

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Request for Regional Measure 2 Funding for the Transit Signal Priority Upgrade and Expansion Project

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: February 24, 2026

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**Action Requested**

Staff requests the Finance & Administration Committee recommend the Board of Directors approve Resolution 07-2026 in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$2,306,970 in Regional Measure 2 (RM2) funds for the acquisition and construction phase of LAVTA’s Transit Signal Priority (TSP) Upgrade and Expansion Project, also known as the Cloud-Based TSP Project. This resolution is required to request an allocation of this funding from MTC.

**Background**

Regional Measure 2 (RM2) funds various traffic relief programs and projects in eligible Bay Area bridge corridors from a portion of bridge tolls collected. RM2 legislation identified the Alameda County Transportation Commission (Alameda CTC) as the project sponsor of \$65 million in anticipated revenues to be allocated for RM2 Project 32, *I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County*. In late 2020, MTC notified LAVTA staff that a balance remained on the Project available for allocation to eligible transit-related projects in the corridor and requested proposal(s) from LAVTA that could utilize the funds. Alameda CTC expressed willingness to delegate their responsibility as project sponsors to LAVTA as implementing agency for such projects in order to spend down the available RM2 funds.

In late 2023, following the conclusion of LAVTA’s Shared Autonomous Vehicle (SAV) project, LAVTA staff identified a need to upgrade the existing Transit Signal Priority (TSP) system utilized by 24 Rapid-branded buses at 67 intersections on Routes 10R and 30R. The current system using GPS technology was procured in 2019 and would no longer be supported by the manufacturer after the initial five-year contract term ended in 2024. TSP functionality helps LAVTA meet On-Time Performance (OTP) goals on our highest-ridership routes by allowing Rapid buses to request a longer green phase when the bus is approaching an intersection more than 3 minutes behind schedule, enabling buses to get back on schedule as quickly as possible.

TSP is increasingly used in local jurisdictions to enhance operating efficiency of transit vehicles operating in mixed traffic, with numerous existing examples in operation around the Bay Area and nationwide. LAVTA’s previously high OTP coming out of the pandemic (over

85% as of January 2024) has diminished in recent months with congestion increasing amid post-pandemic traffic and return-to-office trends, concurrent with the obsolescence of the legacy GPS-based system. Upgrading the obsolete GPS-based TSP system to a cloud-based system will improve system performance and reliability, and expanding the TSP functionality to encompass the entire fleet will further maximize the benefits of TSP for riders regardless of vehicle subfleet assignments (“Rapid” vs. “Wheels”-branded buses) on Rapid routes.

Because the RM2 legislation identifies Alameda CTC as the project sponsor, MTC previously required Alameda CTC to also submit a resolution of local support for the project following LAVTA’s Board approval of the design-engineering allocation in April 2024. In May 2024, Alameda CTC designated LAVTA as the project’s Implementing Agency through the construction phase, delegating responsibility to LAVTA for compliance with all RM2 Policies and Procedures through all project phases.

MTC’s RM2 Policies and Procedures require each allocation fund a minimum usable segment and/or deliverable. MTC’s initial allocation in June 2024 funded \$388,000 for completion of the project’s design phase, which concluded in January with the delivery of 100% plans, specifications, and estimates for the acquisition/construction phase to complete the project. The project is now ready to request the second and final allocation of RM2 funds for the acquisition and construction phase.

**Discussion**

To request RM2 funding, project sponsors must submit a governing-board certification of compliance with RM2 provisions (Attachment 1).

With the project’s design-engineering phase complete, MTC may now consider allocating an additional \$2,306,970 to complete the construction phase as described in the Initial Project Report (IPR), shown in Attachment 2. A map of current TSP locations to be upgraded is shown in Attachment 3. Of the 67 intersections now equipped with GPS-based TSP, there are 26 in Dublin, 8 in Pleasanton, and 33 in Livermore. The construction phase will involve acquisition of the cloud-based TSP solution and construction of required elements at identified intersections to support its deployment and operations.

**Fiscal Impact**

The project budget in the construction phase is funded by a combination of RM2 and FY24-25 Transportation Funds for Clean Air (TFCA) funds programmed for the project by Alameda CTC, as shown below (all amounts shown in thousands of dollars). Staff will

<b>Phase</b>	<b>RM2</b>	<b>Alameda CTC FY24-25 TFCA</b>	<b>TDA</b>	<b>Total</b>
Design ( <i>prior allocation</i> )	\$388,000	--	--	\$388,000
Construction ( <i>current allocation</i> )	\$2,306,970	\$95,000	\$71,000	\$2,472,970
<b>Total</b>	<b>\$2,694,970</b>	<b>\$95,000</b>	<b>\$71,000</b>	<b>\$2,860,970</b>

**Next Steps**

Upon MTC approval of the next and final RM2 allocation for this project later this spring, LAVTA staff will proceed with procurement of the cloud-based TSP solution and construction of the necessary intersection modifications to support the new system.

**Recommendation**

Staff recommends the Finance & Administration Committee refer Resolution 07-2026 to the Board of Directors for approval, in support of an allocation request to the Metropolitan Transportation Commission (MTC) for \$2,306,970 in Regional Measure 2 (RM2) funds for the acquisition and construction phase of LAVTA's Transit Signal Priority Upgrade and Expansion Project.

**Strategic Plan Goals:**

Advocacy and Partnerships.

**Attachments:**

1. Resolution 07-2026
2. Draft Initial Project Report: LAVTA Transit Signal Upgrade & Expansion Project
3. Cloud-Based TSP Project Map – 100% Designs

**RESOLUTION NO. 07-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AS IMPLEMENTING AGENCY FOR REGIONAL MEASURE 2 FUNDING FOR THE  
TRANSIT SIGNAL PRIORITY UPGRADE AND EXPANSION PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Streets and Highways Code Section 30914(c) and (d) identifies the Alameda County Transportation Commission as Project Sponsor for RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements in Alameda County; and

**WHEREAS**, the Alameda County Transportation Commission has designated the Livermore Amador Valley Transit Authority (LAVTA) as implementing agency for the design and construction of the Transit Signal Priority Project Upgrade and Expansion Project, an eligible project under RM2 Project 32, I-580 (Tri-Valley) Rapid Transit Corridor Improvements; and

**WHEREAS**, the Transit Signal Priority Upgrade and Expansion Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which LAVTA is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

**RESOLVED**, that LAVTA accepts the Alameda County Transportation Commission's designation as implementing agency for the project; and be it further

**RESOLVED**, that LAVTA accepts the Alameda County Transportation Commission's designation of responsibility for certifying the project and allocation request(s) comply with the requirements of MTC's Regional Measure 2 Policies and Procedures; and be it further

**RESOLVED**, that LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

**RESOLVED**, that LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

**RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

**RESOLVED**, that LAVTA approves the updated Initial Project Report, attached to this resolution; and be it further

**RESOLVED**, that LAVTA approves the cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that LAVTA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

**RESOLVED**, that LAVTA is authorized to submit an application for Regional Measure 2 funds for the Transit Signal Priority Upgrade and Expansion Project in accordance with California Streets and Highways Code 30914(c); and be it further

**RESOLVED**, that LAVTA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to LAVTA making allocation requests for Regional Measure 2 funds; and be it further

**RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further

**RESOLVED**, that LAVTA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that LAVTA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

**RESOLVED**, that LAVTA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

**RESOLVED**, that LAVTA authorizes its Executive Director or his/her designee to execute and submit an allocation request for the construction phase with MTC for Regional Measure 2 funds in the amount of two million three hundred and six thousand nine hundred and seventy dollars (\$2,306,970), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

**RESOLVED**, that the Executive Director or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

**RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the LAVTA application referenced herein; and be it further

**PASSED AND ADOPTED BY** the governing board of the Livermore Amador Valley Transit Authority on this 2nd day of March 2026.

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Julie Testa, Chair

Attest:

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Christy Wegener, Executive Director

**Regional Measure 2 – INITIAL PROJECT REPORT**

# Regional Measure 2 Initial Project Report (IPR)

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**Project Title:**

LAVTA Transit Signal Priority Upgrade and Expansion

**RM2 Project No.**

32.6

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
<b>#1:</b>	<b>06/26/24</b>	<b>\$388,000</b>	<b>PSE</b>
<b>#2</b>			
<b>#3</b>			

**Total:     \$388,000****Current Allocation Request:**

<b>IPR Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
<b>2/12/2026</b>	<b>\$2,306,970</b>	<b>CON</b>

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **I. OVERALL PROJECT INFORMATION**

#### **A. Project Sponsor / Co-sponsor(s) / Implementing Agency**

Alameda County Transportation Commission / Livermore Amador Valley Transit Authority

#### **B. Project Purpose**

LAVTA will alleviate congestion in the I-580 Corridor by upgrading the obsolete and unsupported GPS-based Transit Signal Priority (TSP) technology on its two Rapid routes (30R between West Dublin/Pleasanton BART and Lawrence Livermore/Sandia National Laboratories, and 10R between East Dublin/Pleasanton BART and the Livermore Transit Center/ACE Station) to a modern, cloud-based system, and expanding TSP functionality from 20 buses currently to the entire fleet of 68 buses.

#### **C. Project Description (Attach graphics to your submittal as appropriate)**

LAVTA will replace its existing GPS-Based Transit Signal Priority (TSP) system encompassing 67 intersections located within its service area in Dublin (26 intersections), Pleasanton (8 intersections), and Livermore (33 intersections) to a Cloud-Based TSP system. LAVTA will also expand deployment of the vehicle-side TSP equipment from the current TSP-enabled subfleet of 20 buses to encompass LAVTA's entire fleet of 68 buses in order to optimize flexibility of vehicle assignments to TSP-equipped routes and maximize benefits of travel time reduction, congestion relief, and improved on-time performance in the I-580 corridor. A map of Tri Valley intersections in the I-580 corridor currently equipped with GPS-based TSP is included as **Attachment A**.

#### **D. Impediments to Project Completion**

None. LAVTA has been working cooperatively with each of the three affected jurisdictions throughout the design-engineering phase.

#### **E. Operability**

Once construction is complete, the system is expected to remain in continuous use over the life of the master service agreement for a minimum of 6 years. LAVTA will be responsible for O&M in accordance with existing encroachment/maintenance agreements with the cities of Dublin, Pleasanton, and Livermore.

## **Regional Measure 2 – INITIAL PROJECT REPORT**

### **II. PROJECT PHASE DESCRIPTION and STATUS**

#### **F. Environmental –**

Does NEPA Apply:  Yes  No

N/A – project is statutorily exempt from CEQA (PRC 21080.25) The proposed project meets the definition of a transit prioritization project as defined in PRC Section 21080.25 (a)(11)(B) for the installation of wayside technology and onboard technology for transit prioritization projects in the public right-of-way. NEPA does not apply.

#### **G. Design –**

LAVTA awarded a Task Order contract for design-engineering services for the project to Kimley-Horn and Associates in September 2024. Following close coordination with all three member jurisdictions (Dublin, Pleasanton, and Livermore) and a prospective system vendor, 100% PS&E documents were delivered in January 2026.

#### **H. Right-of-Way Activities / Acquisition –**

All work is expected to be within existing City/public ROW and no new ROW will need to be acquired as part of this project.

#### **I. Construction / Vehicle Acquisition -**

The construction phase will include acquisition and installation of both vehicle-based and intersection-based TSP equipment and software licensing fees for up to 6 years of cloud-based software operation.

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## Regional Measure 2 – INITIAL PROJECT REPORT

### III. PROJECT BUDGET

#### J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$ --
Design - Plans, Specifications and Estimates (PS&E)	\$388
Right-of-Way Activities /Acquisition (R/W)	\$ --
Construction / Rolling Stock Acquisition (CON)	\$2,402
Total Project Budget (in thousands)	\$2,790

#### L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	\$2,402
Total Project Budget (in thousands)	\$2,402

### IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	N/A	N/A
Final Design - Plans, Specs. & Estimates (PS&E)	10/1/24	1/9/26
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	4/6/26	12/31/26

## Regional Measure 2 – INITIAL PROJECT REPORT

### V. ALLOCATION REQUEST INFORMATION

#### **N. Detailed Description of Allocation Request**

**Describe the scope of the allocation request. Provide background and other details as necessary.**

This allocation request will provide for software and equipment acquisition and construction of field elements in support of a new Cloud-Based TSP system. Field elements include field modifications at traffic signals, equipment installation on LAVTA buses, new central management systems and traffic operating parameters necessary for the new TSP system to operate at the signalized intersections.

Amount being requested (in escalated dollars)	\$2,306,970
Project Phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	3/2/2026
Month/year being requested for MTC Commission approval of allocation	March 2026

#### **O. Status of Previous Allocations (if any)**

MTC allocated \$388,000 for PS&E in June 2024. In September 2024, LAVTA issued a Task Order to Kimley-Horn & Associates in for \$352,640 to complete 100% PS&E documents for the Project in close coordination with the three cities. The 100 PS&E documents were delivered to LAVTA on January 7, 2026. Consultant is behind on their invoicing for their work, so to date only 33% of the Task Order amount has been invoiced and paid, while several months' work finalizing the plans has yet to be invoiced. Additional Design Support During Construction (DSDC) work will also continue throughout the construction phase.

#### **Q. Impediments to Allocation Implementation**

None. 100% PS&E documents were delivered to LAVTA on 1/7/2026. LAVTA is prepared to purchase the TSP solution using a cooperative purchasing agreement with another public transit agency. LAVTA will finalize the construction bid documents concurrent with MTC's allocation request review period and be ready to issue an (IFB)

### VI. RM-2 FUNDING INFORMATION

#### **R. RM-2 Funding Expenditures for funds being allocated**

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

#### **S. Next Anticipated RM2 Allocation Request, if any**

**Regional Measure 2 – INITIAL PROJECT REPORT**

None

**VII. GOVERNING BOARD ACTION**

Check the box that applies:

- Governing Board Resolution attached**
- Governing Board Resolution to be provided on or before: March 4, 2026**

**VIII. CONTACT / PREPARATION INFORMATION**

**Contact for Applicant’s Agency**

Name: Jennifer Yeamans  
Phone: (925) 455-7561  
Title: Senior Grants & Management Specialist  
E-mail: jyeamans@lavta.org  
Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Information on Person Preparing IPR**

Name: Jennifer Yeamans  
Phone: (925) 455-7561  
Title: Senior Grants & Management Specialist  
E-mail: jyeamans@lavta.org  
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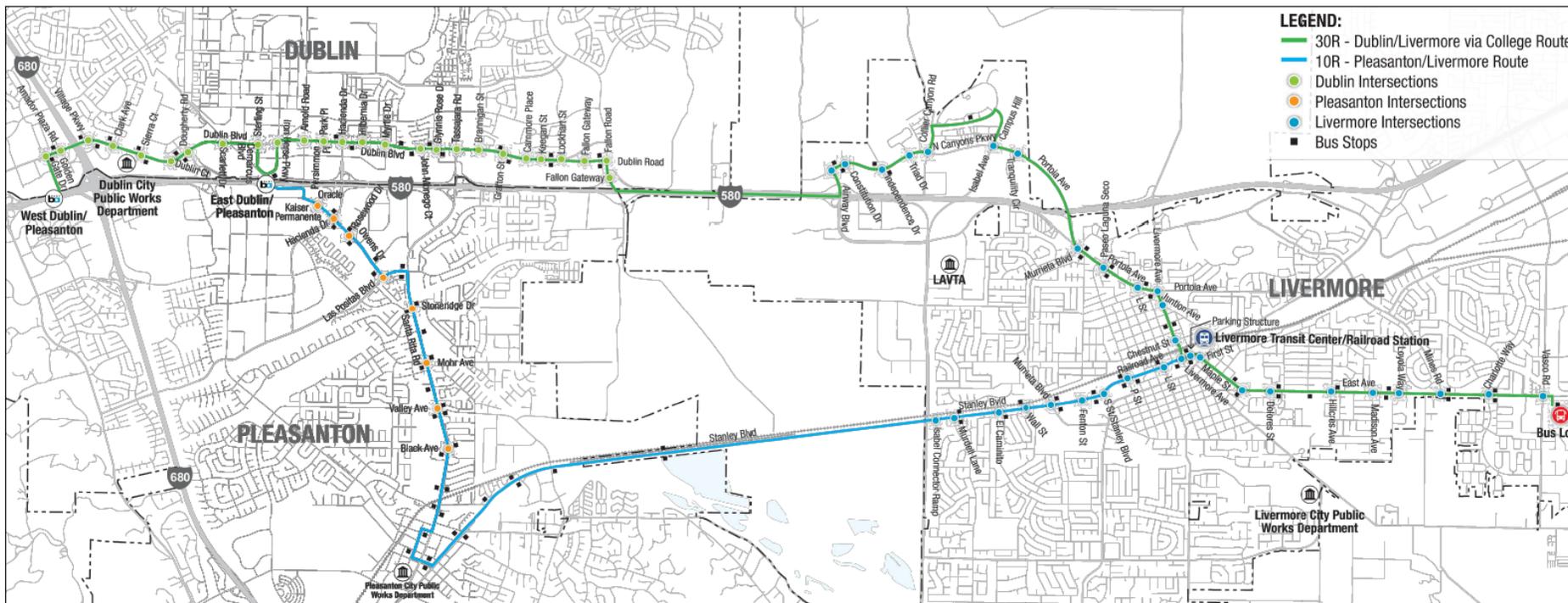
**Applicant Agency’s Accounting Contact**

Name: Tamara Edwards  
Phone: (925) 455-7566  
Title: Director of Finance  
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# LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY CLOUD BASED TRANSIT SIGNAL PRIORITY SOLUTION

JANUARY 2026



LOCATION MAP  
NOT TO SCALE