various terms for purposes of this prohibition. This bill would prohibit an employer from preventing any employee from wearing a face covering, including a respirator, unless it would create a safety hazard. Notwithstanding that provision, the bill would authorize an employer, for identification purposes, to ask any person on the worksite to momentarily remove their face covering, as provided. Consistent with the above-referenced regulations, the bill would define terms for purposes of these provisions. Because a violation of the above-described prohibition constitutes a crime, this bill would impose a state-mandated local program. (Based on 06/12/2025 text)

**AB 620 (Jackson, D) Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.**

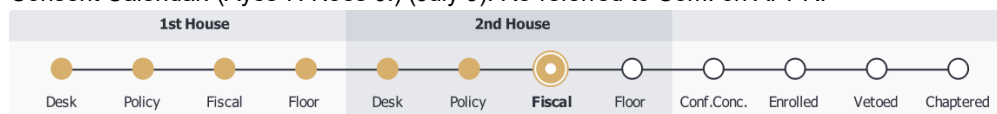
**Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair

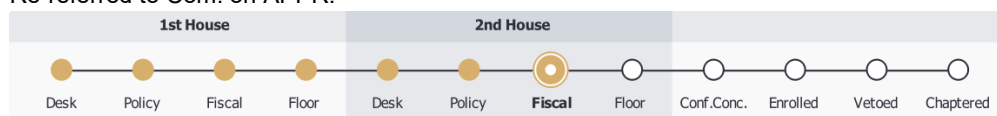


**Location:** 07/08/2025 - Senate Appropriations

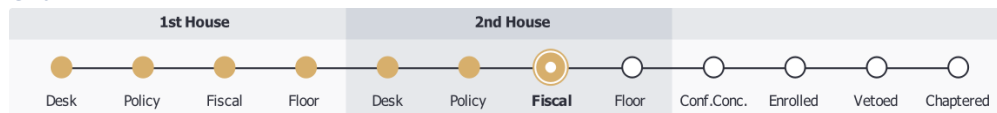
**Summary:** Current law establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program (program) within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. This bill, for any regulation adopted to develop or implement the program, or other regulations that are regarding the procurement or use of medium- and heavy-duty zero-emission vehicles by a public or private fleet, would require the state board to consider specified things, including, among other things, the environmental and supply chain benefits of renting medium- and heavy-duty zero-emission vehicles compared to procuring them. (Based on 02/13/2025 text)

**AB 815 (Ortega, D) Vehicle insurance: vehicle classification.****Last Amended:** 07/02/2025**Status:** 07/10/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (July 9). Re-referred to Com. on APPR.**Location:** 07/09/2025 - Senate Appropriations

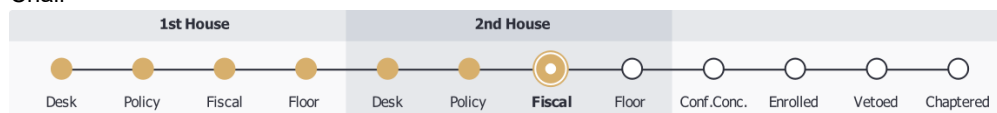
**Summary:** Current law prohibits a motor vehicle, insured pursuant to a policy of automobile liability insurance, from being classified as a common carrier, livery, or for-hire vehicle solely for the reason that the named insured is performing volunteer services for a nonprofit charitable organization or governmental agency consisting of providing social service transportation, as defined. This bill, for purposes of insurance, would prohibit a motor vehicle, insured pursuant to a policy of automobile liability insurance, from being classified as a common carrier, commercial vehicle, for-hire vehicle, permissive use vehicle, or livery solely for the reason that the named insured is operating or using the insured motor vehicle to provide public social services, as defined, or social service transportation, as defined. (Based on 07/02/2025 text)

**AB 889 (Hadwick, R) Prevailing wage: per diem wages.****Status:** 07/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (July 9). Re-referred to Com. on APPR.**Location:** 07/09/2025 - Senate Appropriations

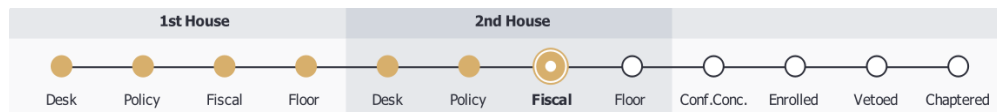
**Summary:** Current law requires workers employed on public works to be paid not less than the general prevailing rate of per diem wages for work of a similar character in the locality that the public work is performed, as prescribed, unless an exception applies. Current law requires the Director of the Department of Industrial Relations to determine the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed. Under current law, per diem wages include certain employer payments made pursuant to a collective bargaining agreement or for a program or committee established under the federal Labor Management Cooperation Act of 1978, as specified. Current law provides that these payments are a credit against the obligation to pay the general prevailing rate of per diem wages. Current law requires the credit for employer payments to be computed on an annualized basis where the employer seeks credit for employer payments that are higher for public works projects than for private construction performed by the same employer, except under certain circumstances, including a determination by the director that annualization would not serve the purposes of the provisions relating to public works projects. This bill would remove that exception and revoke annualization exemptions authorized by the director prior to January 1, 2026. The bill would authorize an employer to take full credit for the hourly amounts contributed to defined contribution pension plans that provide for both immediate participation and immediate vesting even if the employer contributes at a lower rate or does not make contributions to private construction. The bill would require the employer to prove that the credit for employer payments was calculated properly. (Based on 02/19/2025 text)

**AB 891 (Zbur, D) Transportation: Quick-Build Pilot Program.****Last Amended:** 06/25/2025**Status:** 08/13/2025 - In committee: Hearing postponed by committee.**Calendar:** 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/08/2025 - Senate Appropriations

**Summary:** Would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide. (Based on 06/25/2025 text)

**AB 902 (Schultz, D) Transportation projects: barriers to wildlife movement.****Last Amended:** 07/10/2025**Status:** 07/10/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/08/2025 - Senate Appropriations

**Summary:** Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. (Based on 07/10/2025 text)

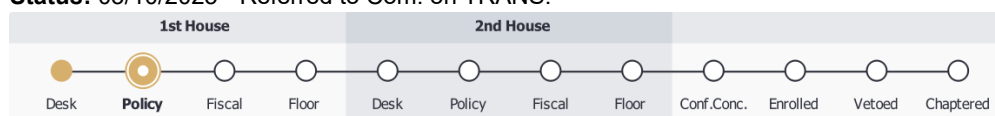
**AB 963 (Petrie-Norris, D) Public works: prevailing wages: access to records.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/16/2025 - Senate Appropriations

**Summary:** Current law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Current law defines "public works," for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law

regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual's name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual's full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. (Based on 07/17/2025 text)

**AB 1058 (Gonzalez, Jeff, R) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Status:** 03/10/2025 - Referred to Com. on TRANS.



**Location:** 03/10/2025 - Assembly Transportation

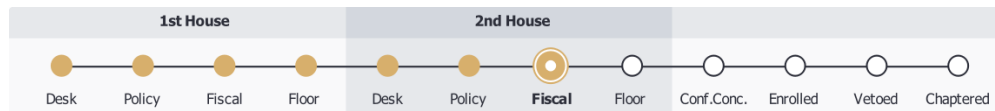
**Summary:** The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. (Based on 02/20/2025 text)

**AB 1067 (Quirk-Silva, D) Public employees' retirement: felony convictions.**

**Last Amended:** 07/15/2025

**Status:** 07/15/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



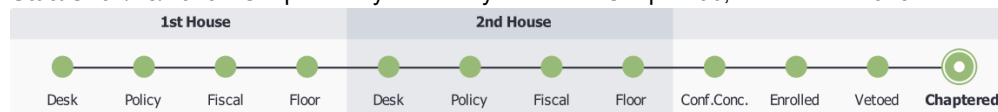
**Location:** 07/09/2025 - Senate Appropriations

**Summary:** The California Public Employees' Pension Reform Act of 2013 requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Current law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Current law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public

employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency and would then authorize the public employer to close the investigation. (Based on 07/15/2025 text)

**AB 1141 (Lee, D) Alameda-Contra Costa Transit District: board of directors: election: compensation.**

**Status:** 07/28/2025 - Chaptered by Secretary of State - Chapter 66, Statutes of 2025

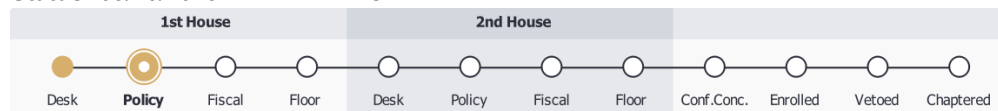


**Location:** 07/28/2025 - Assembly CHAPTERED

**Summary:** Existing law establishes procedures for the formation of the Alameda-Contra Costa Transit District and specifies the powers and duties of the transit district. Existing law vests the government of the district in a board of directors comprised of 7 directors, one from each ward, and 2 elected at large. Existing law requires a nomination paper for a candidate seeking election to a directorship to be signed by 50 voters, if seeking to be elected by ward, and by 100 voters, if seeking to be elected at large. Existing law provides 4-year terms for directors, as specified. Existing law contains obsolete requirements governing the term lengths for directors elected at the initial election following the formation of the district. This bill would eliminate directors at large and would instead require all 7 directors to be elected from wards. The bill would specify the terms of office for the directors elected at the November 3, 2026, and November 7, 2028, statewide general elections. The bill would repeal the obsolete provisions governing the initial election. To the extent this bill would increase the district's duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 07/28/2025 text)

**AB 1268 (Macedo, R) Motor Vehicle Fuel Tax Law: adjustment suspension.**

**Status:** 03/10/2025 - Referred to Com. on TRANS.



**Location:** 03/10/2025 - Assembly Transportation

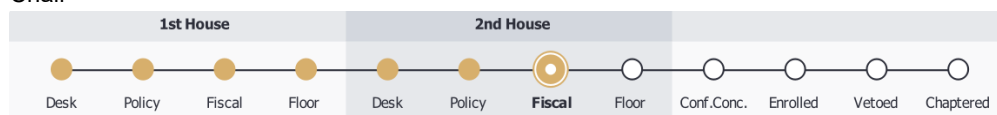
**Summary:** The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. (Based on 02/21/2025 text)



**AB 1285 (Committee on Emergency Management.) State Fire Marshal: lithium-ion battery facilities: guidance.**

**Status:** 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (July 8). Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



**Location:** 07/08/2025 - Senate Appropriations

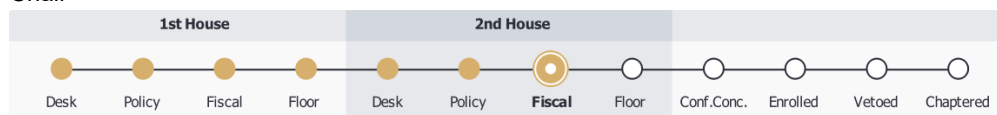
**Summary:** Would require the State Fire Marshal, in consultation with the Office of Emergency Services, to develop fire prevention, response, and recovery measures for utility grade lithium-ion battery storage facilities, as specified. (Based on 02/21/2025 text)

**AB 1331 (Elhawary, D) Workplace surveillance.**

**Last Amended:** 07/17/2025

**Status:** 07/17/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/18/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair



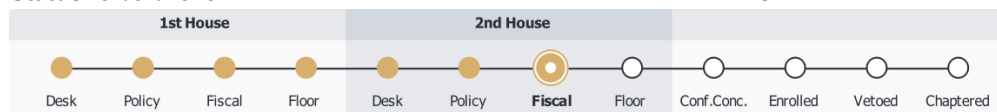
**Location:** 07/16/2025 - Senate Appropriations

**Summary:** Would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified. This bill would subject an employer who violates the bill to a civil penalty of \$500 per employee for each violation and would authorize a public prosecutor to bring specified enforcement actions. (Based on 07/17/2025 text)

**AB 1341 (Hoover, R) Contractors: discipline: building law violations.**

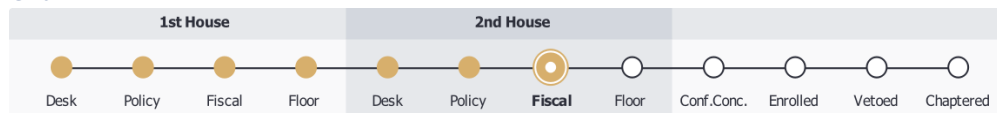
**Last Amended:** 07/02/2025

**Status:** 07/02/2025 - Read second time and amended. Re-referred to Com. on APPR.

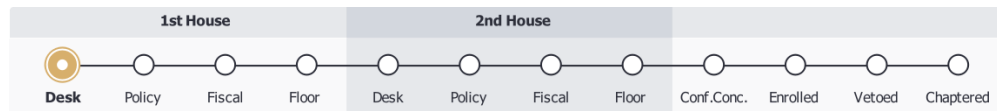


**Location:** 06/30/2025 - Senate Appropriations

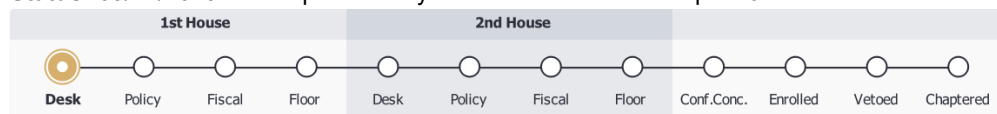
**Summary:** The Contractors State License Law establishes the Contractors State License Board to license and regulate contractors. This bill would specify that "building laws of the state" includes certain prohibitions related to the practice and unlicensed practice of architecture, landscape architecture, engineering, geology or geophysics, and land surveying, and, therefore, would also make a willful or deliberate disregard and violation of those specified prohibitions a cause for disciplinary action against a licensee. The bill would revise and recast the specified provisions relating to the business and practice of structural pest control to instead be included among the "building laws of the state." (Based on 07/02/2025 text)

**AB 1423 (Irwin, D) Transportation electrification: electric vehicle charging stations: payment methods.****Last Amended:** 07/10/2025**Status:** 08/13/2025 - In committee: Hearing postponed by committee.**Calendar:** 08/25/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/09/2025 - Senate Appropriations

**Summary:** Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. Current law authorizes an electric vehicle charging station to offer services on a subscription- or membership-only basis if the station allows nonsubscribers or nonmembers to use the station through a contactless payment method that accepts major credit and debit cards, as specified, and either an automated toll-free telephone number or a short message system (SMS) that provides the customer with the option to initiate a charging session and submit payment. Current law authorizes the State Energy Resources Conservation and Development Commission, by regulation that is effective no earlier than January 1, 2028, to add to or subtract from those required payment methods, as specified. This bill would instead authorize the commission to modify, add to, or subtract from those required payment methods, as appropriate in light of changing technologies or cost impacts. (Based on 07/10/2025 text)

**ACA 1 (Valencia, D) Public finance.****Status:** 01/29/2025 - Introduced measure version corrected.**Location:** 12/02/2024 - Assembly PRINT

**Summary:** The California Constitution prohibits the total annual appropriations subject to limitation of the State and of each local government from exceeding the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population. The California Constitution defines "appropriations subject to limitation" of the State for these purposes. This measure would change the 1.5% required transfer to an undetermined percentage of the estimated amount of General Fund revenues for that fiscal year. The measure would change the 10% limit on the balance in the Budget Stabilization Account to 20% of the amount of the General Fund proceeds of taxes for the fiscal year estimate, as specified. The measure would specify that funds transferred under these provisions to the Budget Stabilization Account do not constitute appropriations subject to the above-described annual appropriations limit. (Based on 12/02/2024 text)

**ACA 12 (Wallis, R) Road usage charges: vote and voter approval requirements.****Status:** 03/27/2025 - From printer. May be heard in committee April 26.**Location:** 03/26/2025 - Assembly PRINT

**Summary:** The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a "tax" as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective

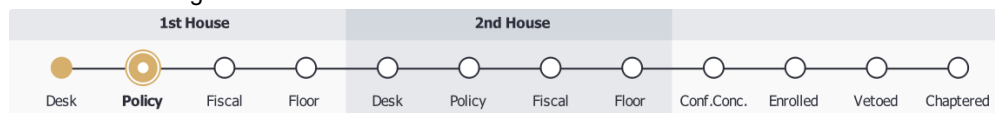


date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement. (Based on 03/26/2025 text)

## **SB 2 (Jones, R) Low-carbon fuel standard: regulations.**

**Last Amended:** 03/12/2025

**Status:** 03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.) Reconsideration granted.



**Location:** 01/29/2025 - Senate Environmental Quality

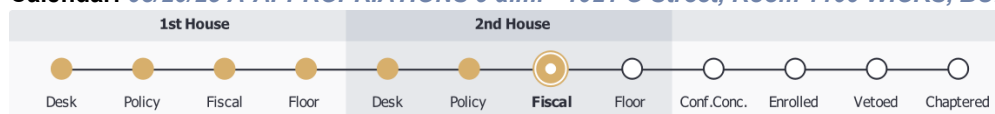
**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024, or as subsequently adopted, as specified. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 03/12/2025 text)

## **SB 30 (Cortese, D) Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.**

**Last Amended:** 07/16/2025

**Status:** 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



**Location:** 07/15/2025 - Assembly Appropriations

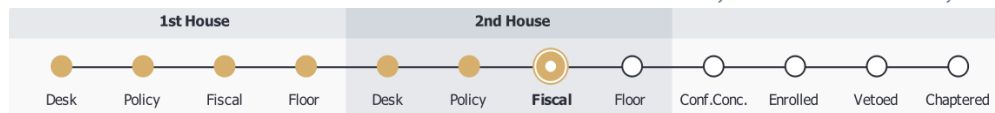
**Summary:** Would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified. (Based on 07/16/2025 text)

## **SB 71 (Wiener, D) California Environmental Quality Act: exemptions: environmental leadership transit projects.**

**Last Amended:** 07/17/2025

**Status:** 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (July 14). Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



**Location:** 07/14/2025 - Assembly Appropriations

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation

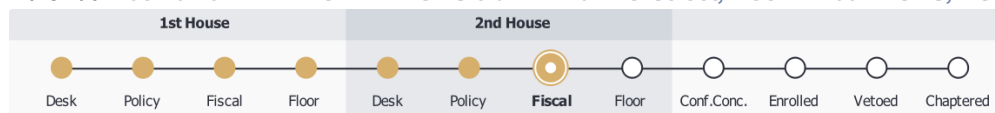
plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. (Based on 07/17/2025 text)

**SB 78 (Sevarto, R) Department of Transportation: report: state highway system: safety enhancements.**

**Last Amended:** 04/02/2025

**Status:** 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 7). Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



**Location:** 07/07/2025 - Assembly Appropriations

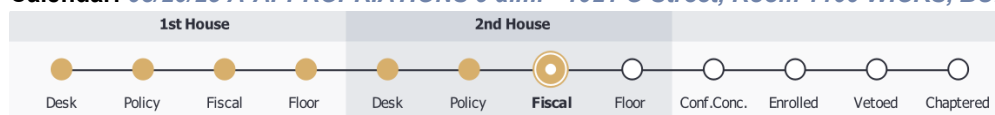
**Summary:** Would require the Department of Transportation to prepare a report to identify the types of safety enhancements that could be implemented on the state highway system, the common factors, if any, contributing to the delay in delivering those safety enhancements, and strategies to expedite safety enhancements on the state highway system. The bill would require the department to submit the report to the Legislature on or before January 1, 2027. (Based on 04/02/2025 text)

**SB 79 (Wiener, D) Housing development: transit-oriented development.**

**Last Amended:** 07/17/2025

**Status:** 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (July 16). Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



**Location:** 07/17/2025 - Assembly Appropriations

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Current law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Current law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Current law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with

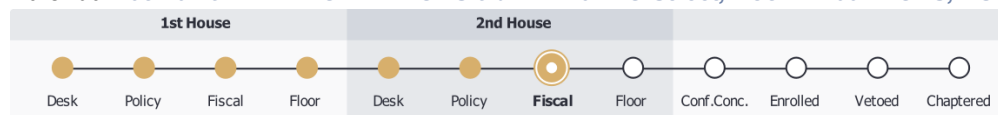
the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. (Based on 07/17/2025 text)

**SB 86 (McNerney, D) California Alternative Energy and Advanced Transportation Financing Authority Act: sales and use tax exclusion.**

**Last Amended:** 07/16/2025

**Status:** 07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair



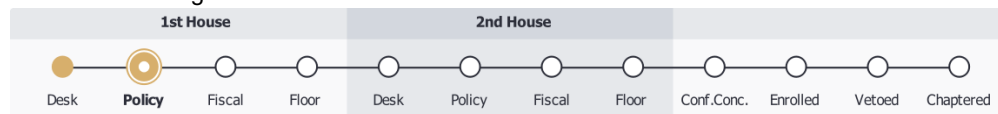
**Location:** 07/15/2025 - Assembly Appropriations

**Summary:** The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party by authorizing exclusions from sales and use tax for certain projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting one of those projects to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project. This bill would extend to January 1, 2031, the authorization to provide financial assistance in the form of a sales and use tax exclusion for projects approved by the authority. The bill would add electrical generation facilities using nuclear fusion technology to the types of projects qualifying for this sales and use tax exclusion. (Based on 07/16/2025 text)

**SB 94 (Strickland, R) Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.**

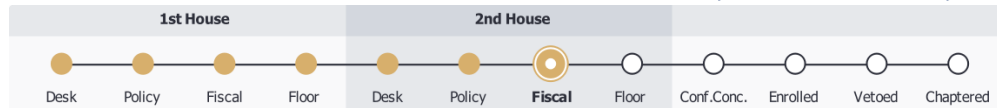
**Last Amended:** 03/26/2025

**Status:** 04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.)  
Reconsideration granted.

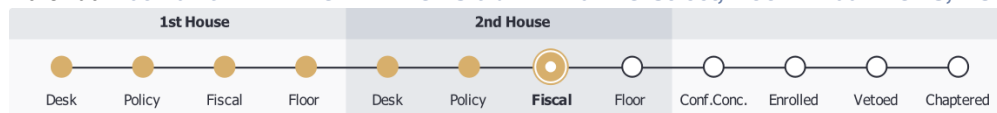


**Location:** 04/03/2025 - Senate Environmental Quality

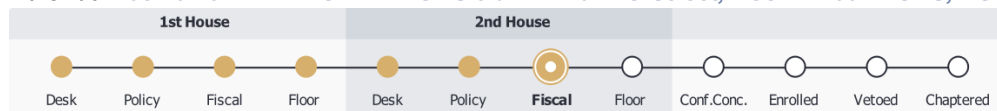
**Summary:** The California Global Warming Solutions Act of 2006 authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes, as specified. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, and until December 31, 2030, would require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the Motor Vehicle Fuel Account. (Based on 03/26/2025 text)

**SB 274 (Cervantes, D) Automated license plate recognition systems.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (July 16). Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/16/2025 - Assembly Appropriations

**Summary:** Current law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Current law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, as specified. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense. The bill would prohibit a public agency from retaining ALPR information for more than 60 days after the date of collection if it does not match information on an authorized hot list, as defined. (Based on 07/17/2025 text)

**SB 358 (Becker, D) Mitigation Fee Act: mitigating vehicular traffic impacts.****Last Amended:** 07/07/2025**Status:** 07/07/2025 - Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/03/2025 - Assembly Appropriations

**Summary:** The Mitigation Fee Act imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Current law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for that fee, if the housing development satisfies all of certain prescribed characteristics, to reflect a lower rate of automobile trip generation associated with such housing developments in comparison with housing developments without the prescribed characteristics, unless the local agency adopts findings after a public hearing establishing that the housing development, even with those characteristics, would not generate fewer automobile trips than a housing development without those characteristics. This bill would require those findings to be supported by substantial evidence in the record before or as part of the housing development project approval process. (Based on 07/07/2025 text)

**SB 359 (Niello, R) Use Fuel Tax Law: Diesel Fuel Tax Law: exempt bus operation.****Last Amended:** 06/26/2025**Status:** 07/15/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/15/2025 - Assembly Appropriations

**Summary:** The Use Fuel Tax Law imposes a state excise tax at specified rates, generally \$0.18 per gallon, on the use of fuel, as defined, and establishes various exemptions from those taxes, including an

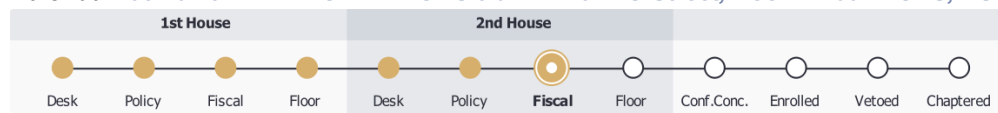
exemption for any transit district, transit authority, or city owning and operating a local transit system, as provided. This bill would additionally apply this exemption to a county that owns and operates a local transit system, as provided. (Based on 06/26/2025 text)

**SB 544 (Laird, D) Railroad crossings: permit applications: review.**

**Last Amended:** 07/14/2025

**Status:** 07/14/2025 - Read second time and amended. Re-referred to Com. on APPR.

**Calendar:** *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



**Location:** 07/09/2025 - Assembly Appropriations

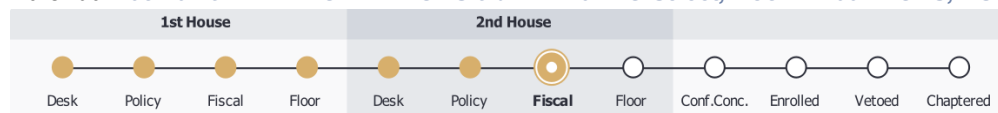
**Summary:** The Public Utilities Commission has the exclusive power to determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Current law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process. (Based on 07/14/2025 text)

**SB 578 (Smallwood-Cuevas, D) California Workplace Outreach Program.**

**Last Amended:** 05/23/2025

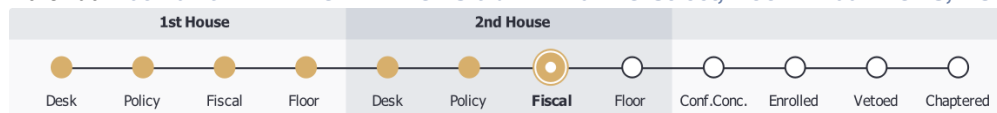
**Status:** 07/10/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (July 9). Re-referred to Com. on APPR.

**Calendar:** *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*

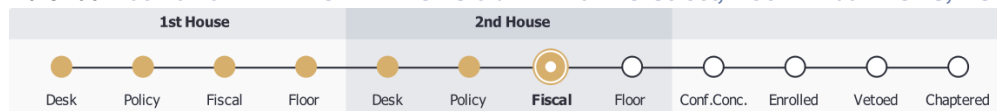


**Location:** 07/09/2025 - Assembly Appropriations

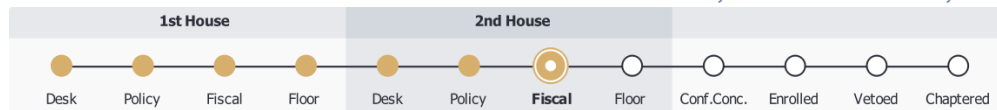
**Summary:** Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill contains other related provisions. (Based on 05/23/2025 text)

**SB 642 (Limón, D) Employment: payment of wages.****Last Amended:** 05/23/2025**Status:** 07/09/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (July 8). Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/08/2025 - Assembly Appropriations

**Summary:** Current law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Current law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. (Based on 05/23/2025 text)

**SB 695 (Cortese, D) Transportation: climate resiliency: projects of statewide and regional significance.****Last Amended:** 03/26/2025**Status:** 07/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 7). Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/07/2025 - Assembly Appropriations

**Summary:** Current law establishes the State Transportation Infrastructure Climate Adaptation Program, administered by the Department of Transportation, for purposes of planning, developing, and implementing projects adapting state transportation infrastructure to climate change. Current law requires the department, in consultation with, among others, the Transportation Agency and the California Transportation Commission, to develop a program of its top priority climate adaptation projects and to submit projects in this program to the commission for adoption. Current law requires the department, in developing the program of projects, to consider specified criteria, including, but not limited to, the benefits of the project to preserving or enhancing regional or statewide mobility, economy, goods movement, and safety, and other benefits associated with protecting the asset. This bill would require the department, in consultation with the commission and the agency, and on or before July 1, 2026, and annually thereafter, to create a prioritized list of projects of statewide and regional significance, as defined, to better prepare the state for extreme weather-related events, with priority based on specified criteria. (Based on 03/26/2025 text)

**SB 707 (Durazo, D) Open meetings: meeting and teleconference requirements.****Last Amended:** 07/17/2025**Status:** 07/17/2025 - Assembly Rule 63 suspended. From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 16). Read second time and amended. Re-referred to Com. on APPR.**Calendar:** 08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair**Location:** 07/17/2025 - Assembly Appropriations

**Summary:** (1) Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service



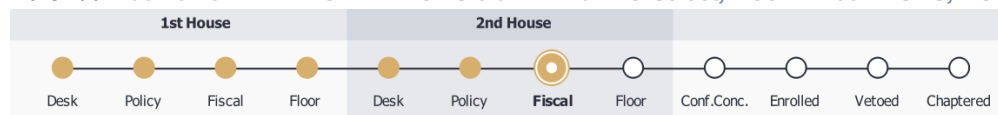
or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. (Based on 07/17/2025 text)

**SB 827 (Gonzalez, D) Local agency officials: training.**

**Last Amended:** 05/12/2025

**Status:** 07/17/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 16). Re-referred to Com. on APPR.

**Calendar:** *08/20/25 A-APPROPRIATIONS 9 a.m. - 1021 O Street, Room 1100 WICKS, BUFFY, Chair*



**Location:** 07/17/2025 - Assembly Appropriations

**Summary:** Existing law imposes ethics training on specified local agency officials. Existing law requires each training to be 2 hours and requires the officials to receive each training every 2 years, and as described otherwise, with the first training within one year of commencing service. Existing law requires the local agency to maintain records of the trainings, as prescribed. This bill would expand which local agency officials are required to complete the above-described ethics training to include department heads, or other similar administrative officers, and would instead require officials who commence service on or after January 1, 2026, to receive their initial training within 6 months of commencing service. The bill would require the local agency to publish the training records on its internet website, as specified. This bill contains other related provisions and other existing laws. (Based on 05/12/2025 text)

AMENDED IN ASSEMBLY JULY 9, 2025

AMENDED IN SENATE MAY 23, 2025

AMENDED IN SENATE APRIL 29, 2025

AMENDED IN SENATE MARCH 25, 2025

## SENATE BILL

**No. 63**

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**Introduced by Senators Wiener and Arreguín**  
(~~Coauthor: Assembly Member Stefani~~)  
(*Coauthors: Assembly Members Haney and Stefani*)

January 9, 2025

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An act to add Title 7.85 (commencing with Section 67700) to, and to add and repeal Section 66513.5 of, the Government Code, and to amend Section 131102 of the Public Utilities Code, relating to transportation.

### LEGISLATIVE COUNSEL'S DIGEST

SB 63, as amended, Wiener. San Francisco Bay area: local revenue measure: transportation funding.

(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services.

This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local



program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, *Corridor Joint Powers Board*, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency, *and other specified transit agencies* for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed.

By adding to the duties of local officials with respect to elections procedures for this bill on behalf of the district, the bill would impose a state-mandated local program.

(2) Existing law requires the commission to develop regional transit service objectives, develop performance measures of efficiency and effectiveness, specify uniform data requirements to assess public transit service benefits and costs, and formulate procedures for establishing regional transportation priorities in the allocation of funds for transportation purposes.

This bill would require the commission, upon the approval of a measure by the voters of the Transportation Revenue Measure District, to engage in a comprehensive independent third-party financial efficiency review of the ~~above-described transit operators receiving an allocation of the proceeds of the tax from the commission~~ *Alameda-Contra Costa Transit District, Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency*, and would require the independent third party contracted by the commission for this purpose to prepare a final report of the review. ~~After a one of these transit operator operators receives the final report, the bill would require the transit operator, as a condition of receiving those funds, to finalize an implementation plan that describes, among other things, efficiency measures the transit operator plans to take and to submit the implementation plan to the commission, as specified. The bill would also require those transit operators, as a~~

*condition of receiving those funds, to comply with a maintenance of effort requirement, as specified.*

The bill would also require ~~those transit operators to comply with other requirements as a condition of receiving those funds, including, among others, a maintenance of effort requirement and a requirement~~ *each transit operator that receives a distribution of funds directly from the commission to comply with the policies and programs adopted by the commission through its Regional Network Management framework,* as provided.

This bill would require the commission to submit a report to the Legislature on or before March 31, 2026, on its forecast of the impacts to ridership ~~on those transit operators~~ *the Alameda-Contra Costa Transit District, Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency* from planned transportation projects and strategies included in its adopted regional transportation plan.

By adding to the duties of the commission, the bill would impose a state-mandated local program.

(3) The Bay Area County Traffic and Transportation Funding Act authorizes the formation of county transportation authorities in each of the 9 bay area counties, and provides for the imposition of a retail transaction and use tax of either  $\frac{1}{2}$  of 1% or 1%, subject to voter approval, with revenues to be used for various transportation purposes.

This bill would instead provide that a retail transaction and use tax imposed under those provisions in the County of San Mateo or the County of San Francisco may be imposed in  $\frac{1}{8}$  of 1% increments up to 1%.

(4) This bill would declare that its provisions are severable.

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

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

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

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

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

3 (a) The San Francisco Bay area needs a world-class, reliable,  
4 affordable, efficient, and connected transportation network that  
5 meets the needs of bay area residents, businesses, and visitors  
6 while also helping combat the climate crisis. The bay area's  
7 regional and local public transportation networks are a critical  
8 component of the overall transportation network.

9 (b) Public transportation is of regional and local benefit, serving  
10 both regional and local trips for residents of all income levels.

11 (c) Preserving, improving, and expanding public transportation  
12 to ensure a world-class public transportation network will enhance  
13 access to opportunity, lower emissions of greenhouse gases,  
14 strengthen the region's economy, support increased housing  
15 production, and improve quality of life.

16 (d) To achieve that vision, the San Francisco Bay area needs a  
17 public transit network that offers safe, clean, frequent, accessible,  
18 easy-to-navigate, and reliable service that gets transit riders where  
19 they want and need to go safely, affordably, quickly, and  
20 seamlessly. The San Francisco Bay area also needs to prioritize  
21 increasing ridership to ensure the region's transit network is  
22 sustainable.

23 (e) Regional funding, increased coordination, financial  
24 efficiency, and safety, cleanliness, and reliability reforms are  
25 urgently needed to both preserve and improve public transportation  
26 service.

27 SEC. 2. Section 66513.5 is added to the Government Code, to  
28 read:

29 66513.5. (a) The commission shall submit a report to the  
30 Legislature on or before March 31, 2026, on its forecast of the  
31 impacts to ridership on the Alameda-Contra Costa Transit District,  
32 the Peninsula ~~Rail Transit District~~, *Corridor Joint Powers Board*,  
33 the San Francisco Bay Area Rapid Transit District, and the San  
34 Francisco Municipal Transportation Agency from planned  
35 transportation projects and strategies included in its adopted  
36 regional transportation plan, with an emphasis on rail connectivity  
37 projects that may increase ridership, reduce operating costs, or  
38 help with enhanced mobility.

(b) (1) A report to be submitted pursuant to subdivision (a) shall be submitted in compliance with Section 9795.

(2) Pursuant to Section 10231.5, this section is inoperative on March 31, 2030, and, as of January 1, 2031, is repealed.

SEC. 3. Title 7.85 (commencing with Section 67700) is added to the Government Code, to read:

## TITLE 7.85. SAN FRANCISCO BAY AREA REGIONAL TRANSPORTATION FINANCE

### PART 1. FORMATION OF THE TRANSPORTATION REVENUE MEASURE DISTRICT

#### CHAPTER 1. GENERAL PROVISIONS

67700. For purposes of this title, the following definitions apply:

(a) “AC Transit” means the Alameda-Contra Costa Transit District.

(b) “BART” means the San Francisco Bay Area Rapid Transit District.

(c) “Board” means the governing board of the Transportation Revenue Measure District.

(d) “Caltrain” means the Peninsula ~~Rail Transit District~~.  
*Corridor Joint Powers Board.*

(e) “Commission” means the Metropolitan Transportation Commission.

(f) “District” means the Transportation Revenue Measure District.

(g) “Muni” means the San Francisco Municipal Transportation Agency.

#### CHAPTER 2. THE TRANSPORTATION REVENUE MEASURE DISTRICT AND GOVERNING BOARD

67710. (a) The Transportation Revenue Measure District is hereby established with jurisdiction extending throughout the territorial boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco.

(b) The district shall be governed by the same board that governs the commission. The district shall be a separate legal entity from the commission.

(c) The formation and jurisdictional boundaries of the district are not subject to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Division 3 (commencing with Section 56000) of Title 5).

(d) The district shall be staffed by the existing staff of the commission or any successor agency, with the understanding that additional staff may be needed to administer the requirements of this title.

67711. (a) It is the intent of the Legislature to afford the Counties of San Mateo and Santa Clara the opportunity to opt into the district by August 11, 2025. The opt-in of one or both of these counties into the district would entail the entirety of one or both of these counties, respectively, being included within the geography of the district.

(b) It is the preference of the Legislature for the County of San Mateo to opt into the district.

## PART 2. TRANSACTIONS AND USE TAXES

### CHAPTER 1. RETAIL TRANSACTIONS AND USE TAX AUTHORIZATION

67730. (a) The board may impose a retail transactions and use tax ordinance applicable to the entire district if the electors voting on the measure vote to approve its imposition at the election described in Section 67734 in accordance with this title and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code.

(b) The board, in the ordinance, shall do all of the following:

- (1) State the nature of the tax to be imposed.
- (2) Provide the tax rate or the maximum tax rate, which shall be one-half of 1 percent in each county except in the City and County of San Francisco. The tax rate in the City and County of San Francisco shall be set at no less than one-half of 1 percent and no more than 1 percent, in  $\frac{1}{8}$  percent increments.

1 (3) Specify the period during which the tax will be imposed.  
2 The duration of the tax shall be no less than 10 years and no longer  
3 than 15 years.

4 (4) Specify the purposes for which the revenue derived from  
5 the tax will be used, consistent with Chapter 3 (commencing with  
6 Section 67750).

7 (c) Notwithstanding Section 7251.1 of the Revenue and Taxation  
8 Code, the tax rate authorized pursuant to this title shall not be  
9 considered for purposes of the combined rate limit established by  
10 Section 7251.1 of the Revenue and Taxation Code.

11 (d) A transactions and use tax ordinance adopted pursuant to  
12 this title shall be operative on January 1, 2027.

13 (e) Before the operative date of the ordinance, the board shall  
14 contract with the California Department of Tax and Fee  
15 Administration to perform all functions incidental to the  
16 administration and operation of the ordinance.

17 67731. It is the intent of the Legislature to determine, by August  
18 11, 2025, the exact tax rate, including potential variable rates in  
19 different counties within the district, and the exact duration of the  
20 tax, through continued discussions with stakeholders.

21 67732. (a) Notwithstanding Section 9300 of the Elections  
22 Code or any other law, the taxes authorized by Section 67730 may  
23 also be imposed by a qualified voter initiative pursuant to Chapter  
24 4 (commencing with Section 9300) of Division 9 of the Elections  
25 Code if the electors voting on the measure vote to approve its  
26 imposition at the election described in Section 67734 in accordance  
27 with the requirements of this title and Part 1.6 (commencing with  
28 Section 7251) of Division 2 of the Revenue and Taxation Code.

29 (b) In addition to the procedures set forth in Chapter 4  
30 (commencing with Section 9300) of Division 9 of the Elections  
31 Code, if an ordinance containing a tax authorized by this title is  
32 proposed by an initiative petition, the initiative shall comply with  
33 all of the requirements applicable to a tax imposed by the board  
34 pursuant to this title, including the requirement that the proceeds  
35 of the tax be expended pursuant to Chapter 3 (commencing with  
36 Section 67750).

37 67734. A tax proposed pursuant to this title may only be placed  
38 on the ballot for the November 3, 2026, statewide general election  
39 and shall be submitted to the voters of the entire district in  
40 accordance with Chapter 2 (commencing with Section 67740).

## CHAPTER 2. ELECTION PROCEDURES

67740. (a) If the board of the district or a qualified voter initiative proposes a measure for the approval of a tax ordinance adopted pursuant to Chapter 1 (commencing with Section 67730), the board of supervisors for each of the counties that comprise the district shall call a special election on the tax ordinance. The special election shall be consolidated with the November 3, 2026, statewide general election and the tax ordinance shall be submitted to the voters of each county comprising the district.

(b) For the purpose of the placement of a tax ordinance on the ballot, the Transportation Revenue Measure District is a “district,” as defined in Section 317 of the Elections Code. A measure proposed by the board that requires voter approval or a qualified initiative measure proposed for the district by the voters of the counties comprising the district shall be submitted to the voters of the counties that are contained in the district, in accordance with the provisions of the Elections Code applicable to districts, including Chapter 4 (commencing with Section 9300) of Division 9 of the Elections Code.

(c) Notwithstanding any provision of the Elections Code, the legal counsel for the district shall prepare an impartial analysis of the measure. Each county included in the district shall use the election materials provided by the district, including the exact ballot question, impartial analysis, and full text of the ballot measure for inclusion in the county voter information guide.

(d) If two or more counties included in the measure are required to prepare a translation of ballot materials into the same language other than English, the county that contains the largest population, as determined by the most recent federal decennial census, among those counties that are required to prepare a translation of ballot materials into the same language other than English, shall prepare the translation or authorize the commission to prepare the translation, and that translation shall be used by the other county or counties, as applicable.

(e) Notwithstanding Section 13116 of the Elections Code, the elections officials of the counties where the measure will appear on the ballot shall mutually agree to use the same letter designation for the measure.



1 (f) The county clerk of each county shall report the results of  
2 the special election to the commission. If the approval threshold  
3 required by the California Constitution at the time of the election  
4 is achieved, the measure shall take effect in the district in  
5 accordance with the requirements of this title.

6 (g) (1) Notwithstanding Section 10520 of the Elections Code,  
7 the commission shall reimburse each county that comprises the  
8 district from funds made available pursuant to Section 67750 only  
9 for the incremental costs incurred by the county elections official  
10 related to submitting the measure to the voters with proceeds from  
11 the measure, or if the measure fails, with any eligible funds  
12 provided by the commission or other public or private entity.

13 (2) For purposes of this subdivision, “incremental costs”  
14 includes both of the following:

15 (A) The cost to prepare a translation of ballot materials into a  
16 language other than English by any county, as described in  
17 subdivision (d).

18 (B) The additional costs that exceed the costs incurred for other  
19 election races or ballot measures, if any, appearing on the same  
20 ballot in each county in which the measure appears on the ballot,  
21 including both of the following:

22 (i) The printing and mailing of ballot materials.

23 (ii) The canvass of the vote regarding the measure pursuant to  
24 Division 15 (commencing with Section 15000) of the Elections  
25 Code.

26  
27 CHAPTER 3. REGIONAL TRANSPORTATION REVENUE MEASURE  
28 EXPENDITURES  
29

30 67750. The board shall allocate revenues generated pursuant  
31 to Chapter 2 (commencing with Section 67740) on an annual basis  
32 as follows:

33 (a) The board shall pay the administrative costs associated with  
34 the collection of the revenues incurred by the California  
35 Department of Tax and Fee Administration pursuant to the contract  
36 entered into pursuant to Section 67730, and the amounts necessary  
37 for the commission to reimburse the one-time costs incurred by  
38 county elections officials, as provided in subdivision (g) of Section  
39 67740.

(b) After the amounts allocated in subdivision (a), the board may retain up to 1 percent of total revenues for the administration of this title. If the board retains more money than is necessary for administration, the board may direct those excess funds to the commission for allocation pursuant to subparagraph (E) of paragraph (1) of subdivision (c).

(c) (1) After the amounts allocated in subdivisions (a) and (b), the board shall allocate revenues to the commission in the amount determined pursuant to paragraph (2). The commission shall allocate those revenues to the following entities for the following purposes in accordance with Chapter 4 (commencing with Section 67760) and Chapter 5 (commencing with Section 67770):

(A) AC Transit, exclusively for transit operations expenses.

(B) BART, exclusively for transit operations expenses.

(C) Caltrain, exclusively for transit operations expenses.

(D) *Contra Costa County Transit Authority (County Connection), exclusively for transit operations expenses.*

(E) *Eastern Contra Costa Transit Authority (Tri Delta Transit), exclusively for transit operations expenses.*

(F) *Livermore Amador Valley Transit Authority (LAVTA), exclusively for transit operations expenses.*

~~(D)~~

(G) Muni, exclusively for transit operations expenses.

(H) *San Francisco Bay Area Water Emergency Transportation Authority, exclusively for transit operations.*

(I) *Union City Transit, exclusively for transit operations expenses.*

(J) *Western Contra Costa Transit Authority (WestCAT), exclusively for transit operations expenses.*

~~(E)~~

(K) Up to ~~10~~ 5 percent of the revenues to the commission, exclusively for initiatives included in the 2021 Bay Area Transit Transformation Action Plan (T-TAP), or any successor plan adopted by the commission.

(2) It is the intent of the Legislature to establish specific levels of funding for the board to allocate to the commission and for the commission to allocate to the entities specified in paragraph (1) by August 11, 2025.

(d) ~~(4)~~ After the amounts allocated in subdivisions (a) to (c), inclusive, the board shall subvene all remaining funds directly to

the counties contained in the district for public transportation expenses. The board shall have no discretion to withhold those funds.

(2) ~~Eligible recipients of funds provided by counties from funds allocated pursuant to paragraph (1) include, but are not limited to, all of the following:~~

~~(A) Contra Costa County Transit Authority (County Connection);~~

~~(B) Eastern Contra Costa Transit Authority (Tri Delta Transit);~~

~~(C) Livermore Amador Valley Transit Authority (LAVTA);~~

~~(D) Union City Transit;~~

~~(E) Western Contra Costa Transit Authority (WestCAT);~~

67752. In allocating funds pursuant to this chapter, it is the intent of the Legislature that the commission not supplant funding from regularly programmed discretionary revenue sources available to the commission that would have otherwise been directed to projects, programs, or services that directly benefit the Counties of Alameda or Contra Costa or the City and County of San Francisco, nor increase the level of those regularly programmed discretionary sources that are allocated to counties that are not contained in the district as a result of the approval of the measure pursuant to this title.

67754. If the voters approve a tax ordinance pursuant to this title, the district shall establish an independent oversight committee within six months of the effective date of the tax increase to ensure that any revenues generated pursuant to this title are expended consistent with the applicable requirements set forth in this chapter. The committee may be consolidated with the oversight committee established pursuant to subdivision (h) of Section 30923 of the Streets and Highways Code. Each representative shall be appointed by the applicable county board of supervisors. The oversight committee may request any documents from the commission to assist the committee in performing its functions.

#### CHAPTER 4. FINANCIAL TRANSPARENCY AND REVIEW

67760. (a) The Legislature finds and declares that financial efficiency and transparency are imperative to build public confidence and support for public transportation.

1 (b) In enacting this title, it is the intent of the Legislature to  
2 ensure that the public is aware of actions taken by AC Transit,  
3 BART, Caltrain, and Muni to reduce expenses in the face of major  
4 deficits, along with additional identified opportunities for  
5 service-neutral cost efficiencies.

6 67762. (a) Upon the approval of a measure by the voters of  
7 the district pursuant to this title, the commission shall engage in  
8 a comprehensive independent third-party financial efficiency  
9 review of AC Transit, BART, Caltrain, and Muni.

10 (b) The review shall identify a menu of cost-saving efficiencies  
11 that, if implemented, would reduce one-time and ongoing fixed  
12 and variable costs for the transit operators subject to the review.

13 (c) The scope of the review shall include administrative,  
14 operating, and capital costs and shall clearly distinguish between  
15 cost-saving options that would not impact service and cost-saving  
16 options that would require service realignments or reductions.

17 (d) The scope of the review shall also apply to initiatives  
18 included in the 2021 Bay Area Transit Transformation Action Plan  
19 or any successor plan adopted by the commission and associated  
20 supporting programs administered by the commission, such as the  
21 Clipper program.

22 67764. (a) The commission shall contract and manage an  
23 independent third party to conduct the review, in consultation with  
24 a select committee established by the commission that consists of  
25 all of the following:

26 (1) Members of the commission.

27 (2) A state representative.

28 (3) Transit operator representatives from the operators subject  
29 to the review.

30 (4) Representatives from the transit labor, advocacy, and  
31 business communities.

32 (b) Upon completion of the review, the independent third party  
33 shall transmit a final report to the select committee established by  
34 the commission, to the Legislature, in compliance with Section  
35 9795, and to the transit operators subject to the review.

36 67766. (a) Within \_\_\_\_ months after a transit operator subject  
37 to the review receives the report, the transit operator shall finalize  
38 an implementation plan that describes all efficiency measures the  
39 transit operator has already taken since January 1, 2020, associated  
40 cost savings, and all subsequent efficiency measures the transit

1 operator plans to take and shall submit this plan to the commission  
2 by \_\_\_\_, as a condition of continuing to receive funds from the  
3 commission pursuant to Chapter 3 (commencing with Section  
4 67750).

5 (b) The commission shall accept each plan submitted pursuant  
6 to subdivision (a) and transmit it to the Legislature, in compliance  
7 with Section 9795, the Transportation Agency, and the counties  
8 that have a funding relationship with at least one of the transit  
9 operators subject to the review.

10 67767. It is the intent of the Legislature to determine the timing  
11 of the required actions outlined in this chapter through further  
12 discussion with transit stakeholders.

13 67768. (a) (1) In order to be eligible for funding pursuant to  
14 Chapter 3 (commencing with Section 67750), a transit operator  
15 subject to the review required by this chapter shall verify to the  
16 commission that it will maintain its expected level of funding for  
17 operations and shall not supplant any sources of operating revenue  
18 under its control or fund sources allocated by the commission that  
19 were used for transit operations in the preceding three fiscal years.

20 (2) The expected level of funding for purposes of paragraph  
21 (1), which shall be referred to as the maintenance of effort, shall  
22 be calculated using the operator's average discretionary operating  
23 expenditures for the preceding three fiscal years, two years in  
24 arrears as reported to the Controller in its annual report submitted  
25 pursuant to Section 99243 of the Public Utilities Code.

26 (b) Notwithstanding subdivision (a), a transit operator subject  
27 to the review required by this chapter may reduce the amount of  
28 funding contributed towards its operating budget in proportion to  
29 any reduction in operating costs or reduction in operating revenue  
30 based on factors outside the control of the operator, including, but  
31 not limited to, the expiration of a voter-approved revenue source  
32 or the determination based on a statistically valid poll that an  
33 expiring ballot measure lacks sufficient support to warrant  
34 placement on the ballot.

35 (c) A transit operator may request that the commission grant an  
36 exception to the requirements of this section for the purpose of  
37 transferring operating funds to state of good repair needs for assets  
38 owned and operated by the operator or to cover the cost of  
39 compliance with a state or federal law or regulation.

1 CHAPTER 5. REGIONAL NETWORK MANAGEMENT  
2 ACCOUNTABILITY

3  
4 67770. (a) The Legislature finds and declares all of the  
5 following:

6 (1) In 2024, the Transportation Revenue Measure Select  
7 Committee established by the commission in 2024 agreed on  
8 various transit agency accountability policy recommendations for  
9 a transportation revenue measure. Specifically, the select committee  
10 approved a recommendation for new revenue from a measure to  
11 be conditioned on transit operators complying with transit  
12 transformation policies adopted through the Regional Network  
13 Management framework.

14 (2) As of March 2025, the commission adopted policies and  
15 programs through an established regional network management  
16 framework.

17 (b) (1) It is the intent of the Legislature, in enacting this title,  
18 to encourage the commission to continue acting in its role as  
19 Regional Network Manager.

20 (2) It is the further intent of the Legislature that the conditioning  
21 of funds prescribed by this chapter on regional network  
22 management policies and programs be based on the central goal  
23 of increasing transit ridership by improving the customer  
24 experience of riding public transit in the San Francisco Bay area  
25 and creating a seamless transit experience.

26 67772. (a) Notwithstanding any other law, each transit operator  
27 that the commission directly distributes funds to pursuant to  
28 Chapter 3 (commencing with Section 67750) shall comply with  
29 the policies and programs adopted by the commission through its  
30 Regional Network Management framework in order to fulfill  
31 initiatives included in the 2021 Bay Area Transit Transformation  
32 Action Plan or successor plan adopted by the commission, as a  
33 condition of receiving those funds.

34 (b) Nothing in this chapter authorizes the commission to do any  
35 of the following:

36 (1) Restrict a transit operator's access to funds not allocated by  
37 the commission.

38 (2) Require a transit operator to implement policies or programs  
39 that would impede or interfere with its ability to comply with any  
40 legal obligations in transit labor contracts.

1 (3) Restrict the use of a transit operator's logo outside the scope  
2 of the commission's regional mapping and wayfinding standards.

3 (4) Require that a transit operator modify the schedule or route  
4 of a specific local route that the transit agency and commission do  
5 not identify as primarily serving regional transit service.

6 (c) The commission shall not require a transit operator described  
7 in subdivision (a) to be subject to a one-time or ongoing policy,  
8 or to make a one-time or ongoing expenditure, pursuant to this  
9 chapter if the transit operator adopts a finding that the policy or  
10 expenditure would require the agency to take an action that the  
11 agency determines to be unacceptable with respect to its impact  
12 on transit service, staffing, maintenance, or other specified  
13 operational or state of good repair considerations.

14 (d) Before adopting a finding pursuant to subdivision (c), a  
15 transit operator shall conduct an assessment that takes into  
16 consideration all funding anticipated to be available to the transit  
17 operator in the next fiscal year, including, but not limited to, any  
18 discretionary funding that the commission identifies to help offset  
19 the cost of the proposed expenditure or policy, any growth in fare  
20 revenue anticipated as a result of the expenditure or policy, and  
21 potential adjustments to fares or fare policies the agency could  
22 make to increase revenue. The transit operator shall develop the  
23 assessment in consultation with staff from the commission and  
24 shall present it to the commission at a public meeting before  
25 adopting a finding pursuant to subdivision (c).

26 (e) In implementing this section, each transit operator subject  
27 to this chapter shall fulfill all applicable requirements under Title  
28 VI of the federal Civil Rights Act of 1964 (Public Law 88-352)  
29 regarding service and fare changes.

30 (f) The commission shall submit a report to the Legislature on  
31 or before January 1, 2028, and each year thereafter, on the status  
32 of the outcomes described in this section and the status of transit  
33 ridership in the region, as defined in Section 66502. The  
34 commission shall submit the annual report to the Legislature in  
35 compliance with Section 9795. The commission shall also post  
36 the annual report on its internet website.



## CHAPTER 6. APPLICABILITY

67780. The provisions of this title shall only apply to the counties and city and county identified pursuant to Section 67710.

SEC. 4. Section 131102 of the Public Utilities Code is amended to read:

131102. (a) (1) A retail transactions and use tax ordinance for a tax of either one-half of 1 percent or 1 percent applicable in the incorporated and unincorporated territory of a county, except for the counties described in paragraph (2), may be imposed by a county transportation authority or the commission in the manner prescribed in Section 131103 and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve its imposition at an election which shall be called for this purpose by the board of supervisors within one year after the adoption of a county transportation expenditure plan.

(2) A retail transactions and use tax ordinance for a tax of up to 1 percent, in any combination of  $\frac{1}{8}$  percent increments, applicable in the incorporated and unincorporated territory of the County of San Mateo or the City and County of San Francisco may be imposed by the applicable county transportation authority or the commission in the manner prescribed in Section 131103 and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if two-thirds of the electors voting on the measure vote to approve its imposition at an election which shall be called for this purpose by the board of supervisors within one year after the adoption of a county transportation expenditure plan.

(b) The ordinance shall take effect at the close of the polls on the day of the election at which the proposition, as set forth in Section 131108, is adopted. The ordinance shall specify the period, as determined by the adopted county transportation expenditure plan during which the tax will be imposed. The tax may be terminated earlier if the projects in the adopted plan are completed and any bonds outstanding issued pursuant to this division are redeemed.

SEC. 5. The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity

1 shall not affect other provisions or applications that can be given  
2 effect without the invalid provision or application.

3 SEC. 6. If the Commission on State Mandates determines that  
4 this act contains costs mandated by the state, reimbursement to  
5 local agencies and school districts for those costs shall be made  
6 pursuant to Part 7 (commencing with Section 17500) of Division  
7 4 of Title 2 of the Government Code.

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## STAFF REPORT

SUBJECT: FY26 Fare Increase Scenarios

FROM: Christy Wegener, Executive Director  
Tamara Edwards, Director of Finance

DATE: August 26, 2025

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### Action Requested

Staff recommend the Finance and Administration Committee receive information on the FY26 fare increase scenarios and provide feedback to staff.

### Background

LAVTA has made changes to its fares and fare structure throughout the years to respond to economic conditions, ridership trends and the introduction of new technology, but it has been over 16 years since an increase was made to the fixed route fare. Notably, the following changes have taken place:

- **2000**
  - Fixed Route one-way fare –**\$1.00**
  - Paratransit fare - **\$1.00**
- **2006**
  - Fixed Route one-way fare –**\$1.50**
  - Fixed Route Monthly Pass
    - Regular - **\$45.00**
    - Senior/disabled –**\$12.00**
  - Paratransit fare –**\$2.50**
- **2009**
  - Fixed Route one-way fare - **\$2.00**
  - Fixed Route Monthly Pass
    - Regular - **\$60.00**
    - Senior/disabled –**\$18.00**
  - Paratransit fare - **\$3.50**
- **2015:**
  - Implementation of Clipper
    - Introduction of Day Pass Accumulator on Clipper
      - Regular - **\$3.75**

- Senior/disabled - **\$1.75**
  - Introduction of rolling 31-day pass on Clipper
    - Regular - **\$60.00**
    - Senior/disabled – **\$18.00**
- **2019:**
  - Elimination of paper transfers
  - Introduction of paper Day Pass - **\$3.75**
  - Elimination of Fare Busters (discounted 10-pack paper tickets at **\$16.00**)
    - Replace with Youth Fare on Clipper - **\$1.60**
  - Increase of the paratransit fare to **\$3.75**
  - Increase in the Senior/disabled monthly pass to **\$22**
- **2020-2024:** All remaining scheduled fare increases were postponed and then subsequently cancelled, including:
  - Increase in the paratransit fare to \$4.00
  - Increase in the senior/disabled monthly pass to \$25.00

### Understanding Bay Area Transit Agency Fares

There are a variety of fare policies, pass products and fare amounts across Bay Area transit agencies. Some agencies offer a higher cash fare and discounted Clipper® fare; many offer half-priced or free youth fares; many charge the maximum allowable for paratransit, but not all. The following is a summary of the fare products and amounts across several transit agencies:

Agency	Adult Single Ride	Day Pass	Monthly Pass	Paratransit
LAVTA	\$2	\$3.75^	\$60	\$3.75
County Connection	\$2.50/\$2*	\$3.75^	\$60	\$5.00
AC Transit	\$2.75/\$2.50*	\$6/\$5.50*	\$90	\$4-\$7**
Tri Delta Transit	\$2	\$3.75^	\$57	\$2.75
Santa Clara VTA	\$2.50	\$7.50^^	\$90^^	\$4
Muni	\$3/\$2.85*	\$5.70^^	\$86^^	\$2.75

\*Clipper

\*\*Distance-based fares

^LAVTA, County Connection, Tri Delta Transit and WestCAT all share a day pass accumulator product priced at \$3.75

^^Includes rail

### How LAVTA Riders Pay

In understanding the potential revenue and ridership impacts associated with a fare increase, it is important to understand how riders are currently paying now and in what fare category. The following data is available from FY 2025:

<b>GFI Farebox</b>	
<b>Fare Type</b>	<b>Percent</b>
Cash or Pass	16%
Clipper	55%
Institutional Pass (Hacienda, Las Positas, ACE)	16%
Other (child, special, free)	13%

<b>Clipper Data</b>	
<b>Fare Type</b>	<b>Percent</b>
Adult	49%
Senior	8%
Youth	40%
ADA	3%

### **Discussion**

As noted above, LAVTA hasn't raised its fixed route fares since 2009. LAVTA staff have developed several fare increase scenarios that respond to the need to increase revenue and are in the range of fares charged throughout the Bay Area. The ultimate goal will be to maximize potential fare revenue without incurring a substantial loss in ridership. Additionally, staff is applying the following principles to the scenario development:

- Compatibility within the Clipper 1.0 system.
- Continuing to provide a 50% discount on Senior/ADA fares.
- Capping paratransit fares at 2x the regular single ride fare.
- Eliminating the Clipper \$1.60 youth fare because of the availability of the Alameda County Student Transit Pass.

The following fare scenarios have been developed for discussion purposes (only Regular fares are shown):

<b>Scenario</b>	<b>Regular Single Ride</b>	<b>Regular Day Pass</b>	<b>Regular Monthly Pass</b>	<b>Paratransit</b>
<i>Current</i>	<i>\$2</i>	<i>\$3.75</i>	<i>\$60</i>	<i>\$3.75</i>
1	\$2.25	\$4.50	\$67.50	<\$4.50
2	\$2.50	\$5	\$75	<\$5
3	\$2.75	\$5.50	\$82.50	<\$5.50
4	\$3	\$6	\$90	<\$6

The following table illustrates the annual potential fare revenue increase and corresponding potential ridership loss for the various fare scenarios.

Scenario	Fixed Route		Paratransit	
	Potential revenue increase*	Potential ridership loss*	Potential revenue increase*	Potential ridership loss*
1	\$258,121 (18%)	-40,125 (-3%)	\$23,518 (20%)	-1,626 (-5%)
2	\$368,944 (26%)	-80,250 (-6%)	\$39,198 (33%)	-2,710 (-9%)
3	\$459,642 (32%)	-120,375 (-9%)	\$54,877 (46%)	-3,794 (-12%)
4	\$547,825 (39%)	-160,500 (-12%)	\$70,556 (60%)	-4,878 (-15%)

\*Using FY25 ridership data and FY24 fare revenue data as a baseline

### Next Steps

Staff will receive the Committee's feedback on the different fare increase scenarios and will return to the Committee at their September meeting with a draft proposal. Any fare increase must adhere to the agency's Title VI plan and will require a public comment period and public hearing. If approved by January 1, 2026, the earliest the fare changes could be implemented in Clipper would be April 1, 2026.

### Recommendation

Staff recommend the Finance and Administration Committee provide feedback on the potential FY26 fare increase scenarios.

## EXECUTIVE DIRECTOR'S REPORT

### Finance and Administration

August 2025

#### LAVTA Staffing Update

LAVTA's Senior Operations Analyst (Quality Assurance) resigned from her position effective August 1. Staff are evaluating whether to fill the position or whether to implement early recommendations from the Strategic Plan and fill the Manager of Administrative Services position. Hiring the Manager would effectuate several goals: 1) centralize procurement and address a pinch-point in the agency; 2) remove tasks (HR, Benefits, DBE, Front Desk) from the Director of Finance and Accounting Analyst's jobs functions allowing for more bandwidth for succession planning; 3) streamline/centralize the contract compliance function within the Agency to improve organizational efficiency and effectiveness cross-departmentally; and 4) free up staff bandwidth to support the Agency's advocacy, legislative and regional planning efforts.

Not filling the position will require investment in technology applications to streamline data analysis, service planning and service quality monitoring.

#### Wheels Access Mobility Management RFP

Staff will be reissuing the Wheels Access Mobility Management RFP this fall. This will be the third attempt at procuring these services, which includes travel training, travel navigation, and paratransit eligibility assessments. The project is partially funded with an Alameda CTC grant. The RFP was first released in late 2024 but no proposals were received from that effort. The RFP was re-released in spring 2025 and two proposals were received; however, cost proposals were significantly higher than staff cost estimates and budget, as well as available grant funding. During the summer staff have revisited the scope of work to identify potential cost-reduction strategies and will be re-releasing the RFP this fall with confidence that the third time's a charm. Staff are evaluating augmenting the project budget with FTA 5310 funding in the future.

#### Valley Link MOU

In 2023, the LAVTA Board authorized the Executive Director to enter into a memorandum of understanding (MOU) with Valley Link for the provision of administrative support services for the agency. LAVTA's Director of Finance currently receives a stipend to serve as Chief Financial Officer of Valley Link. This stipend pays for the time she spends completing work for Valley Link outside of the work she does for LAVTA. LAVTA staff intend to execute the second amendment with Valley Link, extending the MOU for another fiscal year.