

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: February 24, 2026

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

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.

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, February 24, 2026 at frontdesk@lavta.org. Please include “Public Comment – 02/24/2026” 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

If you are submitting public comment via email, please do so by 1:00 p.m. on Tuesday, February 24, 2026 at frontdesk@lavta.org. Please include “Public Comment – 02/24/2026” 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.

**Finance and Administration COMMITTEE MEETING
AGENDA – February 24, 2026**

- 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 January 27, 2026 Meeting of the Finance and Administration Committee**
Recommendation: Approval
- 5. Treasurer’s Report for January 2026**
Recommendation: Staff recommend that the Finance and Administration Committee forward the January 2026 Treasurer’s Report to the Board of Directors for approval.
- 6. 2026 Legislative Program**
Recommendation: Staff recommends the Finance & Administration Committee refer Resolution 03-2026 to the Board of Directors for approval, affirming LAVTA’s 2026 Legislative Program.
- 7. Contract Awards for State Advocacy Services and Federal Advocacy Services**
Recommendation: Staff recommend the Finance & Administration Committee refer Resolution 06-2026 to the Board of Directors for approval, awarding contracts to Townsend Public Affairs, Inc., for State Advocacy Services and Carpi & Clay, Inc. for Federal Advocacy Services. Both contracts are for a two-year base term with three one-year options exercisable at LAVTA’s sole discretion.

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

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.

9. Operator Restroom Access at Dublin/Pleasanton BART Station: One-Year Agreement with Throne Labs

Recommendation: Staff recommend that the Finance and Administration Committee forward Resolution 08-2026 to the Board of Directors for approval, authorizing the Executive Director to execute a one-year agreement with Throne Labs, in a form approved by legal counsel, for the provision of an operator restroom facility at Dublin/Pleasanton BART Station, in an amount not to exceed \$114,439.50.

10. Matters Initiated by Committee Members

11. Next Meeting Date is Scheduled for: March 24, 2026

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/ Michelle Kumar</u>	<u>02/19/2026</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*

MINUTES OF THE JANUARY 27, 2026
LAVTA FINANCE AND ADMINISTRATION COMMITTEE MEETING

1. Call to Order and Pledge of Allegiance

Chair Wang called the meeting to order at 4:00 p.m.

2. Roll Call of Members

Members Present

Kristie Wang – Chair, City of Livermore

Michael McCorriston – Vice Chair, City of Dublin

Julie Testa – City of Pleasanton

3. Meeting Open to Public

No public comment was received

4. Minutes of the October 28, 2025, Finance and Administration Committee Meeting

Approved

Motion/Second: McCorriston / Testa

Aye: Wang, McCorriston, Testa

No: None

Abstain: None

5. Treasurer's Report for December 2025

Staff provided clarification on the difference between Clipper 1 and Clipper 2 fare revenues and when they can be recognized as received. Delays will continue until the full migration between the two has been completed.

Approved

Motion/Second: Testa / McCorriston

Aye: Wang, McCorriston, Testa

No: None

Abstain: None

6. 2026 Legislative Program

Representatives from Carpi & Clay and Townsend Public Affairs participated presented.. Staff shared the draft Legislative Program, responded to questions regarding legislative timelines and bill activity, and requested committee approval and referral to the Board for consideration.

Approved

Motion/Second: McCorriston / Testa

Aye: Wang, McCorriston, Testa

No: None

Abstain: None

7. Matters Initiated by the Board of Directors

No matters were initiated.

8. Next Meeting Date is Scheduled for: February 24, 2026

9. Adjournment

Meeting adjourned at 4:45 pm.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for January 2026

FROM: Tamara Edwards, Director of Finance

DATE: February 24, 2026

Action Requested

Review and recommend that the Board of Directors approve the LAVTA Treasurer's Report for January 2026.

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 January 1, 2026	\$2,046,839.29
Payments made	\$2,296,797.40
Deposits made	\$368,693.36
Transfer from General Checking	\$250,000.00
Ending balance January 31, 2026	\$2,415,532.65

Farebox account activity (106):

Beginning balance January 1, 2026	\$256,143.86
Deposits made	\$105,020.51
Transfer to General Checking	\$250,000.00
Ending balance January 31, 2026	\$111,164.37

LAIF investment account activity (135):

Beginning balance January 1, 2026	\$29,918,636.15
Q2 FY 26 interest	\$279,025.69
Ending balance January 31, 2026	\$30,197,661.84

Operating Expenditures and Revenues Summary:

As this is the seventh month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 50%. The agency is at 53% overall.

Operating Revenues Summary:

While expenses are at 53% revenues are at 73% providing for a healthy cash flow.

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

None

Recommendation

Staff recommend that the Finance and Administration Committee forward the January 2026 Treasurer's Report to the Board of Directors for approval.

Strategic Plan Goal

Organizational and Financial Management

Attachments:

1. January 2026 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
January 31, 2026**

ASSETS:

101	PETTY CASH	200	
102	TICKET SALES CHANGE	240	
105	CASH - GENERAL CHECKING	2,415,532	
106	CASH - FIXED ROUTE ACCOUNT	111,164	
107	Clipper Cash	813,478	
109	BOC	46	
120	ACCOUNTS RECEIVABLE	117,662	
135	INVESTMENTS - LAIF	30,169,302	
13599	INVESTMENTS - LAIF Mark to Market	28,360	
14001	Due From Rail	2,930,530	
150	PREPAID EXPENSES	168,422	
160	OPEB ASSET	67,698	
165	DEFERRED OUTFLOW-Pension Related	567,050	
166	DEFERRED OUTFLOW-OPEB	656,498	
170	INVESTMENTS HELD AT CALTIP	0	
175	CEPPT RESTRICTED INVESTMENTS	442,623	
111	NET PROPERTY COSTS	53,143,153	
	TOTAL ASSETS		91,631,958

LIABILITIES:

205	ACCOUNTS PAYABLE	396,190	
211	PRE-PAID REVENUE	2,028,309	
21101	Clipper to be distributed	1,400,365	
22000	FEDERAL INCOME TAXES PAYABLE	40	
22010	STATE INCOME TAX	58	
22020	FICA MEDICARE	320	
22050	PERS HEALTH PAYABLE	0	
22040	PERS RETIREMENT PAYABLE	(98)	
22030	SDI TAXES PAYABLE	31	
22070	AMERICAN FIDELITY INSURANCE PAYABLE	795	
22090	WORKERS' COMPENSATION PAYABLE	146,306	
22100	PERS-457	0	
22110	Direct Deposit Clearing	1,579	
22120	Compensated absences	135,743	
23101	Net Pension Liability	1,325,703	
23105	Deferred Inflow- OPEB Related	285,799	
23104	Deferred Inflow- Pension Related	172,348	
23103	INSURANCE CLAIMS PAYABLE	6,530	
23102	UNEMPLOYMENT RESERVE	7,839	
	TOTAL LIABILITIES		5,907,857

FUND BALANCE:

301	FUND RESERVE	60,465,256	
304	GRANTS, DONATIONS, PAID-IN CAPITAL	32,140,057	
30401	SALE OF BUSES & EQUIPMENT	86,871	
	FUND BALANCE	(6,968,083)	
	TOTAL FUND BALANCE		85,724,101
	TOTAL LIABILITIES & FUND BALANCE		91,631,958

(\$ Thousands)	FY 2026												Budget FY 2026	YTD % of Budget
	Actual Jul-25	Actual Aug-25	Actual Sep-25	Actual Oct-25	Actual Nov-25	Actual Dec-25	Actual Jan-26	Budget Feb-26	Budget Mar-26	Budget Apr-26	Budget May-26	Budget Jun-26		
Operating Revenue														
Passenger Fares	33	62	45	65	247	199	162	162	162	162	162	162	2,442	33%
Other Income	442	4	15,219	798	247	247	1,913	1,913	1,913	1,913	1,913	1,913	24,363	77%
Total Operating Revenue	475	66	15,264	863	494	446	2,076	2,076	2,076	2,076	2,076	2,076	26,805	73%
Operating Expenses														
Labor	161	163	164	241	158	155	158	158	158	158	158	158	2,137	56%
Fringe Benefits	225	71	65	87	66	78	173	173	173	173	173	173	1,485	52%
Services	173	276	140	169	168	162	219	219	219	219	219	219	2,360	55%
Purchased Transportation	1,212	1,251	1,248	1,319	1,307	1,253	1,538	1,538	1,538	1,538	1,538	1,538	17,318	53%
Fuel and Supplies	52	128	98	54	127	105	73	73	73	73	73	73	1,582	40%
Utilities	50	33	33	34	33	40	30	30	30	30	30	30	520	48%
Insurance	777	-4	-17	0	0	-8	3	3	3	3	3	3	880	85%
Taxes	5	12	10	8	12	10	9	9	9	9	9	9	114	58%
Advertising	0	2	2	3	2	1	19	19	19	19	19	19	130	22%
Misc.	28	2	14	8	6	13	50	50	50	50	50	50	279	44%
Total Operating Expenses	2,685	1,933	1,757	1,923	1,877	1,810	2,274	2,274	2,274	2,274	2,274	2,274	26,805	53%
Expenditures														
Fund Balance - Operating Net	-2,210	-1,867	13,507	-1,060	-1,383	-1,364	-198	-198	-198	-198	-198	-198	0	
Fund Balance - Capital*	0	-2	-99	-142	-206	-86	-31	0	0	0	0	0	0	
Fund Balace - Operating and Capital	-2,210	-1,869	13,408	-1,202	-1,589	-1,449	-229	-198	-198	-198	-198	-198	0	
Reserves (Cash and Investments)														
Unrestricted	\$28,548,382													
Restricted														
Total Reserves	28,548	0												

* Capital only shows actual expenses

(\$ Thousands)

	FY 2023	FY 2024	FY 2025													Total	Budget FY 2025	YTD % of Budget
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual			
			24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun				
Operating Revenue																		
Passenger Fares	2,141	2,242	206	82	112	80	206	167	163	203	69	224	211	490	2,213	2,600	85%	
Other Income	17,334	19,092	205	15	547	350	14,001	530	2,028	348	251	110	322	-232	18,476	22,497	82%	
Total Operating Revenue	19,475	21,335	411	97	659	430	14,207	696	2,190	551	320	2,211	534	258	22,567	25,097		
Operating Expenses																		
Labor	1,589	1,788	148	153	152	152	231	153	153	154	151	155	234	188	2,024	2,244	90%	
Fringe Benefits	1,088	1,279	203	67	62	58	63	75	21	120	645	75	84	-265	1,208	1,657	73%	
Services	2,183	1,887	370	156	74	87	219	232	181	94	185	172	147	268	2,186	2,754	79%	
Purchased Transportation	12,063	13,556	958	1,038	1,316	1,088	1,028	1,017	1,073	1,447	1,200	1,189	1,196	1,609	14,203	14,751	96%	
Fuel and Supplies	1,314	1,337	28	154	72	100	27	149	69	118	110	70	96	158	1,151	1,948	59%	
Utilities	375	464	46	32	34	33	39	35	43	31	36	40	31	68	467	521	90%	
Insurance	558	731	734	-1	-6	0	1	-1	0	0	-5	2	-4	137	857	649	132%	
Taxes	104	133	2	14	7	12	2	15	9	9	10	13	9	17	120	112	107%	
Advertising	36	83	0	8	5	1	2	1	14	1	0	5	0	13	50	174	29%	
Misc.	167	77	52	35	21	29	46	19	49	-62	23	7	20	61	299	288	104%	
Total Operating Expenses	19,475	21,335	2,541	1,656	1,738	1,561	1,657	1,695	1,612	1,912	2,355	1,728	1,814	2,255	22,524	25,097	90%	
Excess Revenue Over (Under) Expenses																		
Capital Expenditures																		
Fund Balance - Operating	0	0	-2,129	-1,559	-1,079	-1,130	12,550	-999	579	-1,361	-2,035	484	-1,280	-1,996	0	0		
Fund Balance - Capital	0	0	0	-4	-10	-7	-27	-100	-296	-172	-331	-36	-450	-3,170	0	0		
Fund Balance - Operating and Capital	0	0	-2,129	-1,563	-1,089	-1,138	12,522	-1,099	282	-1,533	-2,366	447	-1,730	-5,166	0	0		
Reserves (Cash and Investments)																		
Unrestricted	26478138	21418976																
Restricted	204032	322062																
Total Reserves	26,682,170	21,741,038	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

STAFF REPORT

SUBJECT: 2026 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: February 24, 2026

Action Requested

Staff requests the Finance & Administration Committee refer Resolution 03-2026 to the Board of Directors for approval, affirming LAVTA’s 2026 Legislative Program.

Background

Each year the LAVTA Board of Directors approves a Legislative Program to guide staff and the Board for legislative issues at the federal, state, and regional/local level to support, watch and monitor, stay neutral, or oppose. In November 2025, the Board adopted the updated Strategic Plan, including an updated mission statement from which the agency’s legislative principles derive.

Last month, staff presented a proposed Legislative Program to the Finance & Administration Committee, which the Committee subsequently referred to the Board for approval.

Discussion

Earlier this month, the Board considered the draft Legislative Program approved by the Finance & Administration Committee in January, and suggested several changes to make the Board’s prospective positions on various potential policy and/or legislative matters more up-front. Staff has incorporated this feedback into a revised Legislative Program provided as Attachment 2. While the content of the Legislative Program is largely unchanged, the revised format will be presented at your meeting for consideration.

Fiscal Impact

None

Next Steps

If the Board approves the 2026 Legislative Program, staff and the agency’s state and federal advocates will bring updates on proposed bills to future Finance & Administration Committee meetings and/or the Board of Directors for information and/or potential action as may be appropriate. February 20 was the last day for bills to be introduced in Sacramento.

Recommendation

Staff recommends the Finance & Administration Committee refer Resolution 03-2026 to the Board of Directors for approval, affirming LAVTA’s 2026 Legislative Program.

Strategic Plan Goal:

Advocacy and Partnerships.

Strategic Plan Subgoal:

Subgoal 3.2 - Continue to build and grow relationships with adjacent cities and counties, and State and Federal delegations.

Attachments:

1. Resolution 03-2026
2. Final Draft 2026 Legislative Program

RESOLUTION NO. 03-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE
2026 LEGISLATIVE PROGRAM**

WHEREAS the California Legislature and the U.S. Congress have convened their current legislative sessions in late 2024 and early 2025, respectively; and

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

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

RESOLVED that the 2026 Legislative Program of the Livermore Amador Valley Transit Authority, included as Attachment 2, is hereby adopted and shall guide the Board and staff's actions; and be it further

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

RESOLVED that should issues arise that are not covered by this 2026 Legislative Program, that the Executive Director shall confer with the Chair of the Board to seek direction on a course of action.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 2nd day of March 2026.

Julie Testa
Chair, Board of Directors

ATTEST

Christy Wegener,
Executive Director

FEDERAL

At the Federal Level, LAVTA advocates for Congressional appropriations to support our operational and capital needs. We will work collaboratively with our local, regional, state, and national partners in advocating for these funding priorities. We will expand legislative and policy partnerships in Washington, D.C., in particular coordinating on advocacy activities as appropriate with other East Bay Small Operators and other public transit agencies operating in LAVTA’s service area, including Valley Link. We will work to identify and advance as appropriate near-term capital priorities that may be suitable for federal Community Project Funding requests sponsored by LAVTA’s federal delegation. LAVTA’s Federal policy positions are shown below

Goal or Principle	Strategy
<p>1) Protect existing and enhance future transit funding sources</p>	<p>LAVTA supports legislation, grants, and rule-making that:</p> <ul style="list-style-type: none"> • Appropriates the full amounts authorized by law for FY 2026-27 federal transit programs, and that expeditiously provides these vital funds to transit agencies for use on transit capital projects and operations. • Maximizes funding levels for discretionary programs that have program policies and funding eligibilities that support LAVTA’s key capital funding needs and priorities. • Creates a reauthorization platform for the Infrastructure Investment and Jobs Act (IIJA) that prioritizes maintaining or, increasing funding for existing transit, and flexible highway formulas (that can fund transit) at levels approved under the IIJA, including ensuring California operators do not see cuts in programs that were funded through advance appropriations. • Refines priorities related to funding for transit modernization and expansion and policy revisions needed to ensure operators are able to expend federal funds efficiently and effectively. • Restores the Highway Trust Fund (HTF) solvency while ensuring federal transit programs funded from the Mass Transit Account continue to receive at least 20% of the HTF’s surface transportation funding.
	<p>LAVTA opposes legislation and rule-making that:</p> <ul style="list-style-type: none"> • Reduces or eliminates federal funding for transit from the General Fund or HTF or creates barriers to access.

<p>3) Enhance public transit’s role in addressing climate change and air quality issues by providing access to affordable and reliable service</p>	<p>LAVTA supports federal legislation and program implementation guidance that:</p> <ul style="list-style-type: none"> • Prioritizes public transit’s role in addressing climate change. • Supports transit agencies transitioning to zero-emission fleets. • Advances research into lowering costs for alternative-fuel technology deployments such as clean/renewable hydrogen. • Improves air quality and health outcomes. • Ensures continued flexibility in the application of FTA’s spare ratio requirements to zero-emission transit buses and to address temporary reductions in transit service.
<p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p>	<p>LAVTA supports federal legislation and program implementation guidance that:</p> <ul style="list-style-type: none"> • Enables technological innovations to improve safety, access, and mobility.

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STATE

At the state level, LAVTA advocates for flexible funding and policies that support transit operators' efforts to maintain the transportation network, improve the transit rider experience, support transit modernization and expansion, and improve multimodal access to transit without creating new unfunded mandates or burdensome regulations. We will engage with statewide partners to identify sustainable, stable, and long-term state investment in public transit consistent with the SB 125 State Transit Transformation Task Force's recommendations, and monitor development of any new legislation to update the Transportation Development Act (TDA) and related statutes concerning public transportation revenues and associated requirements. We will monitor, support, oppose, or seek amendments as may be necessary and desirable on measures concerning transit governance and/or administration including consolidation. LAVTA's specific state policy positions are shown below.

Goal or Principle	Strategy
<p>1) Protect existing and enhance future transit funding sources</p>	<p>LAVTA supports State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> • Sustain or increases State investment in public transportation, including honoring prior-year budget agreements. • Create sustainable, stable, and long-term state investment in public transit consistent with the SB 125 State Transit Transformation Task Force's recommendations. • Update the Transportation Development Act (TDA) and related statutes concerning public transportation to sustain and increase revenues flowing to LAVTA.
	<p>LAVTA opposes State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> • Cut state investment in public transportation. • Update the Transportation Development Act (TDA) and related statutes concerning public transportation to reduce revenues flowing to LAVTA and/or increase burdensome requirements. • Create new unfunded mandates on transit agencies exceeding the capacity of present funding levels.
<p>2) Enhance operating conditions to support safety and performance goals</p>	<p>LAVTA supports State budgeting, legislation and policies that:</p> <ul style="list-style-type: none"> • Enhance transit industry workforce recruitment, retention, and training efforts.

<p>3) Enhance public transit’s role in addressing climate change and air quality issues by providing access to affordable and reliable service</p>	<p>LAVTA will support and engage with the California Transit Association’s efforts to monitor implementation of the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation, the Low-Carbon Fuel Standard, the Clean Truck Check, and the Advanced Clean Fleets regulation, and work to address the impacts associated with deploying zero-emission vehicles (ZEVs), engaging CARB through various forums.</p> <p>Specifically, LAVTA supports State budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> • Creates dedicated funding for zero-emission transit vehicle deployment and supportive infrastructure. • Allows for relief for transit agencies from regulations, including ZEV transition deadlines, when appropriate.
<p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p>	<p>LAVTA opposes state budgeting, legislation, and policies that:</p> <ul style="list-style-type: none"> • Mandate consolidation of East Bay Small Operators, or LAVTA with any other entity. • Create consolidation plans that do not meaningfully involve and account for all potentially impacted stakeholders, including transit workers represented by existing collective bargaining arrangements.

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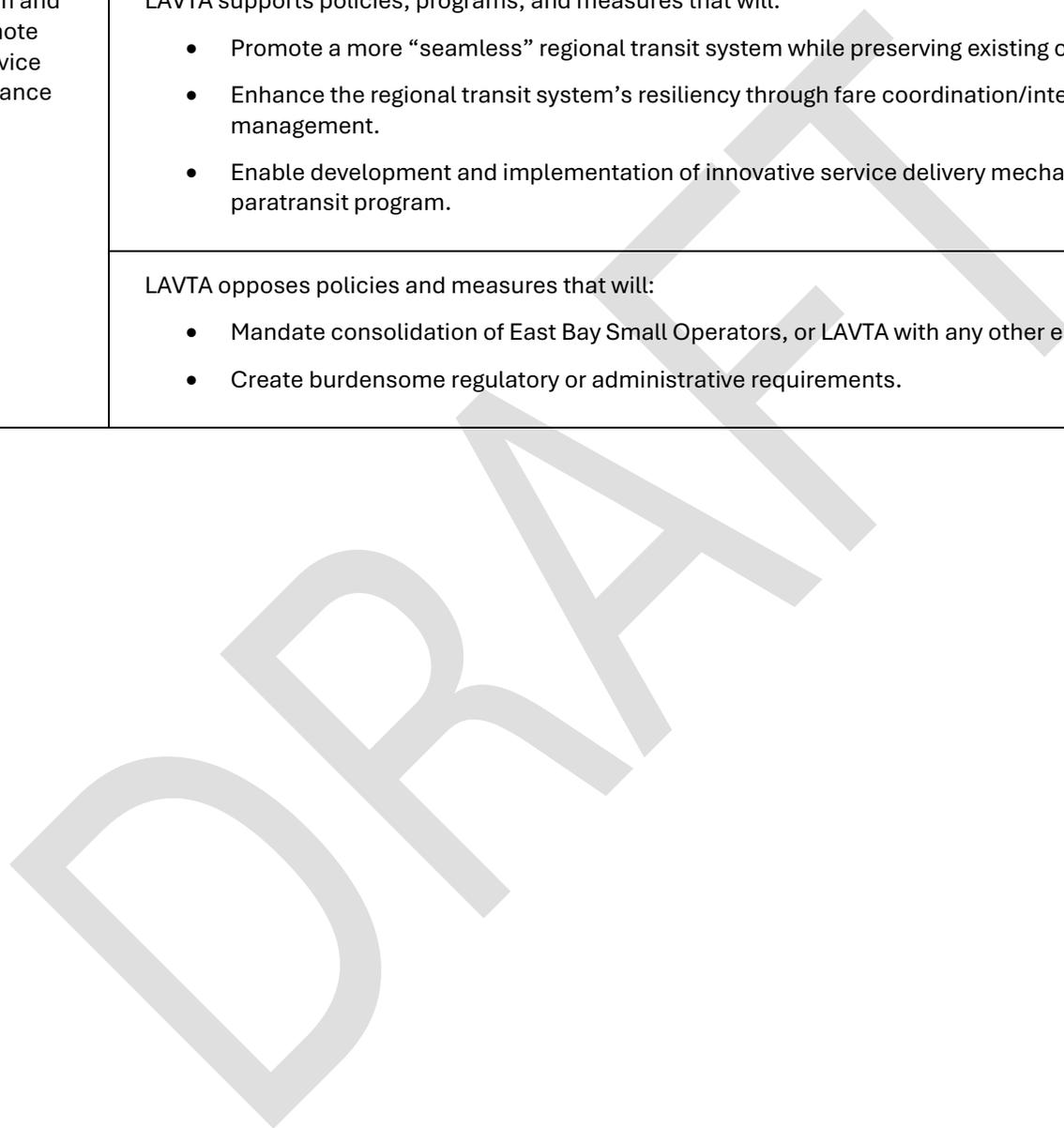
REGIONAL/LOCAL

At the regional and local level, LAVTA engages with other local East Bay transit operators and works together on regional programs and initiatives of mutual interest as appropriate. We will continue to develop and maintain innovative partnerships with private transportation providers including taxi and transportation network companies to connect more people in the Tri-Valley to public transit. LAVTA will monitor the continued implementation of the Metropolitan Transportation Commission’s Blue Ribbon Transit Recovery Task Force recommendations, including new initiatives aimed at promoting a more “seamless” regional transit system and enhancing its resiliency through initiatives such as fare coordination/integration and transit network management, and innovative service delivery mechanisms such as the One Seat Ride paratransit program. LAVTA’s specific local and regional policy positions are listed below.

Goal or Principle	Strategy
1) Protect existing and enhance future transit funding sources	<p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"> • Maximize available operating funding sources by safeguarding and/or increasing existing revenues. • Support efforts as appropriate to secure new funding through a regional transportation revenue measure to be put to voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties in November 2026.
	<p>LAVTA opposes policies, programs, and measures that will:</p> <ul style="list-style-type: none"> • Reduce or eliminate any existing revenue sources, including BART feeder bus funds.
2) Enhance operating conditions to support safety and performance goals	<p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"> • Make improvements to the local and regional street networks to enhance transit operating speed, safety, and reliability. • Improve roadway safety for all users. • Increase enforcement of traffic laws protecting pedestrians and bicyclists.

<p>4) Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership</p>	<p>LAVTA supports policies, programs, and measures that will:</p> <ul style="list-style-type: none"> • Promote a more “seamless” regional transit system while preserving existing operators’ local autonomy • Enhance the regional transit system’s resiliency through fare coordination/integration and transit network management. • Enable development and implementation of innovative service delivery mechanisms such as the One Seat Ride paratransit program.
	<p>LAVTA opposes policies and measures that will:</p> <ul style="list-style-type: none"> • Mandate consolidation of East Bay Small Operators, or LAVTA with any other entity. • Create burdensome regulatory or administrative requirements.

(end)



STAFF REPORT

SUBJECT: Contract Awards for State Advocacy Services and Federal Advocacy Services
FROM: Jennifer Yeamans, Senior Grants & Management Specialist
DATE: February 24, 2026

Action Requested

Staff requests the Finance & Administration Committee recommend the Board of Directors approve Resolution 06-2026, awarding contracts to Townsend Public Affairs, Inc., for State Advocacy Services and to Carpi & Clay, Inc. for Federal Advocacy Services. Both contracts are for a two-year base term with three one-year options exercisable at LAVTA’s sole discretion.

Background

Since April 2024, LAVTA has engaged the services of state and federal advocacy firms to assist in carrying out the agency’s Legislative Program in Sacramento and Washington, D.C. After two successful one-year contracts awarded to two such firms, staff identified a need to engage state and federal advocacy partners on longer-term contracts to advance the agency’s increasingly complex, ongoing, and longer-term strategic needs and priorities. The current one-year contracts, held by Townsend Public Affairs, Inc., for State Advocacy Services and Carpi & Clay, Inc. for Federal Advocacy Services, both expire March 31.

Discussion

On December 18, 2025, staff issued a Request for Proposals (RFP) #2025-13 to provide State and Federal Advocacy Services for a minimum base term of two years with three one-year optional extensions exercisable at LAVTA’s sole discretion. The opportunity was posted publicly on LAVTA’s Bonfire procurement portal and emailed to a list of known vendors offering such services. The RFP solicited proposals for two distinct scopes of work: (1) State Advocacy Services and (2) Federal Advocacy Services, and offered Proposers the choice to submit proposals for one or both scopes, to provide for the possibility of achieving efficiencies in effort and resulting cost savings. Both scopes encompassed similar activities tailored to the state and federal context, to be provided all-inclusive of a flat monthly fee as retainer, including:

- Representing and advocating on behalf of LAVTA with relevant government agencies and related interest groups.
- Facilitating meetings with legislators and legislative staff to promote LAVTA projects and priorities.

- Assisting with and supporting funding requests for LAVTA projects and priorities.
- Developing and maintaining contact with legislators to facilitate regular communications about LAVTA projects and priorities.
- Identifying and evaluating the potential impacts of proposed legislation, policies, and regulations on LAVTA.
- Meeting with LAVTA executive and legislative staff on a regular basis, and providing regular written reports to the LAVTA Board or Committees with presentations upon request.

LAVTA hosted a pre-proposal meeting on January 8, 2026, and received no questions or requests for clarification by the January 13 deadline, resulting in no Addendum being issued. Proposals were due January 23.

Three proposals were received in response to the RFP, two proposing to provide State Advocacy Services, one proposing to provide Federal Advocacy Services, and none proposing to provide both scopes of services. The proposers were Townsend Public Affairs, Inc., and E.J. Thronson Consulting for State Advocacy Services, and Carpi & Clay, Inc. for Federal Advocacy Services. The evaluation committee included LAVTA’s Executive Director and Senior Grants & Management Specialist and Napa Valley Transportation Authority’s Executive Director. The review team evaluated the proposals on four criteria:

Criterion	Maximum Points
Company Qualifications, Experience & References	30
Qualifications of Key Personnel	30
Reasonableness of Cost	20
Approach to Scope of Services	20
Total Possible Points	100

Following the review of the written proposals, all three members of the evaluation committee ranked Carpi & Clay as the top-rated (and only) proposer for Federal Advocacy Services, and Townsend Public Affairs as their top-rated proposer for State Advocacy Services. The results of the evaluations were as follows:

	Federal Advocacy Services Only	State Advocacy Services Only	
	Carpi & Clay	Townsend Public Affairs	EJ Thronson Consulting
Average Score (100 possible)	93	89	78
Number of first-place rankings	3	3	0
Number of second-place rankings	0	0	3

While only one proposal was received offering federal advocacy services, it was the highest-rated proposal of all three received. Both of the top-ranked firms, Townsend Public Affairs in Sacramento and Carpi & Clay in Washington, D.C., are currently providing advocacy

services to LAVTA under one-year contracts, and LAVTA staff has been highly satisfied with their performance and results to date.

Proposed cost increases associated with the new contracts relative to the current contracts' terms are summarized as follows:

- Carpi & Clay increased their pricing by 11% for the first year, but pricing then remains level throughout all four subsequent years including the option years, averaging 2.2% per year over the maximum contract term.
- Townsend Public Affairs kept Year 1 pricing the same, and then increased pricing in Year 2 by 8.3%. Prices would again increase by 7.7% in Year 4 (for Option Years 2 and 3) if exercised. Thus the average price increase per year over the maximum term would be 6.4%.

Fiscal Impact

Costs associated with the two-year base contract terms are fixed at \$150,000 for State Advocacy Services and \$120,000 for Federal Advocacy Services. The not-to-exceed amounts for the maximum five-year terms are \$396,000 for State Advocacy Services and \$300,000 for Federal Advocacy Services.

Funds for these contracts are included in LAVTA's FY25–26 professional services budget and will be incorporated into future budgets in accordance with the agency's needs and strategic priorities.

Next Steps

If the Board approves the contract awards, LAVTA staff will finalize and execute the Agreements and issue Notice to Proceed effective April 1, to continue implementing LAVTA's Legislative Program.

Recommendation

Staff recommend the Finance & Administration Committee refer Resolution 06-2026 to the Board of Directors for approval, awarding contracts to Townsend Public Affairs, Inc., for State Advocacy Services and Carpi & Clay, Inc. for Federal Advocacy Services. Both contracts are for a two-year base term with three one-year options exercisable at LAVTA's sole discretion.

Strategic Plan Goal:

Advocacy and Partnerships.

Attachments:

1. Resolution 06-2026

RESOLUTION 06-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AWARDING STATE AND FEDERAL ADVOCACY SERVICES CONTRACTS**

WHEREAS, in March 2026, the Board approved Resolution 03-2026, affirming the agency’s 2026 Legislative Program; and

WHEREAS, LAVTA desires the services of a qualified advocacy services firm or firms to assist in efforts to advance the agency’s strategic legislative priorities in both Sacramento and Washington, D.C., over a multi-year timeframe to advance complex, ongoing, and longer-term needs and priorities; and

WHEREAS, LAVTA issued a Request for Proposals (RFP) for State and Federal Advocacy Services #2025-13 on December 18, 2025, affording offerors the opportunity to propose on either or both scopes of services requested for state advocacy services and federal advocacy services; and

WHEREAS, LAVTA received three proposals, two for state advocacy services, one for federal advocacy services, and none offering both services;

WHEREAS, LAVTA utilized the “Best Value” method for procurement, in conformance with applicable procurement guidelines, and the evaluation committee evaluated the proposals received and determined Townsend Public Affairs, Inc., to be the highest-ranked proposer for state advocacy services and Carpi & Clay, Inc. to be the highest-ranked firm for federal advocacy services, and both firms were deemed responsive and responsible; and

WHEREAS, LAVTA intends to enter into a contract with Townsend Public Affairs to carry out the state advocacy services scope of work and with Carpi & Clay to carry out the federal advocacy services scope of work requested in the RFP; and

WHEREAS, funds for this contract are included in the FY26 agency budget and for future years shall be within the annual Budget authority adopted by the Board of Directors;

NOW, THEREFORE BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the LAVTA Board authorizes the Executive Director to enter into a contract with Townsend Public Affairs, Inc., for State Advocacy Services for a base term of two years with three one-year options exercisable at LAVTA’s sole discretion, in an amount not to exceed \$396,000; and

BE IT FURTHER RESOLVED that the LAVTA Board authorizes the Executive Director to enter into a contract with Carpi & Clay, Inc. for Federal Advocacy Services for a base term of two years with three one-year options exercisable at LAVTA’s sole discretion, in an amount not to exceed \$300,000.

PASSED AND ADOPTED this 2nd day of March 2026.

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

S T A F F R E P O R T

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

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

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

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.

Julie Testa, Chair

Attest:

Christy Wegener, Executive Director

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2 Initial Project Report (IPR)

Project Title:

LAVTA Transit Signal Priority Upgrade and Expansion

RM2 Project No.

32.6

Allocation History:

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

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

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

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.

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
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STAFF REPORT

SUBJECT: Operator Restroom Access at Dublin/Pleasanton BART Station: One-Year Agreement with Throne Labs

FROM: Christy Wegener, Executive Director
Mike Tobin, Director of Operations and Planning

DATE: February 24, 2026

Action Requested

Approve Resolution 08-2026, authorizing the Executive Director to execute a one-year agreement with Throne Labs, in a form approved by legal counsel, for the provision of an operator restroom facility at Dublin/Pleasanton BART Station, in an amount not to exceed \$114,439.50.

Background

LAVTA bus operators currently lack adequate restroom access at Dublin/Pleasanton BART, a critical transit hub where multiple routes begin or end service. During peak periods, up to 25 buses per hour arrive or depart from this location. This operating pattern creates a sustained need for reliable, proximate, and dedicated restroom access that aligns with service demands and operator schedules.

The current gap creates operational and workforce impacts, including:

- Service reliability risk when operators must travel off-site to locate facilities, increasing the likelihood of late departures and schedule adherence challenges.
- Operator health, safety, and dignity concerns, particularly during long pulls, split shifts, and tightly scheduled relief points.
- Increased dispatch and road supervision workload as staff manage ad hoc workarounds.
- Increased risk of labor relations issues and reduced operator satisfaction and retention.

Staff is recommending an immediate, near-term solution that can be deployed quickly and maintained to a consistent standard: a dedicated operator restroom facility at Dublin/Pleasanton BART under a one-year agreement. This approach addresses the operational gap now while LAVTA continues to evaluate longer-term, permanent facility options and interagency coordination opportunities.

Discussion

Providing reliable operator restroom access at major hubs is not only an operational necessity, but also a basic quality of life and workforce dignity issue for LAVTA's frontline employees.

Dublin/Pleasanton BART is a high-volume location for LAVTA service, and the frequency of bus activity at this hub amplifies the impact of any missing basic operator support infrastructure such as restrooms. A great deal of operators spend their breaks at this station, which requires appropriate amenities. When operators must leave the station area to locate restrooms, the result is variability and delay that can cascade into on-time performance issues and service disruptions, particularly during peak periods when headways are tighter and recovery time is limited.

A one-year agreement with Throne Labs allows LAVTA to implement a controlled, dedicated operator restroom solution at Dublin/Pleasanton BART quickly, without having to wait for longer-term capital or facility coordination efforts. The proposed solution supports:

- Immediate restroom availability in immediate proximity to the bus bays at Dublin/Pleasanton BART, which accommodate over 250 inbound and outbound bus trips per day;
- A consistent standard of cleanliness and uptime through contracted service and maintenance;
- Controlled access and accountability features that support appropriate use and minimize downtime;
- Operational continuity at a critical hub while staff continues to assess permanent options.

This interim approach addresses an immediate operational and workforce need while preserving flexibility as LAVTA assesses longer-term solutions.

Sole Source Procurement

Throne Labs is the sole provider of its patented smart restroom system that integrates portable restroom infrastructure with proprietary software and controlled-access functionality. The smart access and real-time operational features described in the attached justification are not available through standard portable sanitation vendors or fixed restroom solutions. The proprietary and patented nature of Throne’s solution, combined with the need for a single, accountable provider to deploy and maintain a reliable operator restroom at Dublin/Pleasanton BART, justifies a sole source procurement.



Fiscal Impact

The total cost of the one-year agreement is \$114,439.50, not to exceed, for a 12-month term. This equates to approximately \$9,536.63 per month, anticipated to begin after the Throne is delivered in July 2026. This funding will be included in the FY27 operating budget; staff are in active discussion with County Connection to see if they are interested in providing funding in exchange for access as they have multiple routes that serve the BART station. Additionally,

any liquidated damages received from the fixed route contractor will be applied to the cost of the Throne license.

Next Steps

If approved by the Finance and Administration Committee, the Board will consider approval at the March meeting. Upon Board approval, staff will finalize and execute the one-year agreement with Throne Labs in a form approved by legal counsel and will begin the permitting process with BART.

Staff will monitor performance during the contract term and use results to inform longer-term restroom access planning.

Recommendation

Staff recommend that the Finance and Administration Committee forward Resolution 08-2026 to the Board of Directors for approval, authorizing the Executive Director to execute a one-year agreement with Throne Labs, in a form approved by legal counsel, for the provision of an operator restroom facility at Dublin/Pleasanton BART Station, in an amount not to exceed \$114,439.50.

Strategic Plan Goal:

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

Organizational and Financial Management - Create and implement policies that establish a positive culture and working environment, making LAVTA an employer of choice.

Attachments:

1. Resolution 08-2026

RESOLUTION NO. 08-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING A ONE-YEAR AGREEMENT FOR AN OPERATOR RESTROOM
FACILITY AT DUBLIN BART STATION**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) operates fixed-route service with multiple routes beginning or ending at Dublin/Pleasanton Station, a critical regional transit hub; and

WHEREAS, LAVTA bus operators currently lack adequate restroom access at Dublin BART, and during peak periods up to 25 buses per hour begin or end service at this location, creating an operational gap that can affect service reliability, schedule adherence, and operator health and safety; and

WHEREAS, LAVTA desires to address this gap immediately by securing a dedicated operator restroom facility at Dublin BART under a one-year agreement; and

WHEREAS, Throne Labs is the sole provider of its patented smart restroom system that integrates portable restroom infrastructure with proprietary software and controlled-access functionality, and staff has determined that a sole source procurement is justified based on the proprietary and patented nature of the solution and the need for a single accountable provider to deploy and maintain the facility; and

WHEREAS, the total contract value for a 12-month term is \$114,439.50, not to exceed, subject to final agreement terms and approval by legal counsel.

THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to execute a one-year agreement with Throne Labs, in a form approved by legal counsel, for the provision of an operator restroom facility at Dublin/Pleasanton Station, in an amount not to exceed \$114,439.50.

PASSED AND ADOPTED this 2nd day of March 2026.

Julie Testa, Board Chair

ATTEST:

Christy Wegener, Executive Director