

STAFF REPORT

SUBJECT: Resolution in Support of Allocation Requests for FY 2025-26 Funding through the State Low Carbon Transit Operations Program (LCTOP)

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: March 24, 2026

Action Requested

Staff requests the Finance and Administration committee recommend that the Board of Directors approve Resolution 16-2026 in support of two allocation requests to Caltrans for the FY 2025-26 Low Carbon Transit Operations Program (LCTOP) to fund two high-priority capital projects. This resolution is required to request allocations of these funds from Caltrans.

Background

The LCTOP was established in 2014 by California Senate Bill 862 to provide funding, on a formula basis, for operational or capital expansion projects to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Revenues are derived from quarterly statewide cap-and-trade auctions of allowances for greenhouse gas emissions, which generate the Greenhouse Gas Reduction Fund which is then reinvested in various projects to further reduce emissions. There is a continuous appropriation of 5 percent of auction proceeds into the LCTOP and other Cap and Trade programs. The original Cap and Trade program was authorized through 2030 and funded from market-based sales of emissions allowances statewide. Last year the Legislature re-authorized the market-based compliance mechanisms for greenhouse-gas reduction, resulting in a new “Cap-and-Invest” framework that offers a different revenue flow down from auction proceeds to fund the LCTOP.

The program guidelines state that transit agencies receiving funds from the LCTOP shall submit expenditure proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded services, expanded intermodal facilities, and include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
- Operational expenditures that increase transit mode share.
- Expenditures related to the purchase of zero-emission buses (ZEBs), including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

The LCTOP requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and will not supplant other sources of funds. In addition, project sponsors are required to document how their projects meet all program requirements related to benefits to Disadvantaged Communities (DACs) and AB 1550 Population requirements to benefit low-income communities.

Discussion

LCTOP funds are continuously appropriated and allocated to transit operators by formula for eligible projects, and to regional transportation agencies such as the Metropolitan Transportation Commission for regional priorities. Under LCTOP guidelines, LAVTA can accrue up to four years of funding to support larger eligible capital projects. The past two years, LAVTA has been rolling over its annual LCTOP allocation to help provide the local match needed for the Atlantis Facility Construction project. This year’s allocation request will be rollover year 3 of 4 of that effort.

Also this year, MTC conducted a competitive process to program approximately \$8 million in regional LCTOP funds for projects that advance Transit Priority Initiatives in key regional transit corridors. LAVTA applied for funding in January jointly with the City of Dublin to reconstruct the traffic circle on Golden Gate Drive in Dublin at the exit of the West Dublin/Pleasanton BART station to allow for assignment of 40-foot buses on the Route 30R, LAVTA’s highest-ridership route (see Attachment 2). Since the 2016 Comprehensive Operations Analysis realigned the original Rapid, LAVTA has only been able to assign 29- and 35-foot buses to the Route 30R due to the extent of the existing circle (as shown in Attachment 2), so the project will enhance station-access capacity for BART and all along LAVTA’s highest-ridership corridor, which can experience crowding at peak times. Staff was notified on March 16 that LAVTA’s application would be recommended for funding from MTC’s regional allocation in April. To receive the allocation recommended by MTC, LAVTA will apply directly to Caltrans.

Due to the new Cap-and-Invest framework authorized by the Legislature last year, this year's LCTOP allocation process is split between two separate funding cycles known as Cycle A, taking place now, and Cycle B, to take place starting this summer. LAVTA intends to submit two LCTOP allocation requests in Cycle A for the following priority projects:

Project		Description	FY25-26 LCTOP Funding (Cycle A)
1	Atlantis Facility Construction	Year 3 of a four-year rollover project contributing serving as a portion of the 25% local match to the 2025 federal Low No award	\$431,259
2	West Dublin/Pleasanton BART Station Transit Access Capacity Improvements	Competitive regional funding scheduled to be awarded by the Metropolitan Transportation Commission in April to modify the West Dublin/Pleasanton BART station exit at Golden Gate Drive to allow LAVTA to assign larger buses to the 30R.	\$249,000

LAVTA’s service area does not have any DACs, but the projects are expected to benefit low-income households and the low-income communities of North Livermore and Springtown identified by AB 1550 (shown in Attachment 3) by reducing harmful emissions of diesel particulate matter by enabling LAVTA to replace its diesel-fueled fleet with zero-emission buses supported by the Atlantis facility, and by adding transit access capacity at the West Dublin/Pleasanton BART station for the North Livermore community served by the 30R.

Fiscal Impact

FY25-26 LCTOP Cycle A funding is expected to be available in October 2026 and will be included in the FY27 capital budget.

Next Steps

Once approved by the Board of Directors, LAVTA staff will submit the Resolution to Caltrans with the allocation requests for the above projects by the April 28 due date.

Recommendation

Staff recommends that the Finance and Administration recommend the Board of Directors approve Resolution 16-2026 in support of two allocation requests to Caltrans for the FY 2025-26 Low Carbon Transit Operations Program (LCTOP) Cycle A for two high-priority capital projects.

Strategic Plan Goals

Operational Effectiveness: Develop and implement a capital improvement plan identifying major projects and their timeframe for implementation.

Operational Effectiveness: Identify and implement improvements to bus operations by implementing transit signal priority and other improvements.

Attachments:

1. Resolution 16-2026
2. Project Detail: West Dublin/Pleasanton BART Station exit Existing Conditions
3. AB 1550 Low Income Communities

RESOLUTION 16-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT
OPERATIONS PROGRAM (LCTOP) FOR THE FOLLOWING PROJECTS:
ATLANTIS FACILITY CONSTRUCTION (\$431,259) AND WEST
DUBLIN/PLEASANTON BART STATION TRANSIT ACCESS CAPACITY
IMPROVEMENTS (\$249,000)**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the LAVTA wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director or his/her designee; and

WHEREAS, the LAVTA wishes to implement the following LCTOP projects listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations, and guidelines for all LCTOP-funded transit projects; and

BE IT FURTHER RESOLVED that the Executive Director or his/her designee be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and

BE IT FURTHER RESOLVED that the Board of Directors of the Livermore Amador Valley Transit Authority hereby authorizes the submittal of the following project nominations and allocation requests to the Department in FY2025-2026 LCTOP funds:

Project Name: LAVTA Atlantis Facility Construction

Amount of LCTOP funds requested (Cycle A): \$431,259

Short description of project: Construct necessary facility improvements at LAVTA's Atlantis Maintenance Facility to replace existing aging, insufficient facilities and accommodate the agency's transition to and future expansion of a 100% Zero Emission Bus (ZEB) fleet.

Benefits to a Priority Population: Reduces diesel particulate matter and other harmful emissions in the AB 1550 communities of North Livermore and Springtown and other low-income households in LAVTA's service area.

Amount of Priority Populations benefits: \$25,747

Contributing Sponsor: Metropolitan Transportation Commission

Project Name: LAVTA West Dublin/Pleasanton BART Station Transit Access Capacity Improvements

Amount of LCTOP funds requested (Cycle A): \$249,000

Short description of project: Modify and reduce the traffic circle at the West Dublin/Pleasanton BART station exit on Golden Gate Drive in Dublin to allow 40-foot buses to serve the station and increase the station's transit access capacity and operational efficiency.

Benefits to a Priority Population: Enhances access to regional transit via direct service to the AB 1550 community of North Livermore and other low-income households in LAVTA's service area.

Amount of Priority Populations benefits: \$0

Contributing Sponsor: Metropolitan Transportation Commission

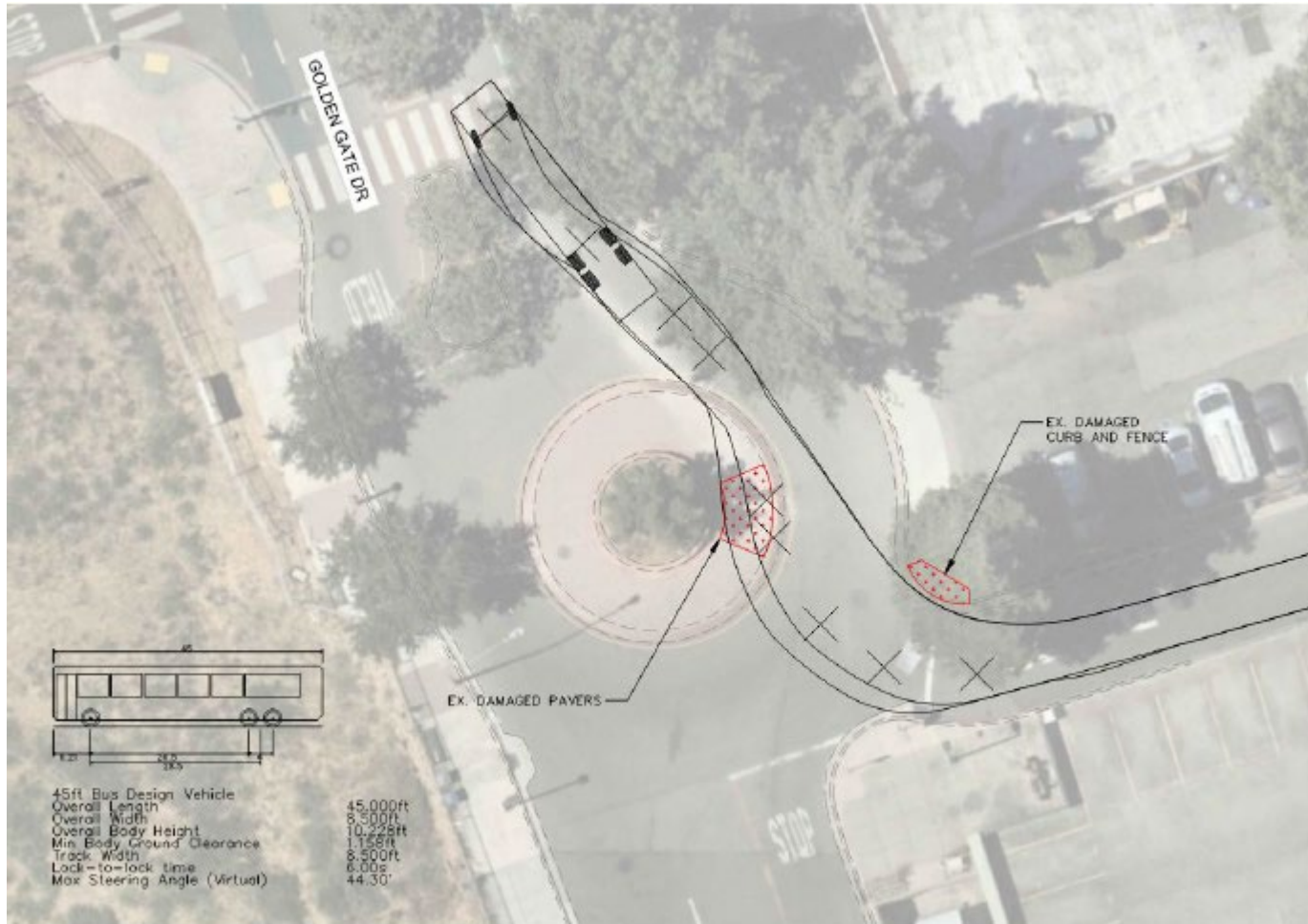
PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 7th day of April 2026.

Julie Testa, Chair

Attest:

Christy Wegener, Executive Director

Attachment 2. Project Detail: West Dublin/Pleasanton BART Station Exit; Golden Gate Drive Traffic Circle Existing Conditions



Attachment 3. Location of AB 1550 Low Income Communities in LAVTA's Service Area (North Livermore and Springtown)

