

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

PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE

COMMITTEE MEMBERS

DAVID HAUBERT – CHAIR
CRAIG EICHER

JEAN JOSEY – VICE CHAIR
EVAN BRANNING

DATE: Monday, June 23, 2025

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

TIME: 4:00p.m.

AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the 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 May 26, 2025 Meeting of the P&S Committee.

Recommendation: Approval

5. Para-Taxi Program Update

Recommendation: Recommend the Board of Directors approve Resolution 21-2025 changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 60-days of the trip taken.

6. Clipper START Program Permanent Adoption

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

7. Six-Month Ridership Trend Update

Recommendation: This is an informational item.

8. Capital Projects Update

Recommendation: This is an informational item.

9. Matters Initiated by Committee Members

10. Next Meeting Date is Scheduled for: August 25, 2025

11. 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>LAVTA Administrative Services Department</u>	<u>Date 6/20/2025</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*

**MINUTES OF THE APRIL 28, 2025
LAVTA PROJECTS AND SERVICES COMMITTEE MEETING**

**PROJECTS and SERVICES COMMITTEE MEETING / COMMITTEE OF THE
WHOLE**

COMMITTEE MEMBERS

**DAVID HAUBERT – CHAIR
CRAIG EICHER**

**JEAN JOSEY – VICE CHAIR
EVAN BRANNING**

AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

Members Present

David Haubert – County of Alameda

Jean Josey – City of Dublin

Evan Branning – City of Livermore

Members Absent

Craig Eicher – City of Pleasanton

3. Meeting Open to Public

No public comments.

4. Minutes of the March 24, 2025 Meeting of the P&S Committee

Recommendation: Approval

Motion/Second: Josey/Branning

Aye: Haubert/Josey/Branning

No: None

Abstain: None

Absent: Eicher

Passes unanimously.

5. School Programs and Outreach Update

Staff presented the efforts in reaching out to students, including attending student orientations and back to school nights. Staff also presented on the Youth Ride Free

summer campaign that will run from the end of school through August 31. This program will replace the agency's annual Try Transit to Schools promotion.

The item was discussed by Committee members and staff.

Recommendation: Information only

6. Go Tri-Valley Update

Staff presented the second update on the Go Tri-Valley program, including more information to respond to Committee member questions from the March meeting. Additionally, since March staff have administered a small survey to Uber riders regarding the Go Tri-Valley. Given the current growth of Go Tri-Valley, staff will be returning later in the year with a recommendation for additional program changes.

The item was discussed by Committee members and staff.

Recommendation: Information only

7. Preview of Upcoming P&S Committee Agenda Items

8. Matters Initiated by Committee Members

9. Next Meeting Date is Scheduled for: May 26, 2025

Staff noted that since May 26 falls on the Memorial Day Holiday, if there are no urgent agenda items, the meeting will be cancelled.

10. Adjourn

The meeting was adjourned at 4:57 PM

STAFF REPORT

SUBJECT: Para-Taxi Program Update

FROM: Kadri Klm, Paratransit Planner

DATE: June 23, 2025

Action Requested

Staff requests that the Projects and Services recommend the Board of Directors approve Resolution 21-2025, changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 60-days of the trip taken.

Background

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

This benefit can be accessed in two ways:

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

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

Discussion

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

Staff is proposing updating the policy from within 90-days to within 60-days. Currently, receiving timely receipts is an obstacle, which makes it difficult for on-time reporting to funding agencies.

TAAC Recommendation

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

Recommendation

Recommend the Board of Directors approve Resolution 21-2025 changing the Para-Taxi reimbursement request period from within 90-days of the trip taken to within 60-days of the trip taken.

Attachments:

1. Resolution 21-2025

RESOLUTION 21-2025

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

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

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

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

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

- Change the reimbursement period from receipts must be submitted within 90-days of the trip taken to within 60-days of the trip taken; and

WHEREAS, on May 7, 2025, the Wheels Accessibility Advisory Committee reviewed the proposed changes and recommended that the changes be made.

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

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

XXXX, Chair

ATTEST:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Clipper START Program Permanent Adoption

FROM: David Mark, Director of Customer Experience

DATE: June 23, 2025

Action Requested

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

Background

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

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

Discussion

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

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

Budget Considerations

Funding will continue to be made available to subsidize operators for half of the 50% Clipper START fare discount. Participating operators are to cover the remainder of the discount or any additional revenue losses from other sources. In FY2024, LAVTA received approximately \$9,000 from MTC for Clipper START reimbursement.

Recommendation

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

Attachment:

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

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

ABSTRACT

MTC Resolution No. 4714

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

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

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

RE: Clipper START Regional Means-Based Program Framework

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4714

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

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

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

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

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

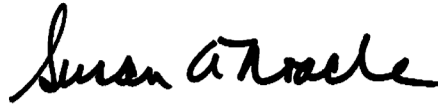
RESOLVED, that MTC approves Clipper START Regional Means Based Fare Program Framework, subject to the conditions noted therein; and, be it further

MTC Resolution No. 4714

Page 2

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

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read "Sue Noack", written in a cursive style.

Sue Noack, Chair

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

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

Attachment A
Resolution No. 4714
Page 1 of 2

Clipper START Program Framework

Participating Agencies

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

Means-based Discount

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

Eligibility

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

Funding

Funding Sources and Program Administration Funding:

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

Participant Discount Subsidy:

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

Implementation

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

Conditions

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

RESOLUTION NO. 22-2025

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

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

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

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

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

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

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

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

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

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

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

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

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

XXXX,
Chair Board of Directors

Attest:

Christy Wegener,
Executive Director

STAFF REPORT

SUBJECT: Six-Month Ridership Trend Update

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

DATE: June 23, 2025

Action Requested

This is an informational item.

Background

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

Six-Month Trend Analysis

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

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

Pre-existing routes. A key question following the WiM changes was whether slightly reducing the frequency of the trunk lines 10R and 30R—from every 15 minutes to every 20 minutes—would impact ridership. The assumption was that riders would adapt to the new schedule, as it better aligned with post-pandemic BART frequencies. This was indeed the case at the first eval last October, 2024, when year-on-year (YoY) numbers indicated that ridership was indeed not lost because of this adjustment, but rather continued their upward

post-pandemic trend: the 10R boardings were up by ~11%, and the 30R boardings were up by ~16% during this time.

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

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

The table below shows the individual route trends.

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

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

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

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

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

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

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

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

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

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

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

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

Table 6 - Weekdays BVSH for new/restored routes.

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

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

Next Steps

Staff will receive the Committee's feedback during the meeting.

Recommendation

This is an informational item.

STAFF REPORT

SUBJECT: Capital Projects Update
FROM: David Massa, Capital Projects Manager
DATE: June 23, 2025

Action Requested

This is an informational update.

Background

The following is the quarterly capital projects update. The last update was provided in April.

Discussion

Rutan Facility Maintenance Bay Hydrogen Retrofit: The maintenance facility is undergoing final upgrades to ensure it can safely support hydrogen fuel-cell buses (FCEBs). Key improvements include the installation of hydrogen detection sensors, alarm systems, and enhanced ventilation measures. The project is nearing completion.

As part of the safety enhancements, the natural gas supply to the building was disconnected, and an automatic gas shut-off valve has been installed. This valve is engineered to immediately halt gas flow in the event a hydrogen leak is detected.

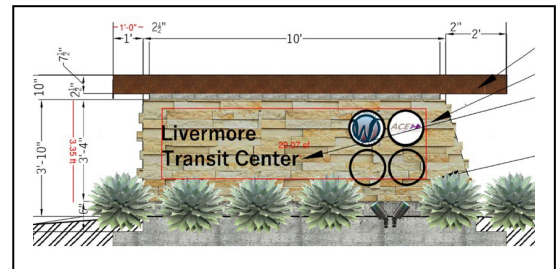
Final system testing and permit sign-off are scheduled for the week of June 23. The testing process will be recorded for inclusion in future training materials.



Tri-Valley Passenger Facilities Enhancement Project: This project aims to enhance passenger amenities—such as shelters, benches, and real-time signage—at three high-ridership locations: Dublin/Pleasanton BART, Las Positas College, and Lawrence Livermore National Laboratory. Kimley-Horn has completed the 65% design submittals and distributed them to project partners for final review and comment. Upon receipt of partner feedback, all suggestions will be carefully evaluated and, where appropriate, incorporated into the forthcoming 95% design phase.

Livermore Transit Center Improvements: The scope of the improvements at the Livermore Transit Center project are subdivided into three smaller projects.

- **Repainting:** This project is complete.
- **Lighting:** The second project improves the lighting in Railroad Court between the Livermore Transit Center and the 30R signature stop on Railroad Ave. LAVTA staff are collaborated with city staff and were presented with a lighting plan for the area that was acceptable to the city. LAVTA will be working with an on-call contractor to bring design to 100% and issue an IFB.
- **Signage:** The third project involves upgrading two monument signs at the Transit Center. Staff reviewed several preliminary designs and agreed on one that was submitted to the city. Kimley-Horn has provided 100% design drawings to the city and is currently awaiting final approval.



Cloud Based Transit Signal Priority (TSP) Upgrade:

Over the course of the past 7 months, representatives from all three cities and LAVTA held a series of separate kickoff and input meetings to gather feedback on the new system's features, the cities requirements and IT concerns. Kimley-Horn has compiled this input into a comprehensive needs and requirements assessment. Staff are now looking into procurement options.

Rutan Bus Yard Gate Replacement:

On April 22, the agency issued an Invitation for Bids (IFB) for construction of a new gate; bids were due June 6. Staff will recommend contract award at the July 2025 meeting. The agency has applied for CIP funding through an ACTC grant to cover the replacement cost.

Rutan Dispatch Subfloor replacement: The raised floor in the Rutan dispatch and operations managers' area—approximately six inches above grade and original to the building—has recently exhibited signs of subfloor deterioration. A soft, spongy condition has emerged, raising concerns about potential failure under certain conditions.

In January, the agency engaged its on-call consultant, Kimley-Horn, to provide design and engineering services. That design work has since been completed.

On May 21, the agency issued an Invitation for Bids (IFB) for construction. The solicitation was published on regional plan rooms, distributed to relevant vendors (including Disadvantaged

Business Enterprise [DBE] firms), and advertised in the Valley Times. A non-mandatory pre-bid meeting was held on June 10, with one vendor in attendance. Final bid submissions are due by June 27.

Following bid evaluation and contract award, the agency will proceed with project construction. This project is funded in the agency's FY 2026 budget.

Fiscal Impact

There is no fiscal impact associated with this item.

Recommendation

None – Information Only