

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

**BOARD OF DIRECTORS MEETING**

**DATE:** March 2, 2026

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

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

**TELECONFERENCE LOCATIONS**

Scott Haggerty Heritage House  
4501 Pleasanton Avenue  
Pleasanton CA. 94566

**BOARD MEMBERS**

**JULIE TESTA – CHAIR**  
**EVAN BRANNING**  
**JEAN JOSEY**  
**KRISTIE WANG**

**DAVID HAUBERT – VICE CHAIR**  
**CRAIG EICHER**  
**MICHAEL McCORRISTON**

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*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 Board/Finance  
and Administration/Projects and Services Committee in its deliberations will be available  
for inspection at the Authority's office at:  
1362 Rutan Court, Suite 100,  
Livermore, CA 94551.*

**MEETING PROCEDURE**

This Board of Directors meeting will be conducted in person and on the web-video communication platform, Zoom. In order to view and/or participate in this meeting remotely, members of the public will need to download Zoom from its website, [www.zoom.us](http://www.zoom.us). We encourage members of the public to access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment. It is recommended that anyone wishing to participate in the meeting remotely complete the download process before the start of the meeting.

Public comments will also be accepted via email until 1:00 p.m. on Monday, March 2, 2026 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 3/2/2026” and the agenda item in

the subject line. In the body of the email please include your name. Public comments submitted will be provided to the Board and to the general public at the meeting location.

There will be zero tolerance for any person addressing the Board 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/86715841855>

Passcode: BOD1362Mtg

- To supplement a PC, Mac, tablet, or device without audio, please also join by phone:

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

*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: 867 1584 1855

Passcode: 761222

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

**To submit written comments:**

- Provide public written comments prior to the meeting by email, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org) If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, March 2, 2026, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 3/2/2026” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be provided to the board and to the general public at the meeting location.

**LAVTA BOARD OF DIRECTORS**  
**MEETING AGENDA**

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

**2. Roll Call of Members**

**3. Meeting Open to Public**

- Members of the audience may address the Board of Directors on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Unless members of the audience submit speaker forms before the start of the meeting requesting to address the board on specific items on the agenda, all comments must be made during this item of business. Speaker cards are available at the entrance to the meeting room and should be submitted to the Board secretary.
- Public comments should not exceed three (3) minutes.
- Items are placed on the Agenda by the Chairman of the Board of Directors, the Executive Director, or by any three members of the Board of Directors. Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.
- For the sake of brevity, all questions from the public, Board and Staff will be directed through the Chair.

**4. Paratransit Ad Hoc Committee Report Out: February 12, 2026 Meeting**

**5. Consent Agenda**

Recommend approval of all items on Consent Agenda as follows:

**A. Minutes of the February 2, 2026, Board of Directors meeting**

**B. Treasurer's Report for January 2026**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the January 2026 Treasurer's Report.

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

**Recommendation:** The Finance and Administration Committee recommends 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 Upgrade and Expansion Project.

**D. 2026 Legislative Program**

**Recommendation:** The Finance and Administration Committee recommends the Board of Directors approve Resolution 03-2026, affirming LAVTA's 2026 Legislative Program.

E. **Contract Awards for State Advocacy Services and Federal Advocacy Services**

**Recommendation:** The Finance and Administration Committee recommends the Board of Directors approve Resolution 06-2026, 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.

F. **Appointment of LAVTA Board Member to Innovate 680 Policy Advisory Committee**

**Recommendation:** Staff recommend that the Board appoint LAVTA Board Member Michael McCorriston as member to the Innovate 680 Policy Advisory Committee.

6. **Resolution of the Board of Directors Appreciating the Services of Victoria Holt**

**Recommendation:** Staff recommend that the Board adopt Resolution 10-2026, recognizing and appreciating the dedicated service of Victoria Holt, who has served the Tri-Valley community as a Bus Operator for thirty-five years.

7. **Route 10R Permanent Routing Change – Final Recommendation**

**Recommendation:** The Projects and Services Committee recommends that the Board of Directors approve Resolution 09-2026, authorizing a permanent routing change to Route 10R in downtown Pleasanton.

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

**Recommendation:** The Finance and Administration Committee recommend the Board 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.

9. **Executive Director's Report**

10. **Matters Initiated by the Board of Directors**

Items may be placed on the agenda at the request of three members of the Board.

11. **Next Meeting is Scheduled for: April 6, 2026**

12. **Adjournment**

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.

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

*/s/ Michelle Kumar*

*02/27/2026*

*LAVTA, Executive Assistant*

*Date*

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

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

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**MINUTES OF THE FEBRUARY 2, 2026**  
**LAVTA BOARD OF DIRECTORS MEETING**

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

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

**2. Roll Call of Members**

**Members Present**

Julie Testa – Chair, City of Pleasanton

David Haubert – Vice Chair, County of Alameda [arrived remotely at 4:01 p.m.]

Craig Eicher – City of Pleasanton

Evan Branning – City of Livermore

Kristie Wang – City of Livermore

Jean Josey – City of Dublin

Michael McCorriston – City of Dublin

**3. Meeting Open to the Public**

No public comments were received.

**4. Minutes of the January 7, 2026 Tri-Valley Accessible Advisory Committee (TAAC)**

Presented by Chair Hastings of the TAAC Committee

TAAC Chair Hastings presented an overview of the January TAAC meeting minutes.  
Information Only.

**5. Consent Agenda A – D**

A. Minutes of January 5, 2026, Board of Directors meeting

B. Treasurer’s Report for December 2025

C. Authorizing Remote Meetings for Tri-Valley Accessible Advisory Committee (SB 707)  
The Board approved Resolution 04-2026, authorizing a remote meeting the Tri-Valley  
Accessible Advisory Committee (TAAC)

D. Capital Projects Update

The Board approved all consent items A through D.

Motion/Second: McCorriston / Eicher

Aye: Testa, Haubert, McCorriston, Josey, Eicher, Branning, Wang

No: None

Abstain: None

## **6. Resolution of the Board of Directors Appreciating the Services of Sergio Grajeda**

The Board of Directors approved to adopt Resolution 05-2026, recognizing and appreciating the 25 years of dedicated service by Sergio Grajeda.

Motion/Second: Josey / Branning

Aye: Testa, Haubert, McCorriston, Josey, Eicher, Branning, Wang

No: None

Abstain: None

## **7. 2026 Legislative Program**

[Director Haubert departed at 4:39 p.m.]

Staff reported on the legislative program and noted that legislation is brought to the Board on a case-by-case basis. Board members requested revisions to improve clarity, including identifying areas of support and opposition. The Board directed staff to return with revised language to the February Finance and Administration Committee.

No vote was taken.

## **8. Executive Director's Report**

Executive Director Wegener introduced the new Manager of Administrative Services, Salomon Abdel-Aziz, and provided updates on paratransit service, Clipper 2, and recent performance indicators. Wegener reported that overall performance is improving compared to prior months; complaints remain higher year after year but are trending downward, and on-time performance remains below target but is improving. Wegener reported that a new paratransit subcontractor began service in November 2025 due to performance issues with the previous provider, and that changes have resulted in smaller vehicles and increased revenue hours. Higher-capacity vehicles were deployed as a short-term measure and the subcontractor is evaluating larger vehicles. A Board member asked about responsibility for the increased costs; Wegener stated the contract will be reviewed and the matter discussed at an upcoming ad hoc committee meeting. Wegener announced that Wheels Access will launch March 16, 2026 to provide ADA eligibility screening, travel training, and navigation services.

## **9. Matters Initiated by the Board of Directors**

No matters were initiated.

**10. Next Meeting Date is Scheduled for: March 2, 2026**

**11. Adjournment**

Meeting adjourned at 5:01 p.m.

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

**S T A F F   R E P O R T**

SUBJECT: Treasurer’s Report for January 2026

FROM: Tamara Edwards, Director of Finance

DATE: February 24, 2026

**Action Requested**

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 58%. 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**

The Finance and Administration Committee recommends that the Board of Directors approve the January 2026 Treasurer's Report.

**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 DEFFERED OUTFLOW-Pension Related	567,050	
166 DEFFERED OUTFLOW-OPEB	656,498	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	442,623	
111 NET PROPERTY COSTS	53,143,153	
<b>TOTAL ASSETS</b>		<b>91,631,958</b>

**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	
<b>TOTAL LIABILITIES</b>		<b>5,907,857</b>

**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)	
<b>TOTAL FUND BALANCE</b>		<b>85,724,101</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>91,631,958</b>

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(\$ 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		
<b>Operating Revenue</b>														
Passenger Fares	33	62	45	65	247	199	162	326	326	326	326	326	2,442	33%
Other Income	442	4	15,219	798	247	247	1,913	1,098	1,098	1,098	1,098	1,098	24,363	77%
<b>Total Operating Revenue</b>	<b>475</b>	<b>66</b>	<b>15,264</b>	<b>863</b>	<b>494</b>	<b>446</b>	<b>2,076</b>	<b>1,424</b>	<b>1,424</b>	<b>1,424</b>	<b>1,424</b>	<b>1,424</b>	<b>26,805</b>	<b>73%</b>
<b>Operating Expenses</b>														
Labor	161	163	164	241	158	155	158	187	187	187	187	187	2,137	56%
Fringe Benefits	225	71	65	87	66	78	173	144	144	144	144	144	1,485	52%
Services	173	276	140	169	168	162	219	211	211	211	211	211	2,360	55%
Purchased Transportation	1,212	1,251	1,248	1,319	1,307	1,253	1,538	1,638	1,638	1,638	1,638	1,638	17,318	53%
Fuel and Supplies	52	128	98	54	127	105	73	189	189	189	189	189	1,582	40%
Utilities	50	33	33	34	33	40	30	54	54	54	54	54	520	48%
Insurance	777	-4	-17	0	0	-8	3	26	26	26	26	26	880	85%
Taxes	5	12	10	8	12	10	9	10	10	10	10	10	114	58%
Advertising	0	2	2	3	2	1	19	20	20	20	20	20	130	22%
Misc.	28	2	14	8	6	13	50	31	31	31	31	31	279	44%
<b>Total Operating Expenses</b>	<b>2,685</b>	<b>1,933</b>	<b>1,757</b>	<b>1,923</b>	<b>1,877</b>	<b>1,810</b>	<b>2,274</b>	<b>2,509</b>	<b>2,509</b>	<b>2,509</b>	<b>2,509</b>	<b>2,509</b>	<b>26,805</b>	<b>53%</b>
<b>Expenditures</b>														
Fund Balance - Operating Net	-2,210	-1,867	13,507	-1,060	-1,383	-1,364	-198	-1,085	-1,085	-1,085	-1,085	-1,085	0	
Fund Balance - Capital*	0	-2	-99	-142	-206	-86	-31	0	0	0	0	0	0	
Fund Balance - Operating and Capital	-2,210	-1,869	13,408	-1,202	-1,589	-1,449	-229	-1,085	-1,085	-1,085	-1,085	-1,085	0	
<b>Reserves (Cash and Investments)</b>														
Unrestricted	\$28,548,382													
Restricted														
<b>Total Reserves</b>	<b>28,548</b>	<b>0</b>												

\* 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			
			24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun			
<b>Operating Revenue</b>																	
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%
<b>Total Operating Revenue</b>	<b>19,475</b>	<b>21,335</b>	<b>411</b>	<b>97</b>	<b>659</b>	<b>430</b>	<b>14,207</b>	<b>696</b>	<b>2,190</b>	<b>551</b>	<b>320</b>	<b>2,211</b>	<b>534</b>	<b>258</b>	<b>22,567</b>	<b>25,097</b>	
<b>Operating Expenses</b>																	
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%
<b>Total Operating Expenses</b>	<b>19,475</b>	<b>21,335</b>	<b>2,541</b>	<b>1,656</b>	<b>1,738</b>	<b>1,561</b>	<b>1,657</b>	<b>1,695</b>	<b>1,612</b>	<b>1,912</b>	<b>2,355</b>	<b>1,728</b>	<b>1,814</b>	<b>2,255</b>	<b>22,524</b>	<b>25,097</b>	<b>90%</b>
Excess Revenue Over (Under) Expenses																	
<b>Capital Expenditures</b>																	
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	
<b>Reserves (Cash and Investments)</b>																	
Unrestricted	26478138	21418976															
Restricted	204032	322062															
<b>Total Reserves</b>	<b>26,682,170</b>	<b>21,741,038</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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: March 2, 2026

**Action Requested**

The Finance & Administration Committee recommends 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**

The Finance and Administration Committee recommends 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 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>			
<b>Total:</b>		<b>\$388,000</b>	

**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.

## 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
<b>Total Project Budget (in thousands)</b>	<b>\$2,790</b>

#### 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
<b>Total Project Budget (in thousands)</b>	<b>\$2,402</b>

### 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](mailto: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](mailto:jyeamans@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

**Applicant Agency's Accounting Contact**

Name: Tamara Edwards

Phone: (925) 455-7566

Title: Director of Finance

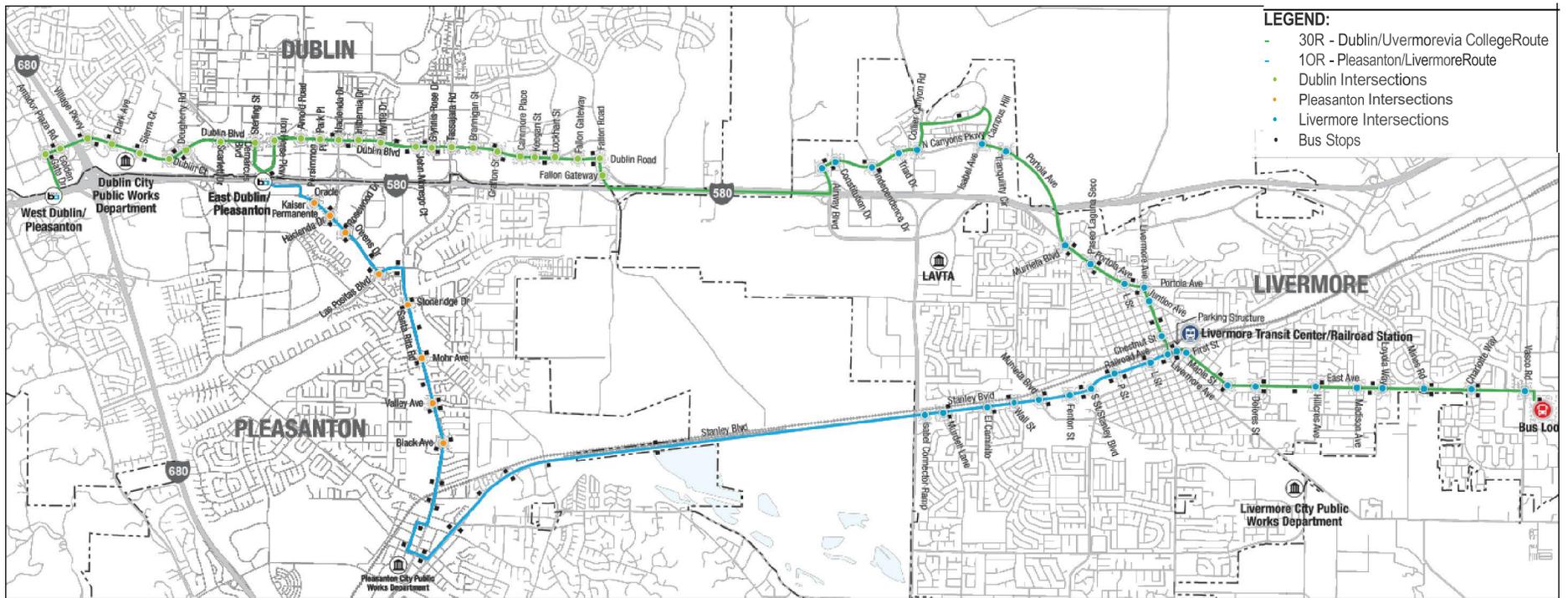
E-mail: [tedwards@lavta.org](mailto:tedwards@lavta.org)

Address: 1362 Rutan Court, Suite 100, Livermore, CA 94551

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# LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY CLOUD BASED TRANSIT SIGNAL PRIORITY SOLUTION

JANUARY 2026



LOCATION MAP

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STAFF REPORT

SUBJECT: 2026 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: March 2, 2026

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**Action Requested**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 03-2026, 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 and 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 and 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 have 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 and 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**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 03-2026, affirming LAVTA's 2026 Legislative Program.

**Strategic Plan Goal**

Advocacy and Partnerships.

**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

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## 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"> <li>• 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.</li> <li>• Maximizes funding levels for discretionary programs that have program policies and funding eligibilities that support LAVTA’s key capital funding needs and priorities.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
	<p>LAVTA opposes legislation and rule-making that:</p> <ul style="list-style-type: none"> <li>• Reduces or eliminates federal funding for transit from the General Fund or HTF or creates barriers to access.</li> </ul>

<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"> <li>• Prioritizes public transit's role in addressing climate change.</li> <li>• Supports transit agencies transitioning to zero-emission fleets.</li> <li>• Advances research into lowering costs for alternative-fuel technology deployments such as clean/renewable hydrogen.</li> <li>• Improves air quality and health outcomes.</li> <li>• 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.</li> </ul>
<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"> <li>• Enables technological innovations to improve safety, access, and mobility.</li> </ul>

*(continues next page)*

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

<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"> <li>• Creates dedicated funding for zero-emission transit vehicle deployment and supportive infrastructure.</li> <li>• Allows for relief for transit agencies from regulations, including ZEV transition deadlines, when appropriate.</li> </ul>
<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"> <li>• Mandate consolidation of East Bay Small Operators, or LAVTA with any other entity.</li> <li>• Create consolidation plans that do not meaningfully involve and account for all potentially impacted stakeholders, including transit workers represented by existing collective bargaining arrangements.</li> </ul>

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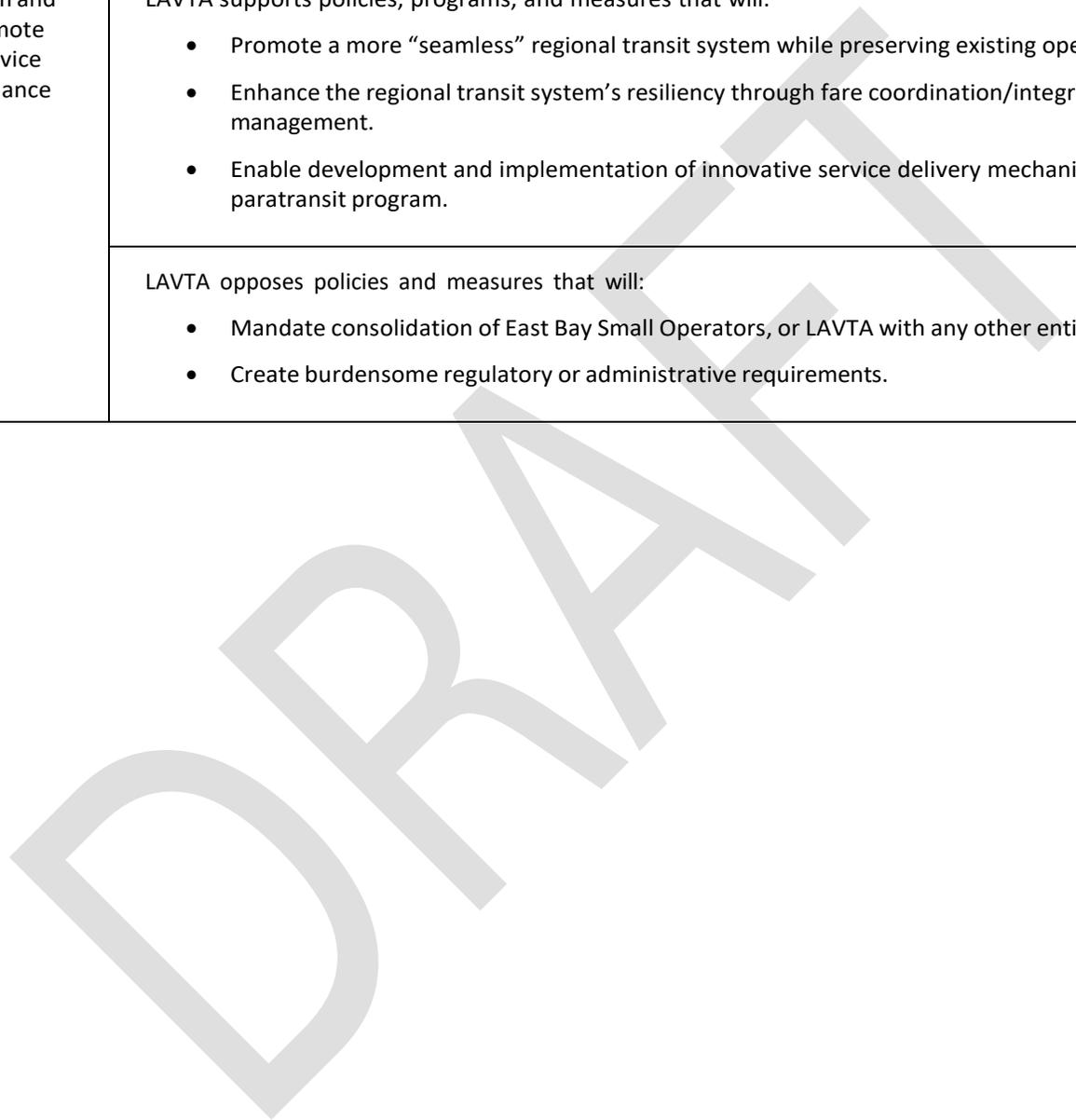
## REGIONAL/LOCAL

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"> <li>• Maximize available operating funding sources by safeguarding and/or increasing existing revenues.</li> <li>• 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.</li> </ul> <p>LAVTA opposes policies, programs, and measures that will:</p> <ul style="list-style-type: none"> <li>• Reduce or eliminate any existing revenue sources, including BART feeder bus funds.</li> </ul>
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"> <li>• Make improvements to the local and regional street networks to enhance transit operating speed, safety, and reliability.</li> <li>• Improve roadway safety for all users.</li> <li>• Increase enforcement of traffic laws protecting pedestrians and bicyclists.</li> </ul>

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

(end)



LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
**S T A F F   R E P O R T**

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

---

**Action Requested**

The Finance and Administration Committee recommends 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:

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

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:

	<b>Federal Advocacy Services Only</b>	<b>State Advocacy Services Only</b>	
	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**

The Finance and Administration Committee recommends the Board of Directors approve Resolution 06-2026, 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 LLC 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

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STAFF REPORT

SUBJECT: Appointment of LAVTA Board Member to Innovate 680 Policy Advisory Committee

FROM: Christy Wegener, Executive Director

DATE: March 2, 2026

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**Action Requested**

Appoint a Board Member to serve as primary member on the Innovate 680 Policy Advisory Committee.

**Background/Discussion**

Innovate 680 is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing congestion on I-680 through seven key strategies that range from HOV lanes to deploying a suite of technologies to improve traffic flow. The Innovate 680 program is led by the Contra Costa Transportation Authority (CCTA) with policy oversight by a Policy Advisory Committee (PAC).

The Innovate 680 PAC is comprised of 11 members, one each from the cities of Concord, Martinez, Pleasant Hill, Walnut Creek, and San Ramon; town of Danville; Contra Cost County Board of Supervisor for Districts 2 and 4, BART, Central Contra Cost Transit Authority (County Connection) and LAVTA. Current LAVTA representatives on the Innovate 680 PAC is Jean Josey (primary) and Julie Testa (alternate).

Director Josey is unable to continue to serve as the LAVTA representative, and staff are seeking a new representative.

**Fiscal Impact**

N/A

**Recommendation**

Staff recommend the Board appoint LAVTA Board Member Michael McCorriston as member to the Innovate 680 Policy Advisory Committee.

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STAFF REPORT

SUBJECT: Resolution of the Board of Directors Appreciating the Services of Victoria Holt

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

DATE: March 2, 2026

---

**Action Requested**

It is requested that the Board of Directors adopt Resolution 10-2026, recognizing and appreciating the dedicated service of Victoria Holt, who has served the Tri-Valley community as a Wheels Bus Operator for thirty-five years.

**Background and Discussion**

Ms. Holt has served as a Bus Operator providing transit service for Wheels since 1991 and has delivered consistent, reliable service to the Tri-Valley community throughout her distinguished career. Her professionalism, commitment to safety, and dedication to customer service have made a lasting impact on Wheels riders and operations.

Ms. Holt will be invited to attend the Board of Directors meeting to receive formal recognition for this significant milestone.

**Recommendation**

Staff recommend the Board adopt Resolution 10-2026, recognizing and appreciating the dedicated service of Victoria Holt, who has served the Tri-Valley community as a Bus Operator for thirty-five years.

**Strategic Plan Goal Area**

Organization and Financial Management

**Attachments:**

1. Resolution 10-2026

**RESOLUTION NO. 10-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
RECOGNIZING THE SERVICES OF VICTORIA HOLT**

**WHEREAS**, Ms. Victoria Holt began her bus operator career in 1991 as a driver for the Wheels bus system; and

**WHEREAS**, as of February 2026, Ms. Holt has admirably served the Wheels riders of the Tri-Valley for thirty-five years; and

**WHEREAS**, Ms. Holt has given her full commitment to providing exceptional service to the Tri-Valley and Wheels bus riders throughout her tenure; and

**WHEREAS**, Ms. Holt has witnessed many changes in public transit in the Tri-Valley, and has shown leadership and resiliency throughout her career.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority hereby recognizes Ms. Victoria Holt's commitment and dedication as Wheels bus operator in the Tri-Valley; and express gratitude and sincere appreciation for her thirty-five years of service.

**BE IT FUTHER RESOLVED** that a copy of this resolution be presented to Victoria Holt recognizing her as a dedicated and faithful Wheels bus operator with our sincere appreciation.

**PRESENTED, PASSED AND ADOPTED** this 2<sup>nd</sup> day of March 2026

\_\_\_\_\_  
Julie Testa, Chair

**ATTEST:**

\_\_\_\_\_  
Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Route 10R Permanent Routing Change – Final Recommendation

FROM: Michael Tobin, Director of Operations & Planning

DATE: March 2, 2026

---

**Action Requested**

The Projects and Services Committee recommends that the Board of Directors approve Resolution 09-2026, authorizing a permanent routing change to Route 10R in downtown Pleasanton.

**Background and Discussion**

In November 2025, LAVTA contracted with Nelson\Nygaard, a transportation planning consulting firm, to analyze and develop recommendations for a permanent reroute of Route 10R in downtown Pleasanton, as well as to evaluate existing Pleasanton school service.

The downtown Pleasanton area has presented increasing operational challenges for Wheels service, particularly for Route 10R, which currently serves the core downtown streets including Neal Street, Peters Avenue, and Main Street. Numerous street closure events occur throughout the year along and around Main Street, requiring frequent detours both within and outside of downtown. In addition, vehicle queues from the Meadowlark Dairy drive-thru regularly block a high-ridership Route 10R bus stop on Neal Street, particularly during summer months and intermittently throughout the year.

To identify a long-term solution to these operational constraints, LAVTA engaged Nelson\Nygaard to develop service alternatives that balance operational reliability with maintaining access for riders. As part of this effort, the consultant team is also evaluating Pleasanton school bus service in response to increased demand in recent years and recent school boundary changes. This analysis will result in recommendations to improve the efficiency of existing school routes.

In December 2025, the consultant team conducted field assessments to document existing conditions and identify potential alternative routings for Route 10R in downtown Pleasanton.

Public Outreach

A public survey was conducted from January 5 through January 23, 2026.

On January 13, 2026, a public workshop was held at the Historic Pleasanton Firehouse Arts Center, located at 4444 Railroad Avenue adjacent to a Route 10R stop. The workshop included

a presentation, informational materials, and a question-and-answer session regarding the proposed Route 10R alternatives and the broader Pleasanton service planning effort.

Additional details are provided in the Nelson\Nygaard Final Report, which is included as Attachment 1. Key survey findings include:

- Over 80% of respondents are regular Route 10R riders.
- Concept Two (Pleasanton Avenue) was preferred by 71% of respondents, compared to 29% for Concept One (Stanley Boulevard).
- For Concept One, approximately 40% of respondents indicated they would no longer be able to ride Route 10R if implemented; nearly all of these respondents (97%) are current riders.

### **Final Recommendation**

Based on public feedback, operational considerations, impacts on ridership and on-time performance and staff evaluation, Concept Two (Pleasanton Avenue) is being recommended. This option maintains convenient access to downtown Pleasanton while improving operational reliability and can be implemented within existing resources.

#### *Ridership Impacts*

It is estimated that fewer than five riders per day in each direction may discontinue use of the service due to slightly increased travel times. This impact is expected to be offset by new ridership from improved access to key downtown destinations.

Consultant analysis estimates each new Route 10R stop would generate approximately 10 to 17 new weekday boardings, representing about 1.0% to 1.7% of total Route 10R average weekday ridership per stop. The range reflects uncertainty in rider response, including both shifts from nearby stops and potential new riders such as ACE commuters and patrons of nearby civic destinations as well as yearlong event-goers at the Alameda County Fairgrounds.

The two new stops would also expand the Route 10R's service coverage, increasing the population within one-quarter mile of a stop by approximately 900 residents (4.3%) and the number of nearby jobs by about 1,000 (5.7%), supporting potential long-term ridership growth.

#### *Schedule Impacts*

The revised routing will require additional running time compared to the existing alignment. In developing the proposed schedule, staff prioritized maintaining reliable westbound connections to BART at the Dublin/Pleasanton station, as this represents the highest-demand transfer movement for the route. Eastbound trips may experience slightly longer transfer windows as a result of this scheduling approach.

Staff also evaluated whether retaining the existing Stanley Boulevard alignment would allow for earlier connections to BART trains. Analysis determined that the travel time savings associated with the Stanley alignment are not sufficient to reliably meet an earlier BART departure, particularly when accounting for normal traffic variability. As such, the proposed Pleasanton Avenue route does not materially change the achievable BART connection window.

### *Operational Impacts*

With Scenario 2, the 10R bus will now serve the Alameda County fairgrounds, where increased congestion during activity at the fairgrounds can affect operations. In addition, the right-turn movement from Pleasanton Ave onto Rose is somewhat constrained and will require operator caution due to limited turning clearance.

### *ADA Impact*

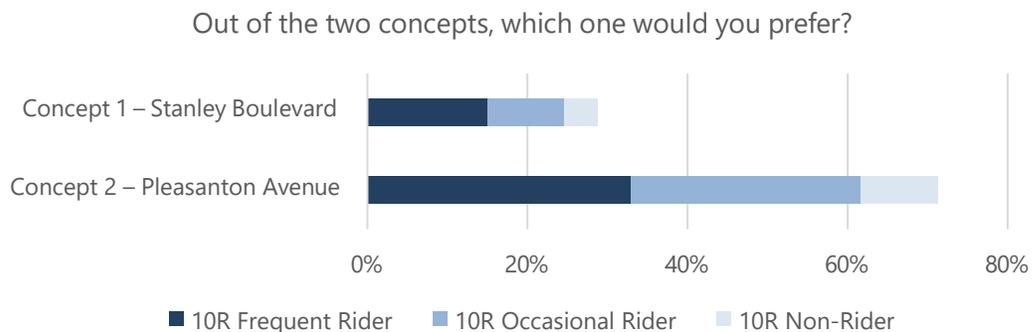
Based on recent ride check data, the existing stop at First Street and Neal Street averages fewer than one wheelchair boarding per day, indicating minimal anticipated ADA impacts from the proposed routing change.

### *Customer Impacts*

Respondents were then asked which of the two concepts they preferred. Concept Two: Pleasanton Avenue was preferred (71% of responses) over Concept One – Stanley Boulevard (29%).

Of the 71% that preferred Concept Two, 33% were frequent riders, 29% were occasional riders, and 10% were non riders.

Those who selected Concept Two expressed a need to prioritize transit coverage over shorter travel times. They commented that removing Downtown Pleasanton stops would be difficult for older adults and riders with disabilities as the longer walk to the bus stop (up to 15 minutes) could be challenging. Several also commented that they liked the improved access to destinations in Downtown Pleasanton such as the Pleasanton Library, Pleasanton Middle School, the Fairgrounds, the ACE station, and other local businesses.



### **Fiscal Impact**

The recommended alignment can be accommodated within the existing budgeted resources allocated to Route 10R. Additionally, under the recommended routing, Route 10R will directly serve the Alameda County Fairgrounds from the Dublin/Pleasanton BART station. As a result, seasonal Route 52 service would no longer be required, generating operational cost savings.

**Next Steps**

The service change will be implemented in alignment with the Summer bid which is scheduled to go into effect on May 30<sup>th</sup>, 2026. Staff and our Operations Contractor are assessing whether the changes can be implemented earlier.

At the February 24, 2026, Projects and Services Committee meeting, the Committee supported the recommended routing change and requested that staff return after six months with updated ridership data and an evaluation of on-time performance impacts associated with service to the Alameda County Fairgrounds

**Recommendation**

The Projects and Services Committee recommends that the Board of Directors approve Resolution 09-2026, authorizing a permanent routing change to Route 10R in downtown Pleasanton.

**Strategic Plan Goals**

Service Development priorities.

**Attachments:**

1. Downtown Pleasanton Bus Service Planning – DRAFT Final Report
2. Resolution 09-2026

# LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

# Downtown Pleasanton Bus Service

# Planning

## FINAL REPORT

February 2026



**Downtown Pleasanton Bus Service Planning Final Report**  
Livermore Amador Valley Transit Authority

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## INTRODUCTION

In summer 2023, the Meadowlark Dairy was listed #8 in Yelp's Top 100 Ice Cream Shops in the country. Since then, the Dairy has exploded in popularity. Vehicles queuing up for the Dairy's drive through have posed operational challenges to LAVTA's Route 10R which currently operates along Neal Street where the Dairy is located.

Since the increase in vehicular traffic, the City of Pleasanton has worked with the Dairy to manage traffic flow by only allowing queuing vehicles to utilize the westbound shoulder of Neal Street. The queue often extends onto First Street, where the parallel parking on southbound First Street typically functions as an extension of the vehicle queuing area. This makes bus service turning onto and traveling along Neal Street challenge.

To mitigate this, LAVTA has detoured Route 10R off Neal Street during the summer. When the detour is not in place, the vehicle queue sometimes still blocks the westbound Route 10R bus stop at Neal Street and First Street, making service at the stop unreliable.

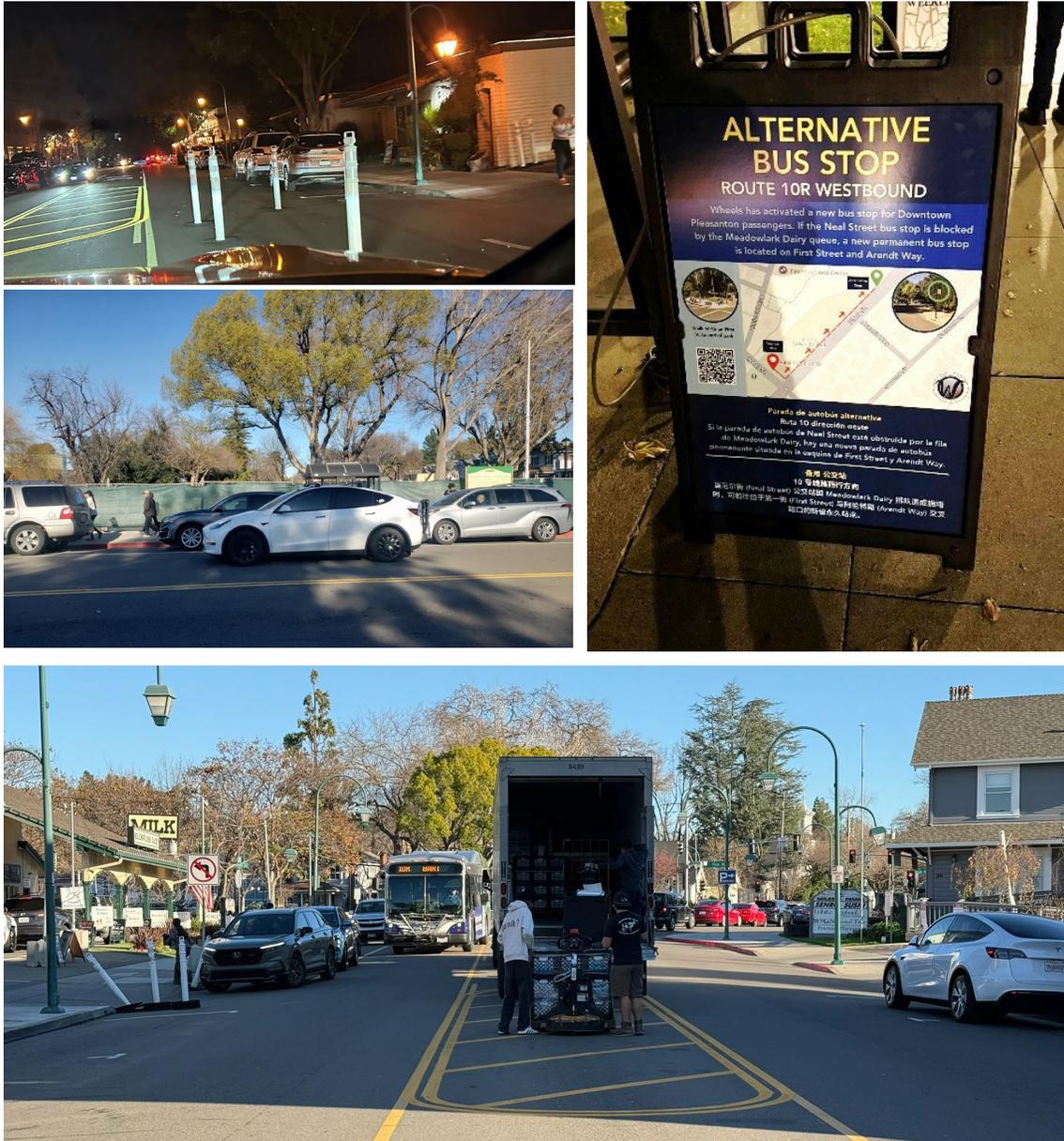
There are several operational impacts facing Route 10R, which include:

1. Narrow streets, delivery vehicles, and high pedestrian activity, including Dairy staff taking orders in the queue on Neal Street, which present safety concerns.
2. Queuing vehicles for Meadowlark Dairy block the westbound bus stop on Neal Street at First Street, necessitating an alternative bus stop location.
3. Queuing vehicles also make it difficult for buses to execute a right turn from First Street onto Neal Street.
4. Delays of up to 3 minutes at this location are common as buses try to navigate the congested area around the Dairy.

Figure 1 illustrates some of these challenges.

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**Figure 1 Photos of Operating Challenges in Downtown Pleasanton**



**Top Left:** A narrow portion of Neal Street in an area with high pedestrian activity

**Middle Left:** Queuing vehicles along Neal Street make right hand turns for westbound 10R buses challenging

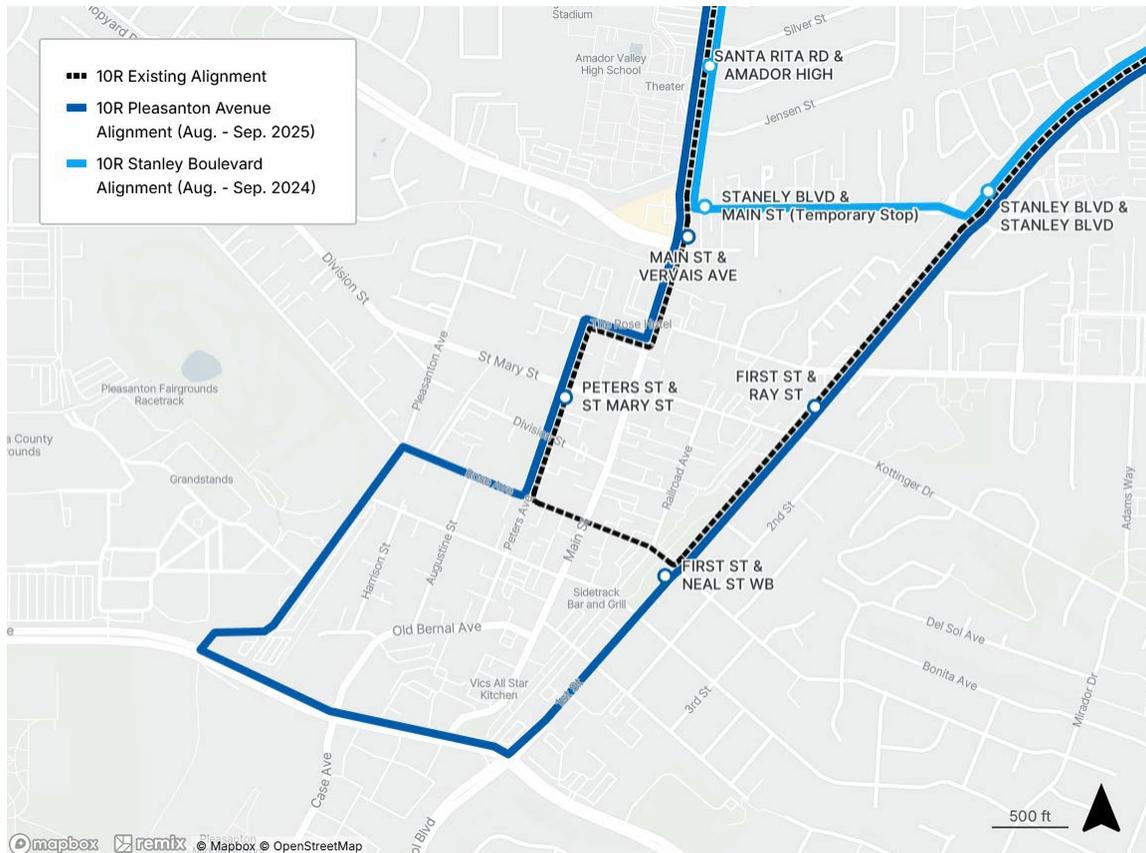
**Top Right:** A sign indicating the alternative bus stop location at First Street and Arendt Way

**Bottom:** A Route 10R vehicle must wait for queued cars to go into the Dairy, being unable to go around on Neal Street while a delivery truck unloads

**Downtown Pleasanton Bus Service Planning Final Report**  
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To address these concerns, which are particularly acute in the summer when Downtown Pleasanton is most busy, LAVTA has previously detoured westbound Route 10R service (toward Dublin/Pleasanton BART station). These westbound summer detours are shown in Figure 2. Eastbound service continued to use the existing alignment while these detours were in effect.

**Figure 2 Route 10R Westbound Pleasanton Avenue Alignment and Stanley Boulevard Alignment**



This project will propose a permanent, long-term solution for the alignment of Route 10R that permanently removes service from Neal Street, informed by existing conditions, community feedback, and best practices. The alignment and service levels of Route 8 may also be adjusted to improve connections to the future alignment of Route 10R and to best serve riders in Downtown Pleasanton.

**Downtown Pleasanton Bus Service Planning Final Report**  
Livermore Amador Valley Transit Authority

# EXISTING CONDITIONS

Figure 3 shows the two routes that serve Downtown Pleasanton: **Route 8** and **Route 10R**.

**Figure 3 Transit Routes Serving Downtown Pleasanton**



Route 8 provides local service between the Dublin/Pleasanton BART station and Downtown Pleasanton.

Route 10R is a rapid service that provides service connecting the Dublin/Pleasanton BART station to Downtown Pleasanton and the Livermore Transit Center.

At the Dublin/Pleasanton BART station, Route 8 and Route 10R riders can make connections to BART and other LAVTA routes, Central Contra Costa Transit Authority (CCTA)/County Connection buses, commuter services offered by Stanislaus Regional Transit Authority (StanRTA) and San Joaquin RTD.

At the Livermore Transit Center, Route 10R riders can make connections to other LAVTA routes and the Altamont Corridor Express (ACE) train service operating between Stockton and San Jose.

## Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

Figure 4 outlines the span of service for both routes for weekdays, Saturdays, and Sundays. Figure 5 shows the frequency and Figure 6 shows number of trips for Routes 8 and 10R. Both routes are timed to make connections to/from BART.

**Figure 4 Service Span by Day of Week**

Route Name	Service Type	Weekday Service Span	Saturday Service Span	Sunday Service Span
Route 8	Local	6:20 AM to 8:57 PM	8:00 AM to 8:52 PM	8:00AM to 8:52 PM
Route 10R	Rapid	4:14 AM to 11:55 PM	4:59 AM to 11:36 PM	4:59 AM to 10:55 PM

**Figure 5 Service Frequency by Day of Week**

Route Name	Service Type	Weekday Frequency	Saturday Frequency	Sunday Frequency
Route 8	Local	AM/PM Peak: 40 min Midday: 60 min	60 min	60 min
Route 10R	Rapid	Early AM: 40 min Daytime: 20 min Night: 60 min	Early AM: 40 min Daytime: 20 min Night: 60 min	Daytime: 40 min Night: 60 min

**Figure 6 Number of Trips by Day of Week**

Route Name	Service Type	Weekday Number of Trips	Saturday Number of Trips	Sunday Number of Trips
Route 8	Local	Eastbound: 18 Westbound: 20	Eastbound: 13 Westbound: 13	Eastbound: 13 Westbound: 13
Route 10R	Rapid	Eastbound: 47 Westbound: 49	Eastbound: 38 Westbound: 39	Eastbound: 24 Westbound: 25

## ON-TIME PERFORMANCE

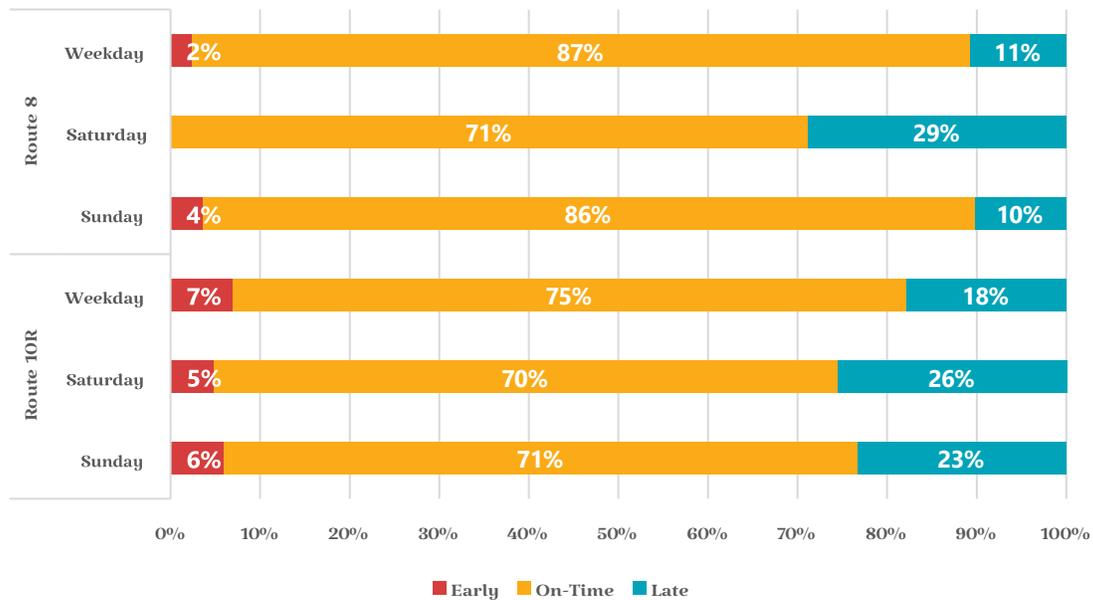
LAVTA's target for average on-time performance is 85%. A trip is considered on time if it leaves timepoints between one minute early and five minutes late. On-time performance data for Routes 8 and 10R are shown in Figure 7.

In October 2025, Route 8 met LAVTA's on-time performance target on weekdays and Sundays, but not on Saturdays.

**Downtown Pleasanton Bus Service Planning Final Report**  
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During the same time period, Route 10R, which serves Downtown Pleasanton directly, hit between 70 and 75 percent of its timepoints on time. Across all seven days of the week, Route 10R did not meet LAVTA's on-time performance target. Route 10R exhibited both early and late running, depending on the time of day.

**Figure 7 On-Time Performance by Route and Day of Week**



Data Source: LAVTA (October 2025)

Today, 15% of weekday Route 10R trips arrive late at Dublin/Pleasanton BART and 25% of Route 10R trips arrive late at Livermore Transit Center. However, 95% of Route 10R trips leave Livermore Transit Center on time.

## 10R RUN TIME VARIABILITY DUE TO THE DAIRY

Analyzing westbound run time data for Route 10R can help quantify the delay of the Dairy traffic on buses. Using Swiftly data, Nelson\Nygaard looked at run times between the First Street & Ray Street stop and the Neal Street & First Street stop. This segment captures when Route 10R buses must navigate queuing traffic as they turn right from First Street onto Neal Street.

Using December 2024 and March 2025 data compares a lower traffic month for the Dairy (December) with a higher traffic month (March). This analysis examined run times in the afternoon (3 to 6 PM) as this is when overall travel times were the longest.

The results of the analysis show travel times are:

- 0.1 minutes longer on weekdays

## Downtown Pleasanton Bus Service Planning Final Report

Livermore Amador Valley Transit Authority

- 1.1 minutes longer on Saturdays
- 2.7 minutes longer on Sundays

## PREVIOUS SUMMER ALTERNATIVE ALIGNMENTS

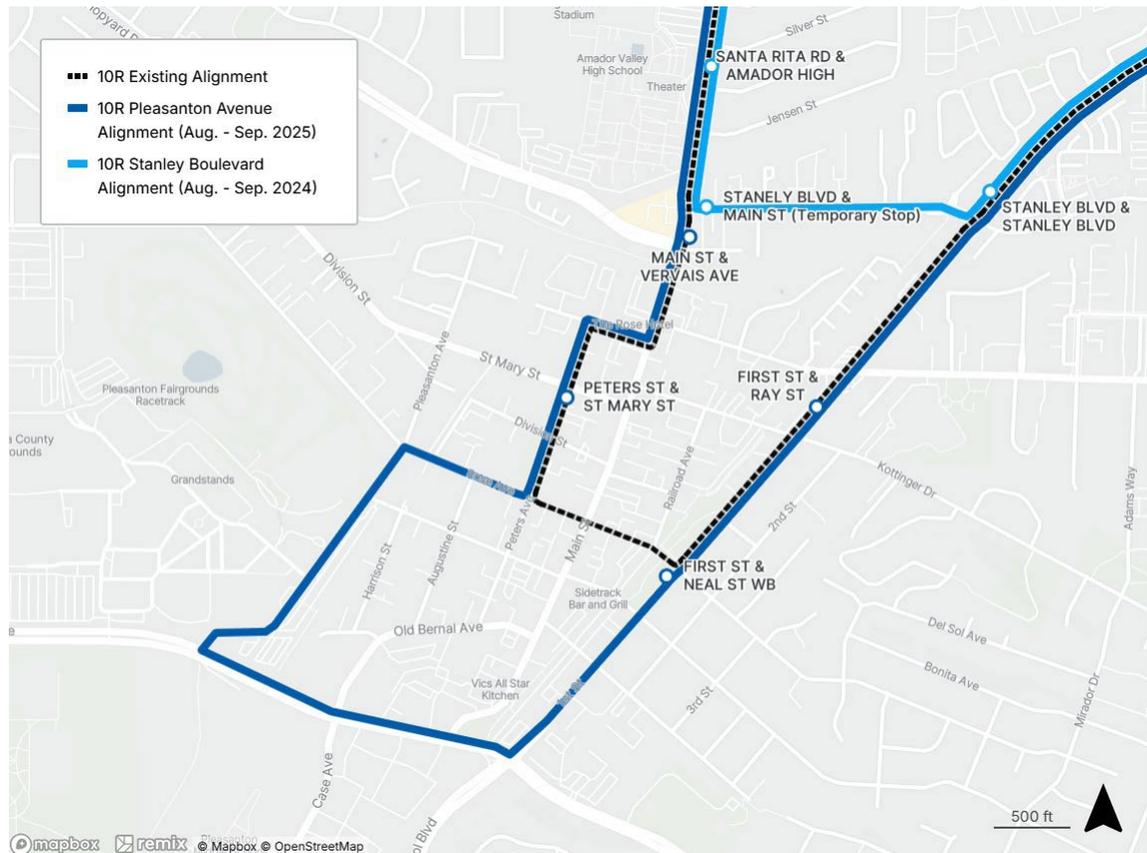
As shown in Figure 8, LAVTA has previously implemented two alternative alignments for Route 10R over the last two summers when vehicle queuing and pedestrian activity would make it more challenging to operate service on Neal Street. The Stanley Boulevard alignment was used between August and September 2024. The Pleasanton Avenue alignment was used between August and September 2025. These alignments were only used in the westbound direction. Route 10R buses going eastbound continued to use the existing alignment.

The Stanley Boulevard alignment shortens the alignment of the existing Route 10R. This alignment skips four westbound stops which are served by the existing 10R alignment: First Street & Ray Street, Neal Street & First Street, Peters Street & St Mary Street, and Main Street & Vervais Avenue, reducing access to Downtown.

For the Pleasanton Avenue alignment, aside from a new temporary stop on First Street near intersection of First Street & Neal Street, no new stops were added when the alignment was operated in the summer of 2025.

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**Figure 8 Route 10R Westbound Pleasanton Avenue Alignment and Stanley Boulevard Alignment**



These alternative summer alignments impacted total travel time on **Route 10R**.

On weekdays, using the Stanley Boulevard alignment, buses traveling between the stop at the corner of Stanley Boulevard & First Street (shown as STANLEY BLVD & STANLEY BLVD in the map) and the stop at Santa Rita Road & Amador Valley High School (shown as SANTA RITA RD & AMADOR HIGH in the map) took approximately 2.6 minutes (Figure 9). This is about 5 minutes shorter than the existing alignment, when measured between the same two stops. On weekends, using the Stanley Boulevard alignment was 5.8 minutes faster on Saturdays and 5.9 minutes faster on Sundays.

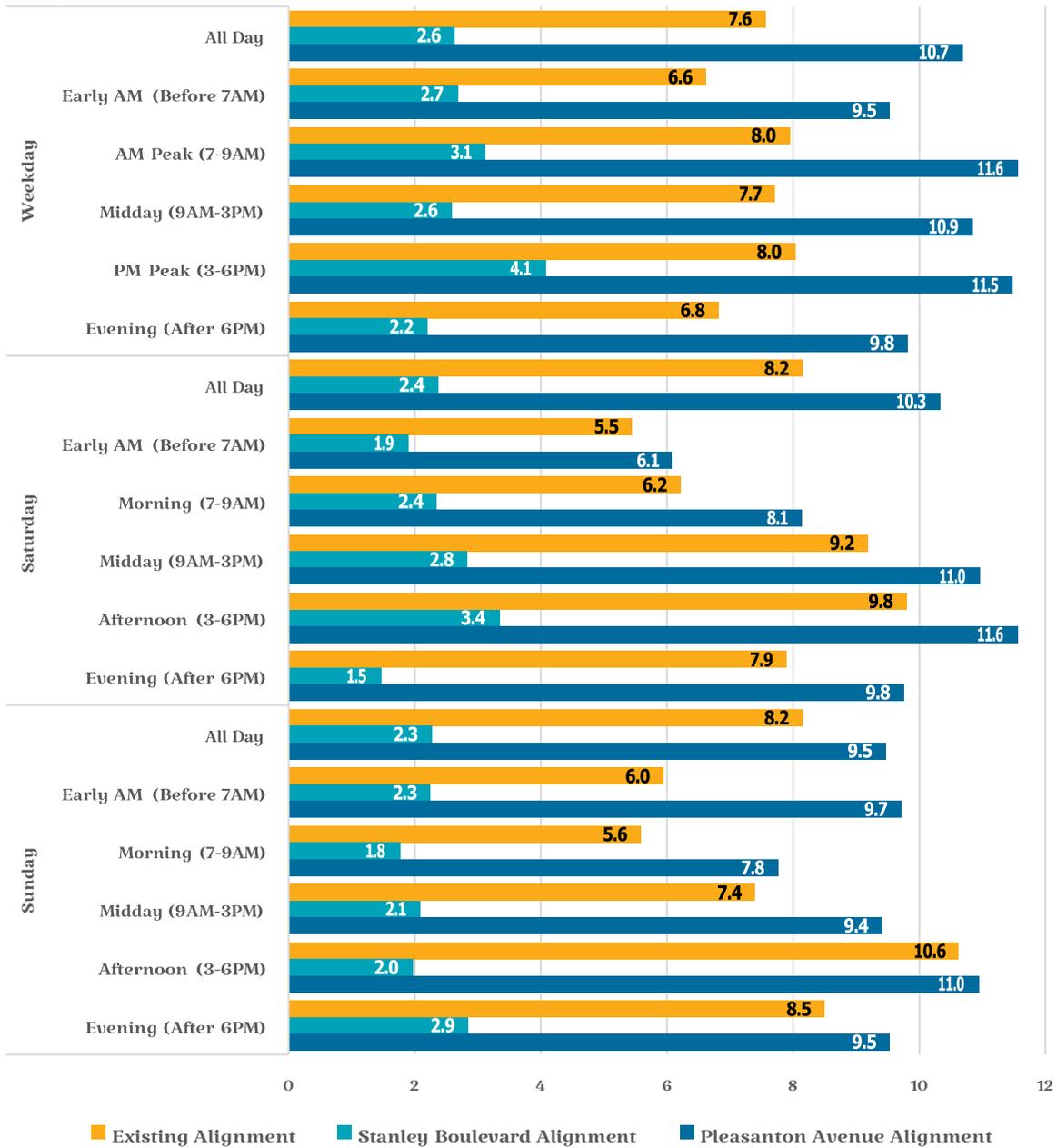
Using the Pleasanton Avenue alignment, buses typically took about 10.7 minutes to travel between those two stops on weekdays. This is about 3.1 minutes longer than the existing alignment. On weekends, using the Pleasanton Avenue alignment was 2.1 minutes longer on Saturdays and 1.3 minutes longer on Sundays.

Travel times vary by time of day. Figure 9 shows how the running times between the two stops fluctuate throughout the day for the different alignments. Weekday westbound runtimes between these two stops were typically highest during the AM and PM peak

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periods, and lowest early in the morning and in the evening. This was less true for weekend trips, when runtimes typically were highest during the midday and afternoon.

**Figure 9 Travel Times along the 10R Stanley Boulevard and Pleasanton Avenue Alignments**



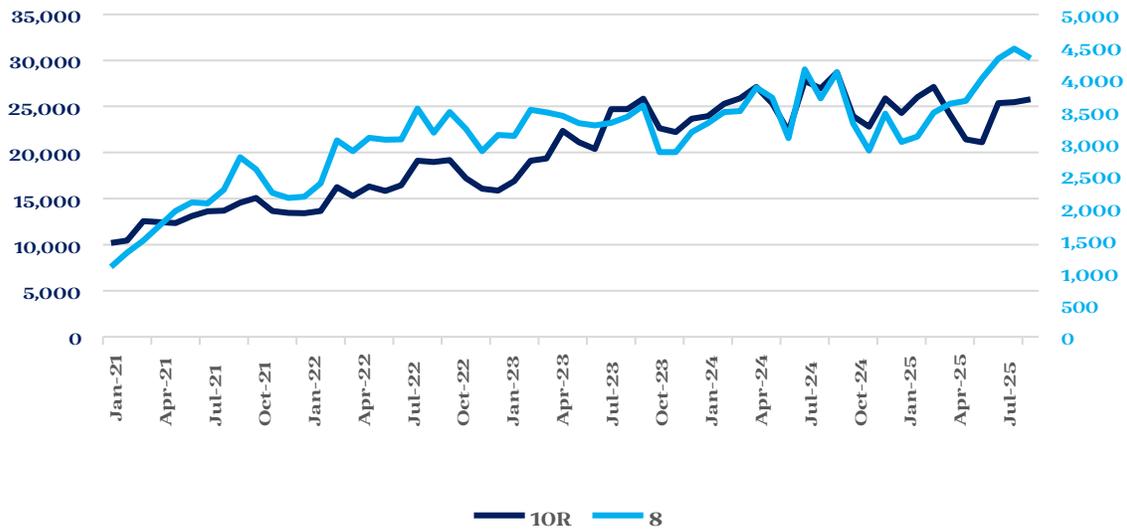
Data Source: Swiftly (June 1 to 30, 2023; August 1 to September 7, 2024; August 1 to September 8, 2025)

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## RIDERSHIP

Ridership on Route 8 and Route 10R has been steadily increasing between January 2021 and October 2025 (Figure 10). Ridership varies slightly seasonally, with the summer months seeing slightly higher ridership than the winter months. As of October 2025, Route 8 had approximately 4,300 riders per month and Route 10R had approximately 25,800 riders per month.

**Figure 10 Route 8 and 10R Monthly Historical Ridership**



Data Source: LAVTA (January 2021 to October 2025)

Figure 11 includes average daily ridership by route. Ridership at the stop level is explored in greater detail on the next page.

**Figure 11 Average Daily Ridership by Day of Week**

Route	Weekday	Saturday	Sunday
Route 8	161	71	82
Route 10R	987	453	315

Data Source: LAVTA (October 2025)

Further analysis was focused on the bus stops for Route 8 and Route 10R in or near Downtown Pleasanton, particularly those that would be most impacted by potential alignment changes for either route. For Route 8, this includes the twelve stops along First Street, Vineyard Avenue, Bernal Avenue, and Kottinger Drive. For Route 10R, this includes the four stops in each direction that are in Downtown Pleasanton south of Stanley Boulevard.

Figure 12 shows the average weekday daily ridership of stops along Route 8 and Route 10R. Each circle represents the total number of people who board the bus on a typical weekday at each stop. Figure 13 and Figure 14 show the same data but for Saturday and Sunday service.

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**Figure 12 Average Weekday Daily Ridership**



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Data Source: LAVTA (October 2025)

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**Figure 13 Average Saturday Daily Ridership**



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Data Source: LAVTA (October 2025)

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**Figure 14 Average Sunday Daily Ridership**



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Data Source: LAVTA (October 2025)

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## Route 8 Ridership

Route 8 serves Downtown Pleasanton along First Street, before completing a loop to reverse direction along Vineyard Avenue, Bernal Avenue, and Kottinger Drive.

Average weekday daily total boardings and alightings for Route 8 stops within Downtown Pleasanton or the loop are shown in Figure 15. Around 49 passengers board a Route 8 bus (24% of total Route 8 boardings) and approximately 41 passengers alight a Route 8 bus (20% of total Route 8 alightings) at one of the stops in Downtown Pleasanton or in the loop on an average weekday.

**Figure 15 Average Weekday Daily Route 8 Boardings and Alightings by Roadway**

Street Name		Number of Stops	Average Weekday Boardings (X% of total boardings)	Average Weekday Alightings (X% of total alightings)
	First Street (NB)	2	2.6 (1.3%)	16.1 (8.0%)
LOOP	Vineyard Avenue	2	6.9 (3.3%)	9.7 (4.8%)
	Bernal Avenue	1	13.6 (6.5%)	11.4 (5.6%)
	Kottinger Drive	6	12.5 (6.0%)	2.0 (1.0%)
	First Street (SB)	1	13.6 (6.5%)	2.0 (1.0%)
<b>Subtotal</b>		<b>12</b>	<b>49.2 (23.7%)</b>	<b>41.2 (20.4%)</b>
<b>Route Total</b>		<b>41</b>	<b>207.7</b>	<b>202.3</b>

Data Source: LAVTA (October 2025)

Weekend Route 8 ridership through Downtown Pleasanton is lower than weekday ridership. On Sundays, less passenger trips begin or end Downtown or in the loop than on weekdays. Saturday data should be interpreted with caution due to data issues that limited the sample size for the month.

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**Figure 16 Average Weekend Daily Route 8 Boardings and Alightings by Roadway**

Street Name		Number of Stops	Average Saturday Boardings*	Average Saturday Alightings*	Average Sunday Boardings	Average Sunday Alightings
First Street (NB)		2	3.0 (7.4%)	14.0 (16.7%)	2.7 (2.3%)	8.6 (7.7%)
LOOP	Vineyard Avenue	2	4.0 (9.8%)	8.0 (9.6%)	2.8 (2.4%)	4.2 (3.8%)
	Bernal Avenue	1	2.0 (4.9%)	0 (0.0%)	8.5 (7.3%)	2.4 (2.2%)
	Kottinger Drive	6	4.0 (9.8%)	0 (0.0%)	4.8 (4.1%)	2.0 (1.8%)
First Street (SB)		1	11.0 (27.0%)	5.0 (6.0%)	4.5 (3.9%)	0.2 (0.2%)
<b>Subtotal</b>		<b>12</b>	<b>24.0 (58.8%)</b>	<b>27.0 (32.3%)</b>	<b>23.3 (20.1%)</b>	<b>17.4 (15.6%)</b>
<b>Route 8 Total</b>		<b>41</b>	<b>123.0</b>	<b>128.0</b>	<b>115.7</b>	<b>111.3</b>

\*Note: Limited sample size. Please interpret with caution.

Data Source: LAVTA (October 2025)

## Route 10R Ridership

Route 10R makes four stops south of Stanley Boulevard in each direction as it passes through Downtown Pleasanton. Those stops are listed in Figure 17 by direction.

**Figure 17 Downtown Pleasanton Route 10R Stops**

From Dublin/Pleasanton BART (EB)	To Dublin/Pleasanton BART (WB)
Main Street & Del Valle Parkway	First Street & Ray Street
Peters Avenue & Division Street	First Street & Neal Street
Neal Street & First Street	Peters Avenue & Saint Mary Street
First Street & Kottinger Drive	Main Street & Vervais Avenue

The average weekday daily total boardings and alightings for Route 10R stops within Downtown Pleasanton are shown in Figure 18. On a typical weekday, approximately 164 riders board and 182 riders alight Route 10R at a stop in Downtown Pleasanton.

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**Figure 18 Average Weekday Daily Route 10R Boardings and Alightings by Stop**

Stop Name	Stop Direction	Average Daily Weekday Boardings	Average Daily Weekday Alightings
Main Street & Del Valle Parkway	EB	1.3	5.8
Peters Avenue & Division Street	EB	9.0	36.4
Neal Street & First Street	EB	22.0	32.0
First Street & Kottinger Drive	EB	38.0	33.0
<b>Eastbound Subtotal</b>	<b>4</b>	<b>70.3</b>	<b>107.2</b>
First Street & Ray Street	WB	26.9	39.5
First Street & Neal Street	WB	24.9	27.8
Peters Avenue & Saint Mary Street	WB	32.6	5.9
Main Street & Vervais Avenue	WB	9.1	1.6
<b>Westbound Subtotal</b>	<b>4</b>	<b>93.5</b>	<b>74.8</b>
<b>Downtown Pleasanton Total</b>	<b>8</b>	<b>163.8</b>	<b>182.0</b>

Data Source: LAVTA (October 2025)

Similarly, the average Saturday and Sunday daily total boardings and alightings for Route 10R stops within Downtown Pleasanton are shown in Figure 19 and Figure 20.

On a typical Saturday, approximately 105 riders board and 116 riders alight Route 10R in Downtown Pleasanton. On a typical Sunday, approximately 88 riders board and 98 riders alight Route 10R in Downtown Pleasanton.

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**Figure 19 Average Saturday Daily Route 10R Boardings and Alightings by Stop**

Stop Name	Stop Direction	Average Daily Saturday Boardings	Average Daily Saturday Alightings
Main Street & Del Valle Parkway	EB	3.1	11.5
Peters Avenue & Division Street	EB	6.1	20.7
Neal Street & First Street	EB	12.5	19.5
First Street & Kottinger Drive	EB	28.5	16.7
<b>Eastbound Subtotal</b>	<b>4</b>	<b>50.2</b>	<b>68.4</b>
First Street & Ray Street	WB	22.9	26.7
First Street & Neal Street	WB	7.0	16.0
Peters Avenue & Saint Mary Street	WB	17.9	3.3
Main Street & Vervais Avenue	WB	6.6	1.2
<b>Westbound Subtotal</b>	<b>4</b>	<b>54.4</b>	<b>47.2</b>
<b>Downtown Pleasanton Total</b>	<b>8</b>	<b>104.6</b>	<b>115.6</b>

Data Source: LAVTA (October 2025)

**Figure 20 Average Sunday Daily Route 10R Boardings and Alightings by Stop**

Stop Name	Stop Direction	Average Daily Saturday Boardings	Average Daily Saturday Alightings
Main Street & Del Valle Parkway	EB	2.7	3.7
Peters Avenue & Division Street	EB	5.5	14.0
Neal Street & First Street	EB	11.7	9.8
First Street & Kottinger Drive	EB	18.8	9.0
<b>Eastbound Subtotal</b>	<b>4</b>	<b>38.7</b>	<b>36.5</b>
First Street & Ray Street	WB	14.4	33.8
First Street & Neal Street	WB	13.0	23.5
Peters Avenue & Saint Mary Street	WB	17.2	3.0
Main Street & Vervais Avenue	WB	4.4	1.2
<b>Westbound Subtotal</b>	<b>4</b>	<b>49.0</b>	<b>61.5</b>
<b>Downtown Pleasanton Total</b>	<b>8</b>	<b>87.7</b>	<b>98.0</b>

Data Source: LAVTA (October 2025)

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Figure 21 highlights the number of riders that start or end their trip in Downtown Pleasanton. One out of every seven Route 10R passenger trips either originates or is destined for one of the eight Downtown stops.

**Figure 21 Route 10R Trip Boardings and Alightings in Downtown Pleasanton by Direction and Day**

Day of the Week	From Dublin/Pleasanton BART		To Dublin/Pleasanton BART		Both Directions
	Boardings in Downtown Pleasanton	Alightings in Downtown Pleasanton	Boardings in Downtown Pleasanton	Alightings in Downtown Pleasanton	Boardings and Alightings in Downtown Pleasanton
<b>Weekday</b>	12%	18%	15%	12%	<b>14%</b>
<b>Saturday</b>	13%	18%	16%	14%	<b>15%</b>
<b>Sunday</b>	17%	16%	13%	15%	<b>15%</b>

Data Source: LAVTA (October 2025)

## ONBOARD LOAD

In addition to evaluating ridership at the stop level, it is also important to understand how many passengers are traveling through Downtown Pleasanton. Average daily load measures the number of riders on the bus at any given point along the route, which helps us to identify how many potential riders would be affected by any changes in travel time or alignment changes.

### Route 8 Onboard Load

**Weekday** (Figure 22 and Figure 23): The average weekday load on Route 8 in the eastbound direction peaks near Hopyard Road and Stoneridge Drive before declining gradually approaching the loop around Vineyard Avenue, Bernal Avenue, and Kottinger Drive. The average weekday load on Route 8 in the westbound direction is lowest in the loop and peaks near Hopyard Road and Parkside Drive.

There are approximately 40 eastbound riders per weekday on Route 8 buses as they enter the loop at First Street and Kottinger Drive. Of those, 23 exit the bus within the loop and 17 ride through the full loop duration to return toward Dublin/Pleasanton BART station.

**Weekend** (Figure 24 and Figure 25): The average weekend load on Route 8 in the eastbound direction peaks near Hopyard Road and Las Positas Boulevard before declining steadily approaching the loop. The average weekday load on Route 8 in the westbound direction is lowest in the loop and peaks near Valley Avenue and Hansen Drive.

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There are approximately 33 eastbound riders per weekend day on Route 8 buses as they enter the loop at First Street and Kottinger Drive. Of those, approximately eight exit the bus within the loop and 25 ride through the full loop duration to return toward Dublin/Pleasanton BART station.

### Route 10R Onboard Load

**Eastbound Weekday** (Figure 26): The average weekday load on Route 10R in the eastbound direction peaks north of Downtown Pleasanton, near Santa Rita Road and Mohr Avenue before declining gradually approaching Downtown Pleasanton.

There are approximately 158 eastbound Route 10R weekday riders who ride through all four of the eastbound Downtown Pleasanton stops.

**Westbound Weekday** (Figure 27): The average weekday load on Route 10R in the westbound direction is steady approaching Downtown Pleasanton and peaks after the bus leaves Downtown, near Santa Rita Road and Iron Horse Trail.

There are approximately 205 westbound Route 10R weekday riders who pass through all four westbound Downtown Pleasanton stops.

**Eastbound Weekend** (Figure 28): The average weekday load on Route 10R in the eastbound direction peaks north of Downtown Pleasanton, near Santa Rita Road and Mohr Avenue, and remains steadily near that peak approaching Downtown Pleasanton.

There are approximately 118 eastbound Route 10R weekend riders who pass through all four eastbound Downtown Pleasanton stops.

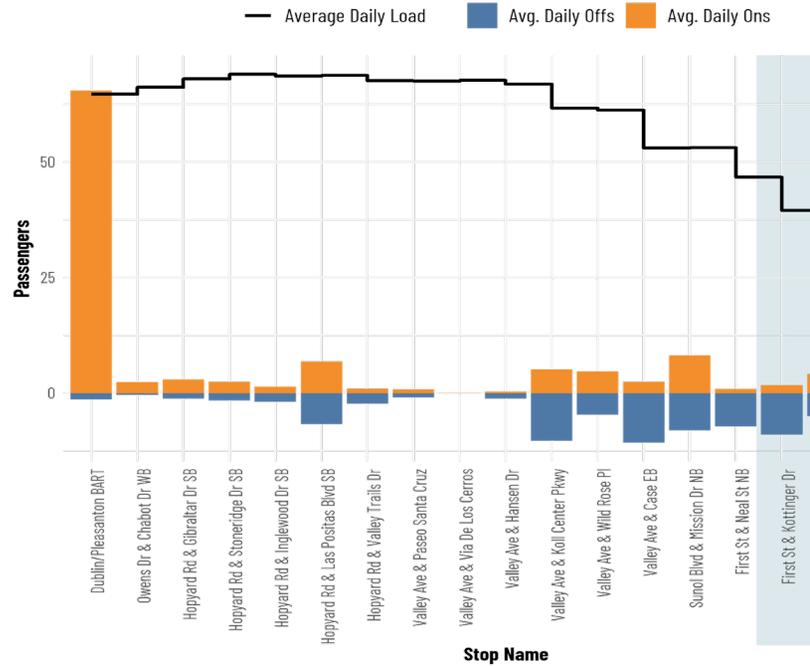
**Westbound Weekend** (Figure 29): The average weekend load on Route 10R in the westbound direction is steady approaching Downtown Pleasanton and peaks after the bus leaves Downtown Pleasanton, near Santa Rita Road and Mohr Avenue.

There are approximately 140 westbound Route 10R weekday riders who pass through all four westbound Downtown Pleasanton stops.

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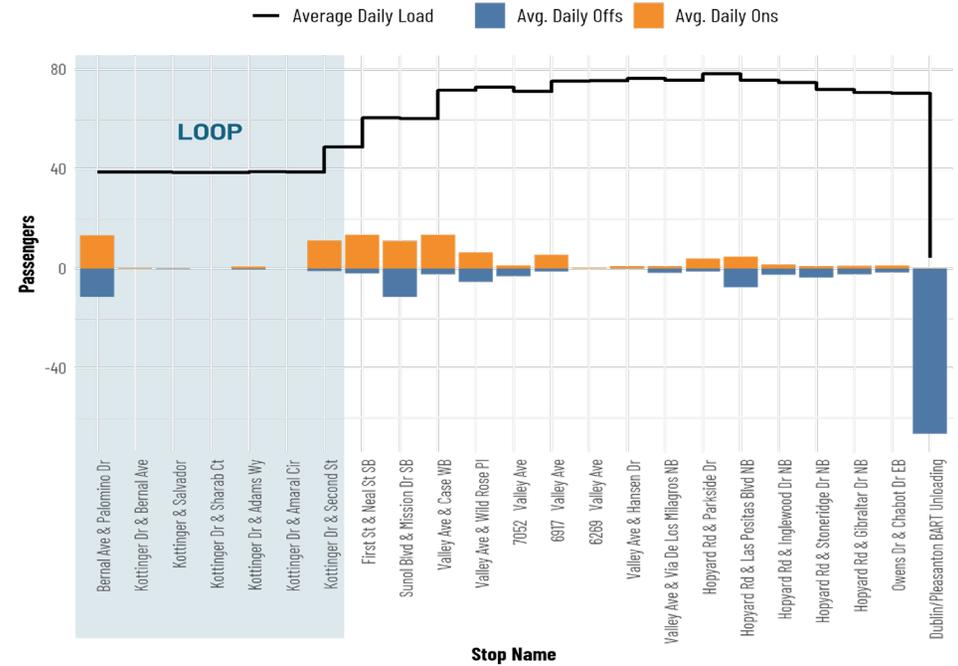
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**Figure 22 Weekday Route 8 from Dublin/Pleasanton BART Ridership and Load by Stop**



Data Source: LAVTA (October 2025)

**Figure 23 Weekday Route 8 to Dublin/Pleasanton BART Ridership and Load by Stop**



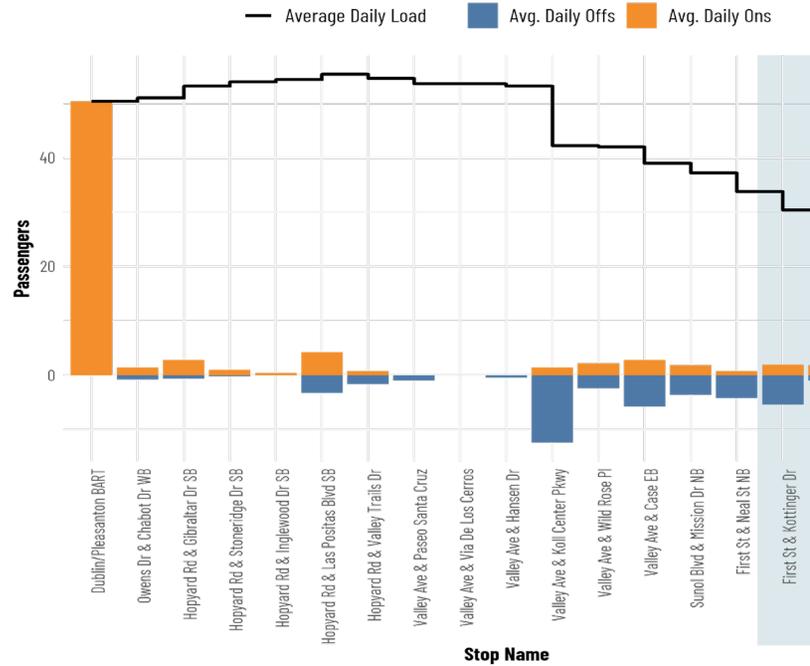
Data Source: LAVTA (October 2025)

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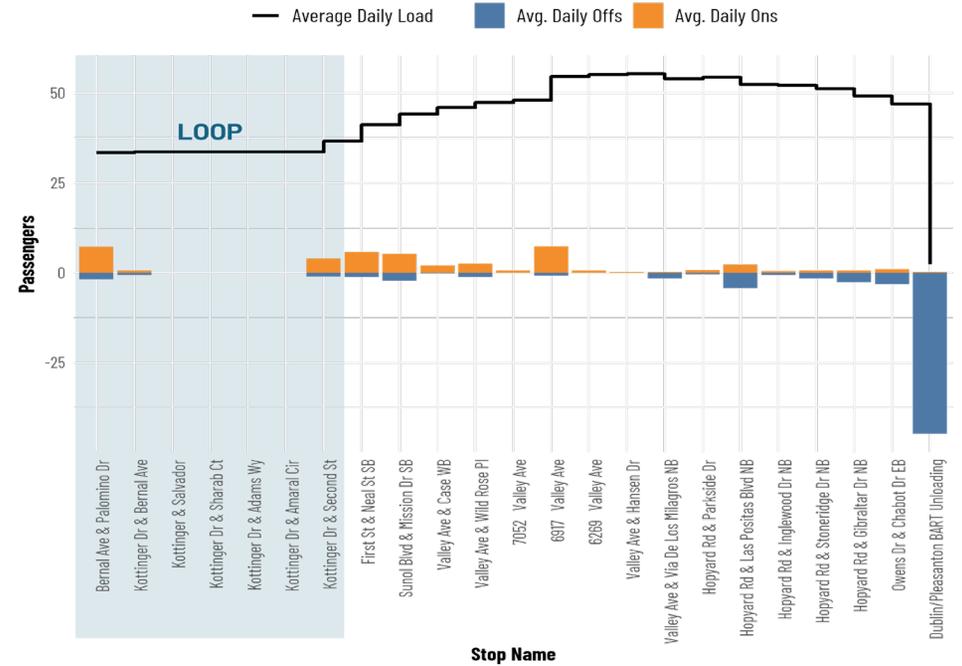
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**Figure 24 Weekend Route 8 from Dublin/Pleasanton BART Ridership and Load by Stop**



Data Source: LAVTA (October 2025)

**Figure 25 Weekend Route 8 to Dublin/Pleasanton BART Ridership and Load by Stop**



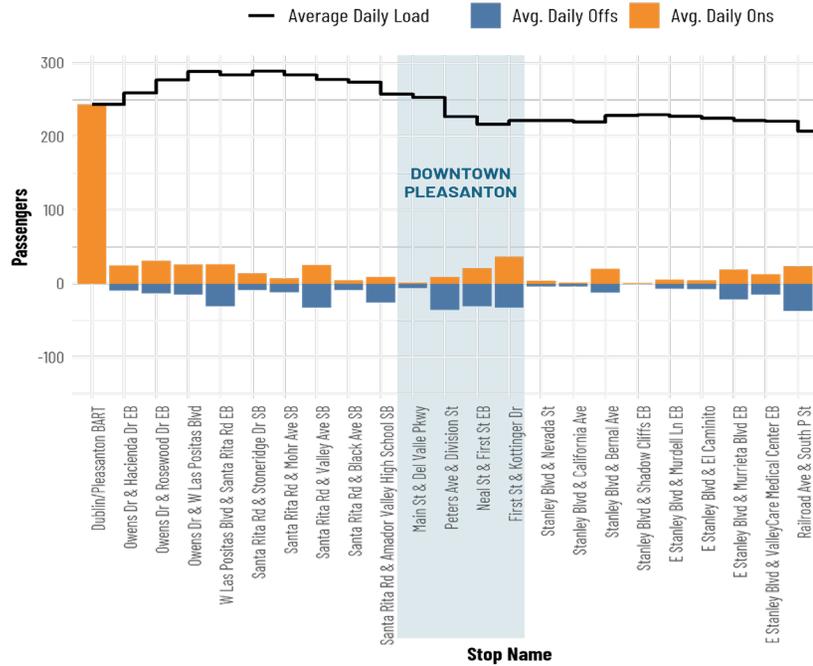
Data Source: LAVTA (October 2025)

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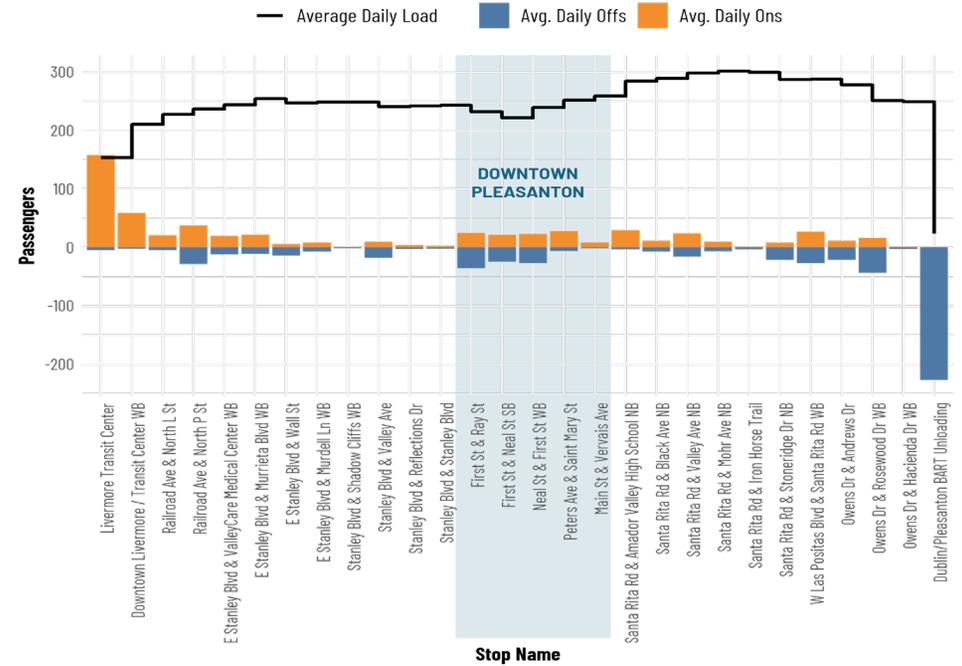
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**Figure 26 Weekday Route 10R Eastbound from Dublin/Pleasanton BART Ridership and Load by Stop**



Data Source: LAVTA (October 2025)

**Figure 27 Weekday Route 10R Westbound to Dublin/Pleasanton BART Ridership and Load by Stop**



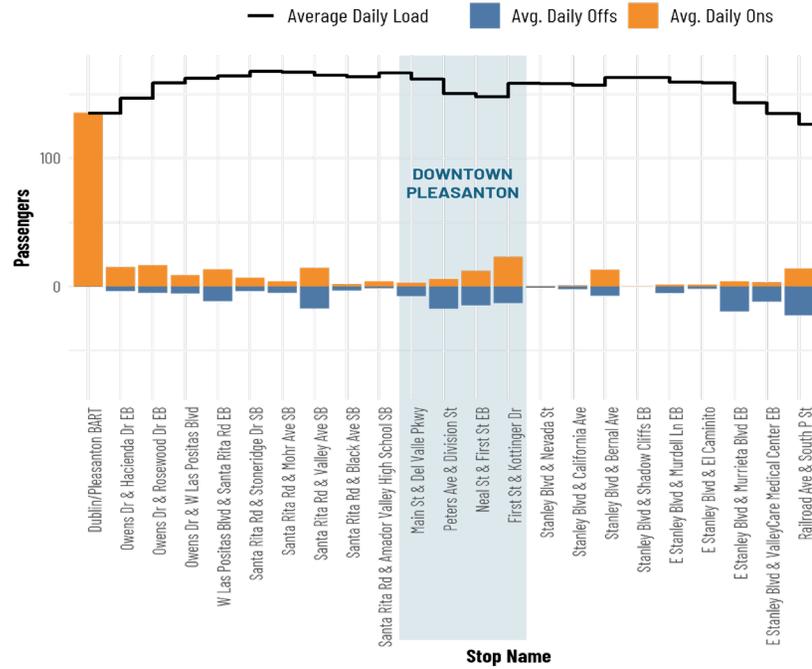
Data Source: LAVTA (October 2025)

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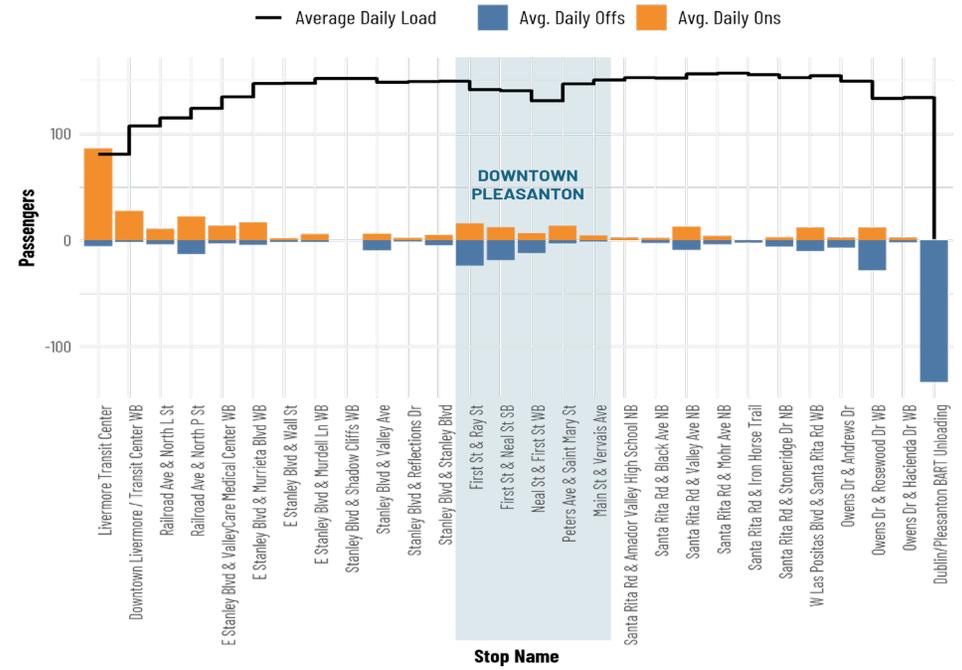
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**Figure 28 Weekend Route 10R Eastbound from Dublin/Pleasanton BART Ridership and Load by Stop**



Data Source: LAVTA (October 2025)

**Figure 29 Weekend Route 10R Westbound to Dublin/Pleasanton BART Ridership and Load by Stop**



Data Source: LAVTA (October 2025)

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## **CONCEPTS FOR FUTURE ROUTE 10R**

Based on the findings of the existing conditions analysis and in consultation with LAVTA staff, Nelson\Nygaard advanced two different concepts for future Route 10R service through Downtown Pleasanton.

The first concept was the Stanley Boulevard alignment, which mirrors the service LAVTA operated Downtown in August and September 2024.

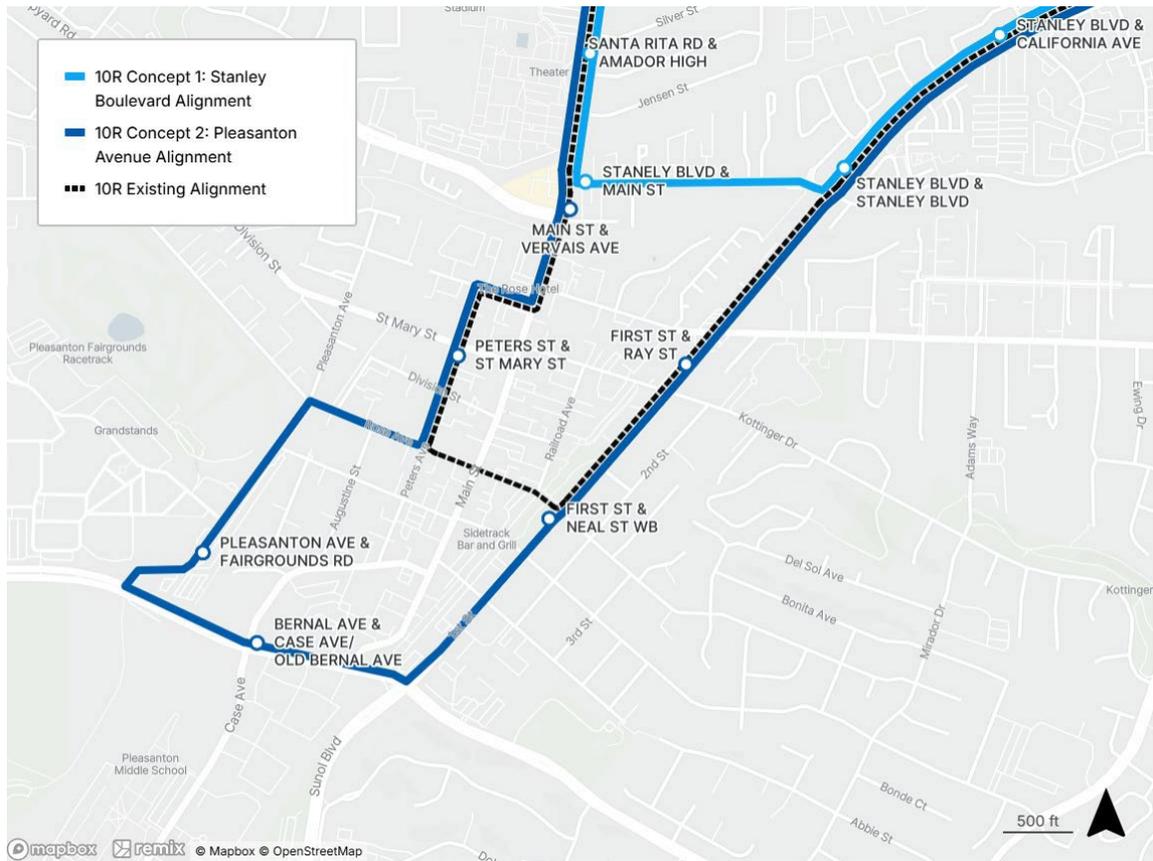
The second concept was the Pleasanton Avenue alignment, which mirrors the service LAVTA operated Downtown in August and September 2025.

Both concepts, along with potential new stops, are shown in Figure 30. A more detailed description of the two concepts is included in the pages that follow. The evaluation that was performed on each concept is also included.

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**Figure 30 Concepts One and Two for Future Route 10R Service in Downtown Pleasanton**



**Concept One: Stanley Boulevard Alignment**

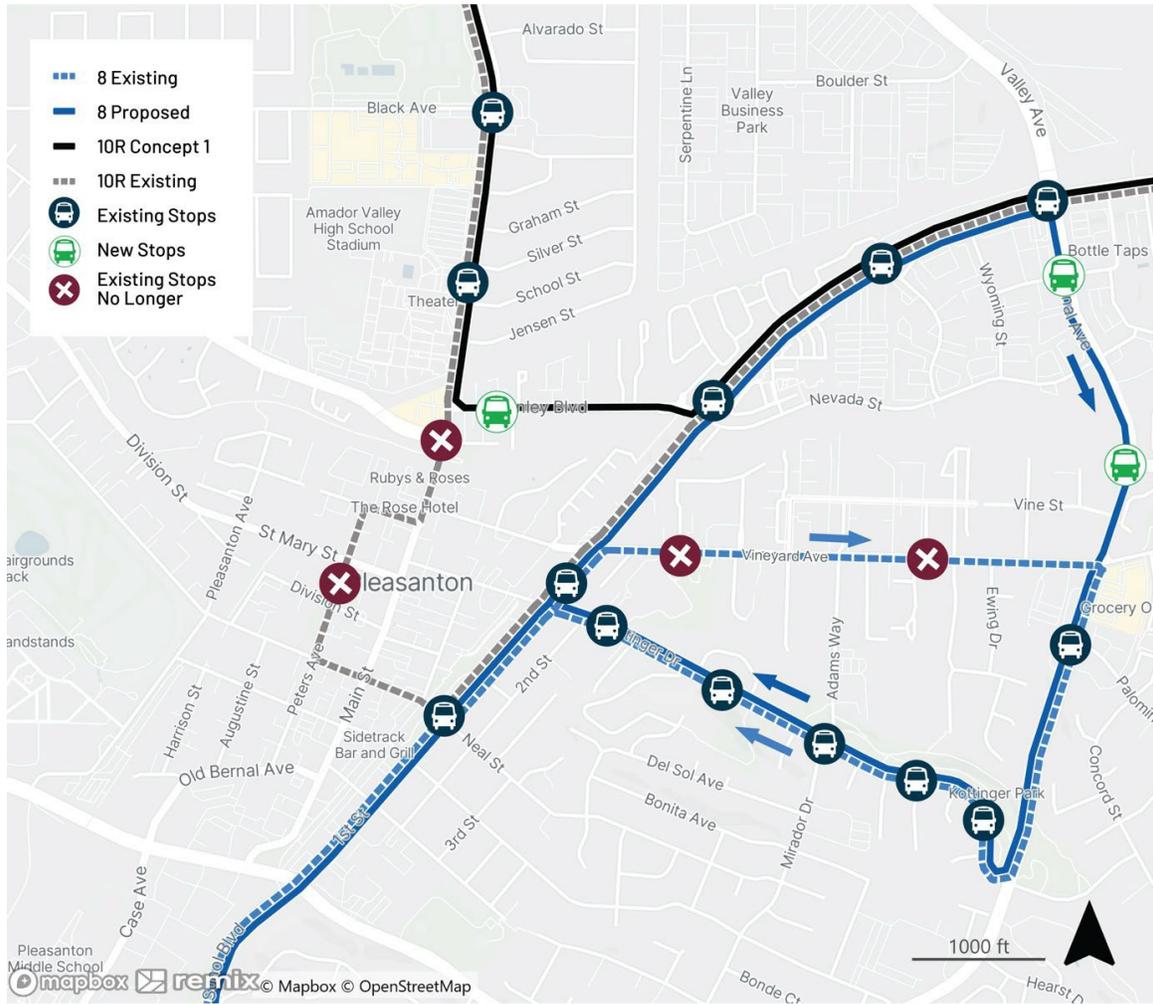
Concept 1, shown in Figure 31, would have Route 10R serve the northern part of Downtown Pleasanton using Stanley Boulevard. A new stop in both directions would be needed near the intersection of Stanley Boulevard and Main Street.

To continue to allow transfers to be made between Route 8 and Route 10R, the alignment of Route 8 would also be modified to continue past Vineyard Avenue, overlapping with Route 10R on Stanley Boulevard. Route 8 would turn right onto Bernal Avenue and resume the rest of the original alignment. Two new stops for Route 8 could potentially be added on Bernal Avenue, as indicated by the green bus stop icons in the figure.

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Figure 31 Route 10R Concept One Map – Stanley Boulevard Alignment



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Based on existing conditions, Nelson\Nygaard performed an evaluation to determine the benefits and tradeoffs of implementing Concept One:

Figure 32 Concept One: Stanley Boulevard Evaluation

Evaluation Criteria	Finding/Assessment
<b>Change in Travel Time Between BART and Livermore</b>	<b>Three to four minutes faster than Existing Route 10R alignment</b>
<b>Exposure to Unplanned Delays</b>	<p><b>Lower compared to Existing Route 10R and Concept Two</b></p> <ul style="list-style-type: none"> <li>• No additional train crossings, Dairy, Downtown, or Fairgrounds traffic impacts</li> <li>• No detours needed for Downtown Pleasanton special events</li> </ul>
<b>Downtown Access Points</b>	<p><b>Would require a new stop at Main Street and Stanley Boulevard</b></p> <ul style="list-style-type: none"> <li>• This new stop would be a ten-to-fifteen-minute walk from existing stops or up to a five-minute bike ride</li> </ul>
<b>Potential Change in Ridership</b>	<p><b>Potential for decrease in ridership.</b> Route serves only northern portion of Downtown with one stop at Main Street and Stanley Boulevard. This is up to a fifteen minute walk or five minute bike ride depending where in Downtown riders are headed. This could discourage ridership.</p>
<b>Impacts on Weekday Riders</b>	<p>On a typical weekday, <b>181 riders who travel through all four Downtown Pleasanton stop today would see three to four minutes of travel time savings</b></p> <p>On a typical weekday, <b>182 people who currently board or alight the bus in Downtown Pleasanton would need to walk up to 15 minutes or bike up to 5 minutes</b> from an existing stop to the new stops on Stanley Boulevard to access Route 10R service</p> <p>On a typical weekday, <b>seven to ten Route 8 riders would need to walk five minutes to another nearby stop</b> after service is eliminated on Vineyard Avenue</p>
<b>Other Considerations</b>	<p><b>A new pair of Route 10R stops would need to be constructed</b> at Main Street &amp; Stanley Boulevard to access Downtown Pleasanton</p> <p><b>Two new Route 8 stops could be constructed</b> on Bernal Avenue to improve access to the route</p>

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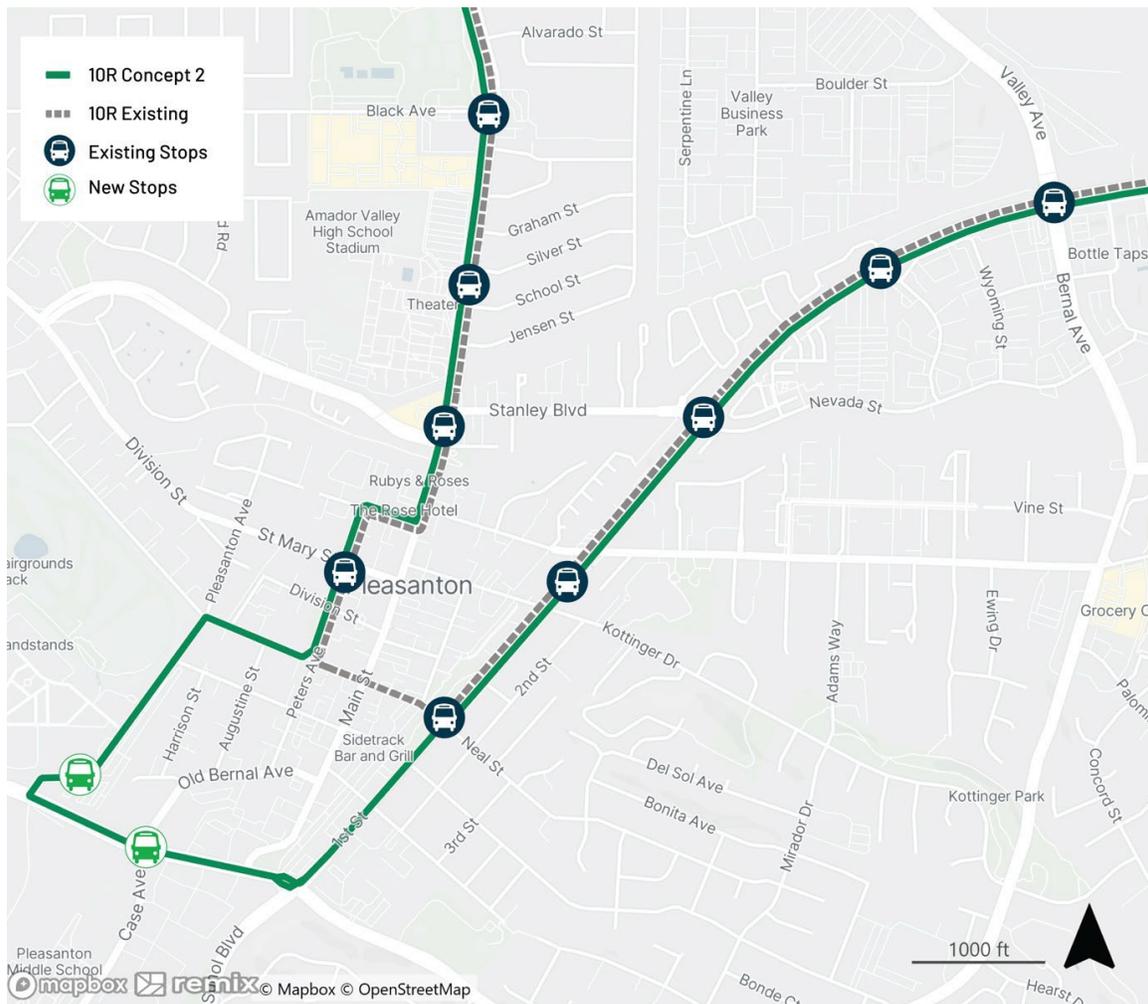
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## Concept Two: Pleasanton Avenue Alignment

Concept Two, shown in Figure 33, would extend Route 10R further south and use Rose Avenue, Pleasanton Avenue, and Bernal Avenue to connect First Street and Peters Avenue. Two new stops in each direction are proposed with this alignment. One would be on Pleasanton Avenue to serve the ACE Station and Fairgrounds. The other would be at the intersection of Bernal Avenue and Old Bernal Avenue/Case Avenue.

No changes to Route 8 would be needed in this concept.

**Figure 33 Route 10R Concept Two Map – Pleasanton Avenue Alignment**



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Based on existing conditions, Nelson\Nygaard performed an evaluation to determine the benefits and tradeoffs of implementing Concept Two:

Figure 34 Concept Two: Pleasanton Avenue Evaluation

Evaluation Criteria	Finding/Assessment
<b>Change in Travel Time Between BART and Livermore</b>	<b>Three to four minutes slower than Existing Route 10R alignment</b>
<b>Exposure to Unplanned Delays</b>	<b>Higher compared to Concept One</b> <ul style="list-style-type: none"> <li>• Possible delays due to traffic from Pleasanton Middle School, additional train crossing on Rose Avenue, Fairgrounds, and Downtown</li> </ul>
<b>Downtown Access Points</b>	<b>Access to Downtown Pleasanton maintained and expanded</b>
<b>Potential Change in Ridership</b>	<b>Potential to generate new ridership</b> <ul style="list-style-type: none"> <li>• All existing Route 10R stops would be served</li> <li>• Concept Two would serve new destinations at the Fairgrounds, ACE Station, Pleasanton Middle School, apartments by Case Avenue, the Pleasanton Library, and Pleasanton Civic Center, all of which could generate new ridership</li> </ul>
<b>Impacts on Weekday Riders</b>	On a typical weekday, <b>181 riders who travel through all four Downtown Pleasanton stops today would see increased travel times of three to four minutes</b>
<b>Other Considerations</b>	This concept would require a schedule that has <b>less time for transfers at the BART Station and Livermore Transit Center</b> This concept could <b>reduce on-time performance</b> of Route 10R, making the route less reliable

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# COMMUNITY FEEDBACK

Both Route 10R concepts were presented to the community for consideration and feedback. The goal with the outreach effort was to determine which of the two concepts the community preferred.

Community outreach involved three different approaches: an in-person public meeting, an online survey, and conversations with Route 10R operators. Each is described in further detail on subsequent pages.

## COMMUNITY MEETING

On January 13, 2026, LAVTA hosted a community meeting at the Firehouse Arts Center in Downtown Pleasanton. In addition to discussing the two concepts for Route 10R service through Downtown, the meeting encouraged feedback on LAVTA's school-

focused routes in Pleasanton as part of a separate, concurrent project.

In advance of the meeting, LAVTA notified members of the community in a variety of ways. Flyers were distributed door-to-door to businesses in Downtown Pleasanton. The flyer included information on the community meeting and a link to take the accompanying survey.

Flyers were also posted at Route 10R bus stops throughout Downtown Pleasanton, at the Dublin/Pleasanton BART station, and at the Livermore Transit Center (Figure 35).

LAVTA also made electronic announcements. Notices were posted on LAVTA's website with homepage notices and promotional boxes, and a landing page with information on the project. LAVTA also posted on social media and sponsored the posts to reach a broader audience. In the week the post was sponsored, it was seen by 2,763 people on Instagram and 7,597 people on Facebook.

**Figure 35** Flyer Posted at a 10R Bus Stop



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Because the community meeting also covered LAVTA's school-focused routes in Pleasanton, parents of students in Pleasanton Unified School District also received communications through Parent Square, a school-home communications platform.

Approximately ten to fifteen people attended the portion of the community meeting focused on service in Downtown Pleasanton.

At the meeting, the Nelson\Nygaard team presented the findings of the existing conditions analysis and engaged with attendees regarding their preference between the two Route 10R concepts. Attendees were then encouraged to fill out the survey to record their thoughts and opinions.

**Figure 36 Community Meeting**



## ONLINE SURVEY RESULTS

### Overview

An online survey was conducted to gather community preferences on the two potential Route 10R service change concepts. In the same survey, participants could also provide feedback on LAVTA's school-focused routes, which were the subject of another concurrent project.

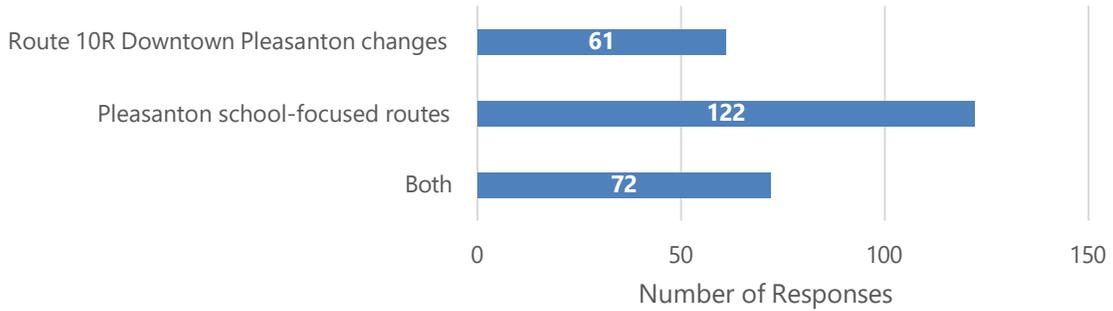
Responses were gathered from December 31, 2025, to January 25, 2026. The survey was accessible in English, Spanish, and Chinese. 255 responses were recorded. Of these, 133 responses gave opinions on the Route 10R Downtown Pleasanton alignments. (Figure 37)

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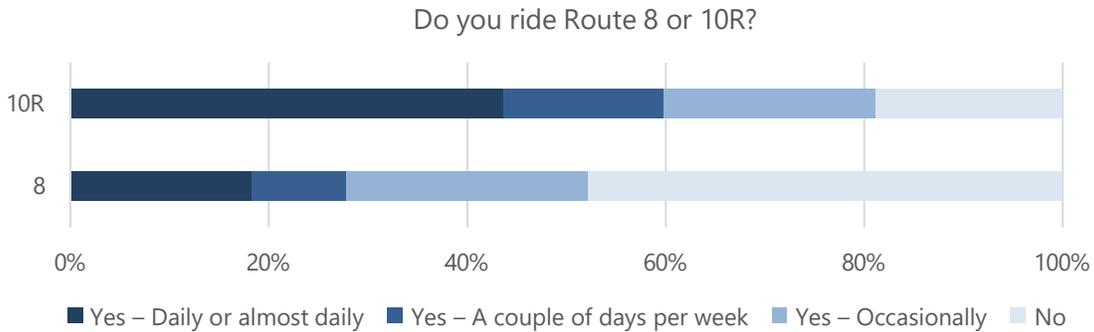
**Figure 37 Total Number of Participants by Project**

This survey consists of two parts. Would you like to provide input on proposed Route 10R changes in Downtown Pleasanton or the Pleasanton school-focused routes?



**Error! Reference source not found.** shows the breakdown of survey respondents who ride Routes 8 and 10R, along with the frequency in which they do so. Over 80% of survey respondents are regular Route 10R riders.

**Figure 38 Use of Route 10R and Route 8**



**Route 10R Downtown Pleasanton Changes**

Survey participants were asked about their thoughts on the potential Route 10R changes and how it would impact them.

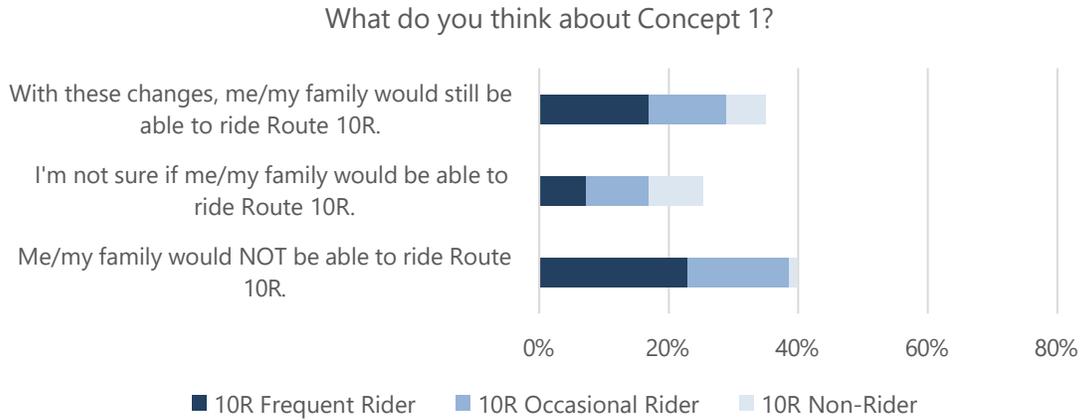
Survey respondents were then asked whether they would be able to ride Route 10R under each scenario.

For Concept One: Stanley Bouelvard, 40% of respondents indicated they will NOT be able to ride Route 10R if the change is implemented (Figure 39). Almost all of those who responded they would not be able to ride Route 10R are existing riders today (97%).

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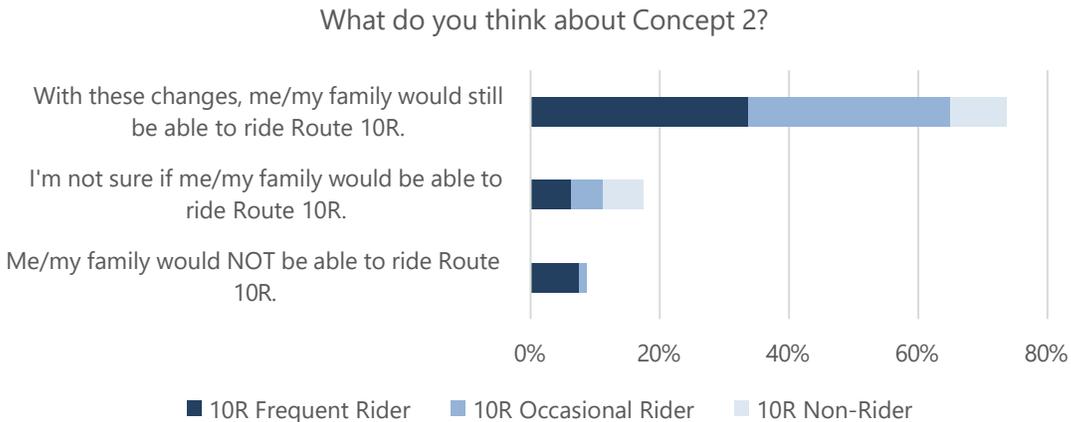
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**Figure 39 Ability to Ride Route 10R for Concept One**



For Concept Two: Pleasanton Avenue, 74% of respondents indicated that they would still be able to ride Route 10R (Figure 40), a much larger percentage compared to Concept One.

**Figure 40 Ability to Ride Route 10R for Concept Two**

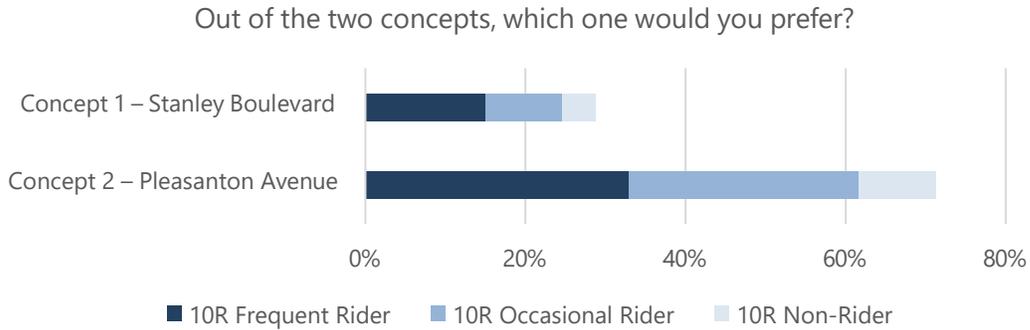


Respondents were then asked which of the two concepts they preferred. **Concept Two: Pleasanton Avenue was preferred** (71% of responses) over Concept One – Stanley Boulevard (29%).

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**Figure 41 Concept Preference**



The survey also asked why the respondents chose their preferred concept.

Many of the respondents who selected Concept One stated that its shorter travel time would reduce their commute going to/from the BART station, especially during peak times, and that the alignment was more appropriate for a route branded as “Rapid”.

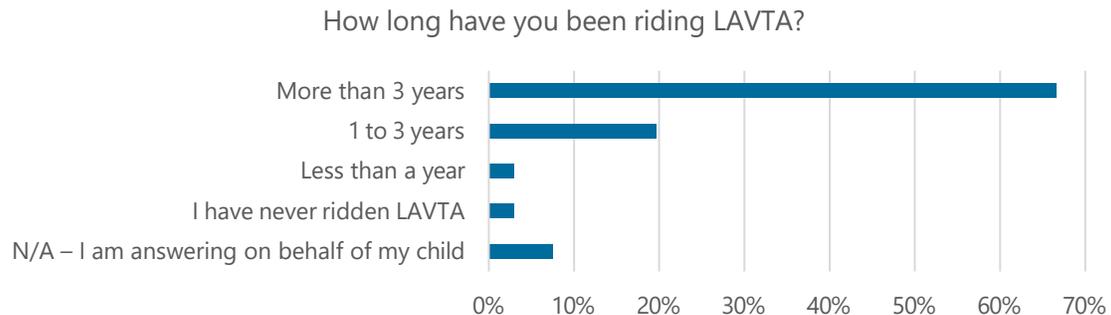
Those who selected Concept Two expressed a need to prioritize transit coverage over shorter travel times. They commented that removing Downtown Pleasanton stops would be difficult for older adults and riders with disabilities as the longer walk to the bus stop (up to 15 minutes) could be challenging. Several also commented that they liked the improved access to destinations in Downtown Pleasanton such as the Pleasanton Library, Pleasanton Middle School, the Fairgrounds, the ACE station, and other local businesses.

All the open-ended response comments are included in Appendix A.

**Respondent Demographics**

This section summarizes the demographics of the respondents who responded to the Route 10R section of the survey. Almost 70% of respondents are long-term riders who have been using LAVTA for more than 3 years (Figure 42).

**Figure 42 Length of LAVTA Ridership**



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As shown in Figure 43, more than 40% of the respondents do not have access to a car.

**Figure 43 Access to a Car**

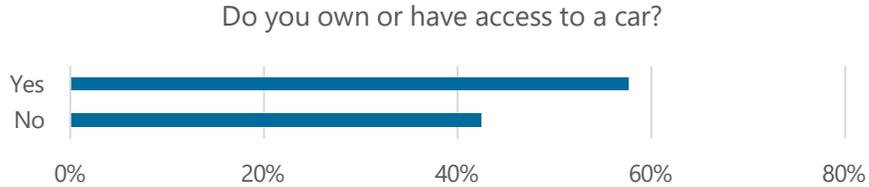


Figure 44 shows the age of survey respondents. Figure 44 shows that more than half of the respondents are between 35 and 54 years old.

Respondent Age

**Figure 44 Respondent Age**

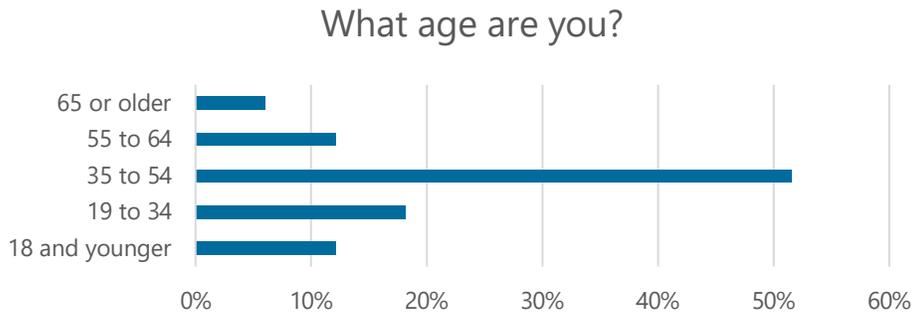
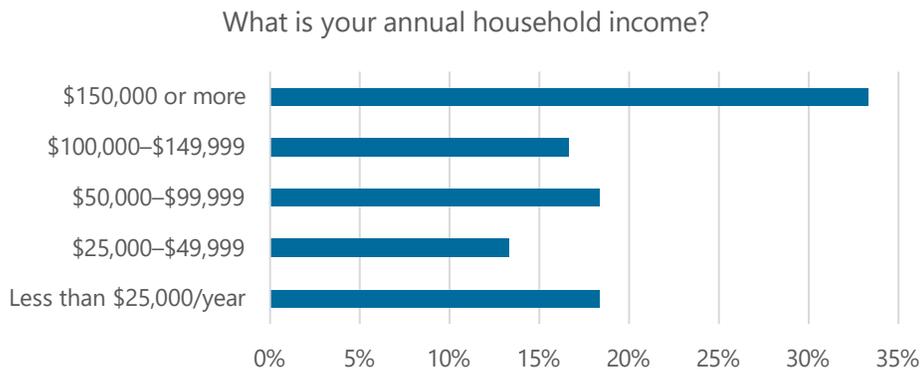


Figure 45 shows the household income distribution for respondents. The largest income group is \$150,000 or more per year.

**Figure 45 Respondent Household Income**



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## **BUS OPERATOR INPUT**

In addition to feedback from the public, on December 11, 2025, Nelson\Nygaard also met with LAVTA bus operators to discuss challenges with operating Route 10R along Neal Street. The operators shared the following concerns:

**Buses having difficulty turning right from First Street onto Neal Street** – Specifically, operators noted that since vehicles queue on the right side of First Street, buses must execute a wide right turn using a portion of the left turn lane onto Neal Street. Drivers must wait for the left turn lane to be clear of vehicles, which can delay service. While executing the right turn, operators also noted that some queuing vehicles try to also turn right from the queue lane, causing the bus to get stuck. Operators must call dispatch to get a road supervisor out to help get the bus unstuck.

**Queuing vehicles block the bus stop at Neal Street & First Street to Dublin** - During times of the year when LAVTA was not operating the detour for Route 10R, queuing vehicles would sometimes block the bus stop. Operators are instructed that if the bus stop is blocked, they cannot pick up and drop off passengers at that stop. Operators must radio into dispatch for approval to skip the stop. Operators then proceed to the next stop (Peters Avenue & St. Mary Street). Riders at the affected stop must wait for the next bus.

**Neal Street is narrow and has high pedestrian activity** – Operators noted that Neal Street is narrow. There are delivery vehicles, queuing vehicles and lots of pedestrians crossing the street and operators are concerned about hitting something or someone while driving through. Another safety concern raised was that the Dairy has staff taking orders from queuing vehicles in the street.

Bus operators estimated that the travel time impacts from queuing vehicles added between 3 to 4 minutes of additional travel time.

Bus operators were also asked about their experience with driving both the Pleasanton Avenue and Stanley Boulevard alignments. Operators noted that both alignments worked well operationally but **cited a preference for Concept Two: Pleasanton Avenue to preserve access to Downtown Pleasanton for their riders**. A few drivers noted the only minor concern they had with this alignment was that the intersection of Pleasanton Avenue and Rose Avenue can be dark at night, making it hard to see.

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## RECOMMENDED ALIGNMENT

Based on public feedback, staff input, and an assessment of the relative impacts, **Concept Two: Pleasanton Avenue is recommended.** The Pleasanton Avenue alignment can be done within existing resources. It also retains access to almost all customers and ensures more reliable service for all users. There are, however, some impacts to Route 10R customers in Livermore.

## RIDERSHIP IMPACTS OF THE RECOMMENDED ALIGNMENT

The Pleasanton Avenue extension will have both positive and negative impacts on Route 10R ridership. Overall, however, the ridership impacts of changing Route 10R are limited, with a slight increase in ridership expected.

All existing downtown Pleasanton Route 10R riders will continue to have access to the service, so there should be no change in existing downtown Pleasanton riders.

There are approximately weekday 180 riders on Route 10R in each direction travelling through downtown Pleasanton. The additional 3-4 minutes of run time might cause some riders to no longer ride. However, the impact is limited. Less than 5 riders a day in each direction are expected to cease riding due to increase travel times. The Route 10R extension could add two new bus stops – at the ACE Station and at Bernal Avenue and Old Bernal Avenue/Case Avenue. These two new stops will likely add more than 5 riders a day in each direction. The additional ridership from the two new stops offsets any losses due to longer trip times.

## SCHEDULE IMPACTS OF THE RECOMMENDED ALIGNMENT

To implement Concept Two, the Pleasanton Avenue alignment, some schedule adjustments would need to be made to operate the route within existing resources. The following schedule adjustments are recommended:

- An additional four minutes of run time in the westbound direction to accommodate the Pleasanton Ave routing
- An additional three minutes of run time in the eastbound direction to accommodate the Pleasanton Ave routing

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- An additional three minutes of run time during weekday afternoons in the eastbound direction to support the on-time performance of arrivals at Livermore Transit Center
- Optimized running times between timepoints that don't require additional time end to end.

The 10R's recommended schedule should prioritize transfers to/from BART, as 60% of all transfers are to BART. The existing nine-minute transfer window to BART (measured from when a Route 10R bus is scheduled to arrive at the Dublin/Pleasanton Station to when a BART train is scheduled to depart), is reduced slightly to eight minutes in the new schedule. The existing eight-minute transfer from BART (measured from when a BART train arrives at Dublin/Pleasanton Station to when a Route 10R bus is scheduled to leave) remains as is today. **Quick transfers should work in both directions between BART and 10R seven days a week.**

The increased Route 10R running times will impact layover and transfer times at the Livermore Transit Center. During weekday afternoons, Route 10R layovers at the Livermore Transit Center could drop below five minutes for several trips. This will reduce the amount of time that operators have for restroom breaks, potentially impact the timeliness of the trip back to Pleasanton and BART, and impact connections to Route 15.

On weekdays, there may be times when Route 10R and 15 connections do not match anymore, or times when being 3 minutes behind schedule on either route causes a missed transfer. During lower-demand times (evenings/weekends), transfer times should work in both directions between Routes 10R and 15.

## IMPLEMENTATION NEXT STEPS

In anticipation of implementing the Pleasanton Avenue alignment on Route 10R beginning on May 31, 2026, LAVTA will need to work on the following items:

- Create an operator bid package for the realigned Route 10R.
- Update software (CAD/AVL, GTFS, etc.) to reflect the change.
- Identify any training and field preparation needs for operators, including operator bulletins and supervisor and dispatcher briefings.
- Develop public facing materials communicating the change to riders, including new timetables and maps, updates to websites and trip planners, and flyers and notices on Route 10R vehicles and at stops. LAVTA will have to share the alignment change with customer service staff in case riders call in with questions.

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In addition to these internal actions, LAVTA will need to coordinate with the City of Pleasanton to install new bus stops for Route 10R along the extended route. This could include permitting, new concrete landing pads, stop signage, and other streetscape improvements. The proposed bus stops are shown below.

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**Pleasanton Avenue at Fairgrounds Road**

**Inbound (Toward BART)**



Traveling north, Route 10R would serve the existing bus stop on Pleasanton Avenue. No changes would be needed to add service to this location.

**Outbound (Toward Livermore)**



Traveling south, a new bus stop would be needed for Route 10R. The proposed location would need new signage and striping to prohibit existing on-street parking. It would also need bus stop signs, and a review to ensure ADA compliance.

**Bernal Avenue at Old Bernal Avenue/Case Avenue**

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**Inbound (Toward BART)**



*This near-side location was selected because far-side of the intersection is an embankment. This location is also closer to the library.*

This location would need a new bus stop sign, a concrete landing pad through the grass planting strip, and an ADA compliance review.

**Outbound (Toward Livermore)**



*These potential far-side locations were selected because the near-side of the intersection has a right turn lane.*

This location would need a new bus stop sign, a concrete landing pad, and an ADA compliance review.

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# APPENDIX A: OPEN-ENDED RESPONSE QUESTIONS

## Open-Ended Response on Reasons for Selecting Preferred Concept

Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 1 – Stanley Boulevard	It saves a lot of time, making the connections to other routes or BART reliable and less stressful.
Concept 1 – Stanley Boulevard	My student mainly uses 10R to get up and down Santa Rita Rd within Pleasanton, to travel between home and Amador. Downtown locations are still walkable from Stanley when needed. Concept 1 is faster without needing to loop around downtown.
Concept 1 – Stanley Boulevard	This concept would make the route faster for those travelling through downtown and trying to get to BART.
Concept 1 – Stanley Boulevard	Faster trip
Concept 1 – Stanley Boulevard	Modify Route 8 to serve neighborhoods surrounding stops abandoned by 10R. Incorporate the Stop at Civic Center / Library during their 'Open' hours.
Concept 1 – Stanley Boulevard	This concept seems to work best for School time routes and rush hours after work, busses would be better aligned getting to Bart station on time and less time consuming!
Concept 1 – Stanley Boulevard	10R supposed to be rapid
Concept 1 – Stanley Boulevard	I think in keeping with the Rapid branding, 10R should serve the straighter and shorter alignment. While I'm not a fan of the new Route 8, it does serve more businesses and keeps the transfer with 10R.
Concept 1 – Stanley Boulevard	It would provide a faster route to my workplace versus concept 2. Which would make the commute longer
Concept 1 – Stanley Boulevard	Shorter time
Concept 1 – Stanley Boulevard	Faster route, but okay with concept 2 if it gets to the bart station on time without missing trains.
Concept 1 – Stanley Boulevard	I need the buses more often!
Concept 2 – Pleasanton Avenue	I would select this one since the first one it would cut the stops that are the most close to me
Concept 2 – Pleasanton Avenue	My PMS attending daughter would have a closer stop to her school and not have to walk so far from the current stop.

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Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	I am a disabled rider. Eliminating Peters and St Mary's would impede my ability to go to work. This route enables me to connect to Pleasanton BART and go to work in SF.
Concept 2 – Pleasanton Avenue	Because this route circles the downtown, everything in the downtown will be accessible. Rather than the 15 min walk in the first one.
Concept 2 – Pleasanton Avenue	Me queda cerca es uso frecuente para mi familia
Concept 2 – Pleasanton Avenue	Ultimately, faced with only these two options, Old Stanley is too far out of downtown. I'm not sure I accept that these two are the only options.
Concept 2 – Pleasanton Avenue	Seems like Concept 2 brings 10R closer to Pleasanton Middle School which is great
Concept 2 – Pleasanton Avenue	It does not eliminate current stops, and expands access. While I'm able to walk long distances, there are no guarantees that other have this mobility. I'd rather risk being later, than completely eliminating access for someone else. But I'm still hesitant, it is very hard to make a decision without proposed potential timetables, I know you think you've covered this by saying how much longer it would take, but this isn't the same. That's something people who drive, but plan public transit don't understand.
Concept 2 – Pleasanton Avenue	Because it serves the Fairgrounds
Concept 2 – Pleasanton Avenue	Wide range of access is most important for public to ride on the bus. Increasing the ridership is important. As this concept covers new areas, circle downtown making downtown, library and civic square more accessible.
Concept 2 – Pleasanton Avenue	Cutting service to Downtown Pleasanton will be detrimental to local businesses and force riders to walk much longer distances, often impossible for our senior and disabled riders, especially in the summer heat.
Concept 2 – Pleasanton Avenue	less walking
Concept 2 – Pleasanton Avenue	It provides access to more modes of transportation along with access to public services such as the library and civic center.
Concept 2 – Pleasanton Avenue	Creo q sería un poco más cerca para mi esta opción
Concept 2 – Pleasanton Avenue	This is better as than many people are able to go to downtown more
Concept 2 – Pleasanton Avenue	Because route 10 would give access to Alameda County Fairgrounds in Pleasanton.
Concept 2 – Pleasanton Avenue	Access to train station
Concept 2 – Pleasanton Avenue	It would not remove the stop near my house
Concept 2 – Pleasanton Avenue	Concept 1 adds to much time to walk from the bus stop to our vet, rental car company, and mechanic

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Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	concept 2 allows for a route to the pleasanton library
Concept 2 – Pleasanton Avenue	I'm commuting from Pleasanton ACE station regularly. So option 2 would be best for me and my friends.
Concept 2 – Pleasanton Avenue	Since the 8 does not arrive as frequently as the 10R (every ~45-50 minutes vs. every ~15 mins), the 8 is not an optimal transfer for 10R. In this way, cutting 10R service to downtown pleasanton limits accessibility, even with the 8 option.
Concept 2 – Pleasanton Avenue	Because it sounds better
Concept 2 – Pleasanton Avenue	More stops with none removed
Concept 2 – Pleasanton Avenue	Because through route 2 the bus stop will be accessible. Route 1 does not work.
Concept 2 – Pleasanton Avenue	Having a direct link from BART to ACE in Pleasanton is generally invaluable. As someone who lives off of Santa Rita Rd near Stoneridge, gaining a direct stop at/near the civic center/library would absolutely impact how much I use those resources.
Concept 2 – Pleasanton Avenue	A few minutes longer travel time is not too bad for serving so many more people. This new route would also serve students at the Pleasanton Library potentially seeking some time in downtown after studying.
Concept 2 – Pleasanton Avenue	Better connection through Pleasanton. Route 30R connects Livermore with Bart.
Concept 2 – Pleasanton Avenue	I don't like numbers one because i'll take out some of the bus stops and I don't think number one is a good idea I like number two. It's way better number two sounds good to me. Please vote a number two.
Concept 2 – Pleasanton Avenue	It's the closest stop to the library and fastest to Nevada st
Concept 2 – Pleasanton Avenue	Concept 2 does not seem to increase walking time to bus stops. I have back issues, and when they are bad, walking 10-15 extra minutes is not always possible.
Concept 2 – Pleasanton Avenue	easier access to the library and train station
Concept 2 – Pleasanton Avenue	Concept 2 serves the downtown area more directly and shortens my walk to the stop to be only 10 min. I'd rather this have the more frequent #10R offer access to downtown. With Concept 1, I could take the #8, but it only runs once per hour which is too infrequent to be useful.
Concept 2 – Pleasanton Avenue	I would like regular routes, usually I am going to central livermore from bus 8 from valley roses (Safeway Bernal). I am stop to Neal and take bus 10 to Central Livermore.
Concept 2 – Pleasanton Avenue	Because of losing access to downtown shopping and city parks for disabled people as they should access to to get to downtown activities and not walk a long distance

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Out of the two concepts, which one would you prefer?	Why did you select this concept? (open response)
Concept 2 – Pleasanton Avenue	Best option for everyone.
Concept 2 – Pleasanton Avenue	Porq la uso
Concept 2 – Pleasanton Avenue	Makes more sense to expand coverage rather than contract.
Concept 2 – Pleasanton Avenue	I've noticed that the 10R seems to be on time , regardless to which way you go.consider myself a regular 10R rider.
Concept 2 – Pleasanton Avenue	Still going towards Downtown
Concept 2 – Pleasanton Avenue	Porque nos conviene a todos es más cerca
Concept 2 – Pleasanton Avenue	Concept 2 is much better as it circles the downtown. Given that it has an easy access to ACE station, people have an option to choose between 53 or 10R for BART connectivity. Given that 53 runs hourly from West Pleasanton and sometimes BART is delayed, people can choose to ride up to Pleasanton, get 10R and catch the ACE train. Whereas option 1 might make the route faster, the connectivity problem is more important. Furthermore, an increase in ridership is expected if the bus moves through ACE station and Pleasanton ave.
Concept 2 – Pleasanton Avenue	Better connects to downtown and transit.

## Open-Ended Additional Feedback

Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?
If Concept 1 is selected, complementary microtransit solutions—such as bikeshare—could help strengthen first- and last-mile connectivity to the downtown core.
It would be nice for the 8 to stop at the library like it did many years ago
Need a more efficient and more consistent transfer at Railroad/Maple Access point. Either 10R to BART or 30R Las Positas 'miss' the TRANSFER opportunity for passengers off boarding at Railroad/ Maple EB. Almost every WB 10R or 30R has to IDLE at a point down the line. So, why PULL AWAY from Railroad/Maple WB when passenger' from EB stop are 'waving' at you. I 'tag' my SENIOR MONTHLY PASS more than 6x each day -please accept this with constructive theme.
I do wish that the intersection of Hopyard and Black were served by bus. As it stands, you have to walk either half a mile to Valley to use Route 8, or a mile to 10R at Santa Rita.
Can 10R service Pleasanton Middle since I go to school there?
I depend on the bus stop at St Marys and Peters for my independence.
Que pasen frecuentemente de 20 minutos tanto el 10 y el 8 sin retrasos y expulsar a driver racista que trabaja entre ustedes no sabría su nombre Ami me grito una vez y ir iba hablando por teléfono yo hablaba en voz baja

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### Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?

I would strongly encourage considering Ray and Spring as "one way" couplets for the bus route. This gets much closer.

I would have preferred communicating Option 1 in terms of an On Time Performance improvement estimate, not a time improvement.

I would have preferred communicating that improved on time performance may improve ridership.

I would prefer to reconsider this decision once Transit Signal Priority is implemented. If we are still having missed BART transfers that will hurt.

The more turns there are on a route, the worse that side-facing seating is for passenger experience.

For people to most adequately respond, knowing timetable information is important. As someone whose personal safety would be at risk if the early morning hours were removed, I was really excited to see that there were not any suggestions of starting the bus later.

Bring back the original 10 from before 10R, I liked that one better, I would like to say that it was a very useful route for me

While a Pleasanton Ave alignment might be slightly longer, the 10R already arrives at Dublin/Pleasanton BART earlier and leaves BART later than other routes. As a result, the additional 3-4 minutes of travel time could be added while still maintaining connections to BART and other Wheels routes

I would like to see how the board members ride the bus, and see how they feel when talking to people riding both the 10R and 8.

Ten un estudiante y ocupo este medio de transporte

I Dont like the first concept as I personally go to downtown a lot and cutting off access and making us go to another bus is not a good idea

Need stops for Pleasanton ACE station

Altering the 8's route to eliminate Vineyard could harshly impact some people's access to their workplace, due to the 8's less frequent service.

Increase 10R to every 30 minutes after 8 pm

Concept 1 cuts off access to downtown. In a time of many businesses closing, it is a bad idea to cut off public transit to one of the most important areas of our town.

Planning 5 minutes more to get to Livermore is fine if that means I have direct access to ACE and Downtown.

I do take the eight the eight goes close to my house keep that going and move it back to for Case Avenue. It would be awesome if it was back where it was before or if you can't just make the eight more available.

To reopen the library stop

Please encourage parents to make use of these routes to grow ridership. My oldest used the 10R regular to get to Livermore for classes at Las Positas. 8 is a handy way for kids not old enough to drive to get to the library after school or to Patelco fields.

it's difficult to catch the 8 bus unless the schedule is more frequent

Losing the covered bus shelter on First and Neal is a pity -- it has seating, it's well lit, it's covered for rainy days, and there's a wide sidewalk for people to pass by.

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**Is there anything else you would like to share with us about changing the Route 10R and Route 8 alignments?**

Using the current 8 stops would be better for connectivity between both routes and direct access for fairgrounds activities

Forcing riders to walk 10-15 minutes is unreasonable considering how long riding the bus already takes.

Nos complicaría llegar a tiempo a nuestros trabajos

**RESOLUTION NO. 09-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING  
THE EXECUTIVE DIRECTOR TO FORMALIZE A PERMANENT CHANGE TO THE  
10R IN DOWNTOWN PLEASANTON**

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA) operates Route 10R to provide local and regional transit connections between Livermore, Pleasanton, and the Dublin/Pleasanton BART station; and

**WHEREAS**, temporary detours and operational challenges in downtown Pleasanton have prompted evaluation of a permanent routing modification to improve service reliability and downtown access; and

**WHEREAS**, LAVTA retained a professional planning consultant to analyze routing alternatives, evaluate ridership and operational impacts, and conduct stakeholder outreach; and

**WHEREAS**, two routing concepts were developed and presented to the public, stakeholders, and the LAVTA Board for review; and

**WHEREAS**, Concept Two, utilizing Pleasanton Avenue, was identified as the preferred alternative because it:

- Maintains convenient access to key downtown destinations;
- Improves operational reliability and schedule consistency;
- Is expected to increase ridership and connectivity to BART;
- Enhances access to stops near the ACE Station and Bernal Avenue; and
- Can be implemented within existing operating resources; and

**WHEREAS**, staff is recommending Concept Two be implemented as a permanent reroute of Route 10R in Downtown Pleasanton.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Livermore Amador Valley Transit Authority that the Board authorizes the Executive Director to formalize a permanent reroute to the Route 10R in downtown Pleasanton.

**PASSED AND ADOPTED THIS** this 2nd day of March 2026

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Julie Testa, Chair

ATTEST

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Christy Wegener, Executive Director

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: March 2, 2026

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**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 or have scheduled recovery time at this station, which requires appropriate amenities. On average, operators have 10 minutes of recovery time at Dublin/Pleasanton BART. The walking distance from the mid-point on the bus platform to/from the BART restroom (located inside the faregates) is .3 miles and takes 7-8 minutes, leaving very little time to actually utilize the restroom, especially if there is a line.

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. Operators will make enroute stops at fast food restaurants or go inside the Stoneridge Mall, for example, which causes delays and degrades on-time performance.

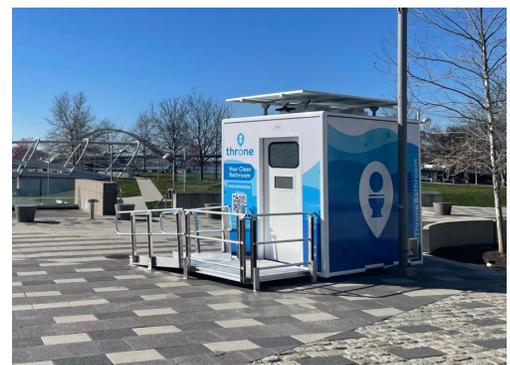
A one-year agreement with Throne Labs allows LAVTA to implement a controlled, dedicated operator restroom solution at Dublin/Pleasanton BART quickly, without having to wait for longer-term capital or facility coordination efforts. The Throne proposal is included as Attachment 1 and is priced on expected bathroom utilization (50 flushes per day). 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.

To mitigate costs, 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, as well as MV Corporate. Additionally, any liquidated damages received from the fixed route contractor will be applied to the cost of the Throne license. The increase in fare revenue expected in FY27 should more than cover the remaining balance. The expected cost is \$4-6 per flush, depending on utilization.

The funding plan for the one-year pilot is as follows:

<b>Revenue Source</b>	<b>Amount</b>
Estimated Liquidated Damages in FY27	\$30,000
Estimated Revenue from Other Sources (MV Corporate, County Connection)	\$15,000
LAVTA Operating Funds	\$69,439.50
<b>Total</b>	<b>\$114,439.50</b>

**Next Steps**

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. Installation is expected in July 2026.

Staff will work with Throne to assess restroom usage data within the first six months of the contract to determine if the current plan tier is appropriate. Staff will also monitor performance during the contract term and use results to inform longer-term restroom access planning and/or continuation of the pilot after the first year.

**Recommendation**

The Finance and Administration Committee recommend the Board 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.

**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. Throne Labs Proposal
2. Resolution 08-2026



PREPARED FOR

LAVTA

PREPARED BY

Ben Simons

DATE

01-21-2026

# About Throne



Throne Labs is on a mission to meaningfully increase bathroom access. We have developed an innovative and smart public restroom and turnkey service model that is fast, cost-effective and keeps Thrones sparkling clean while taking the entire burden of restroom management off municipal staff.

## What we heard:

LAVTA bus operators lack adequate restroom access at the Dublin BART station. During peak periods, up to 25 buses per hour begin or end service at this location, making this a significant operational gap at a critical transit hub.

## What we recommend:

Address this gap immediately by securing a contract for a Throne unit at the *Scrub* service tier. Conduct a usage evaluation after six months to determine whether service levels can be reduced to the *Hub* tier while still meeting operator needs.



### Cost-effective

Zero upfront capital. Cost breaks-even after 20+ years vs. building and maintaining brick & mortar restrooms.



### Turnkey service

Turnkey service model delights users with a clean and enjoyable restroom experience.



### Fast & flexible

A bathroom, deployed in a day, not years. No connection to water, sewer or power required.



### Tech enabled

Smart entry promotes accountability and enables anti-loitering system.



### Data-informed

Real-time usage data, smart sensors and user feedback are monitored 24/7 and inform operations.



### Equity in access

Throne is committed to enabling communities to provide access & equity for everyone.

# The Throne

All Throne's come with the following features & services:

- Running Water Sink
- Flushing Toilet *with vacu-macerator pump*
- Climate Control
- Robust Ventilation
- All cleaning & supplies
- All maintenance & repairs
- All consumables
- ADA Accessible
- 24/7 Remote monitoring
- User Support
- Data Usage Reports
- Baby Changing Station
- Graffiti resistant wrap
- Pro-Accountability Access



## Customizations for Any Throne:

**Custom Graphics** Add your logo, feature local artists or use our design services to customize your Throne

**Extended Hours of Operation:** Keep Throne open up to 24/7

**Workplace Access Management:** Provide a secure office bathroom anywhere

**Security Add-On's:** Anti-Graffiti features and an external camera.

**Health Add-On's:** Sharps Container, Menstrual Products

**Throne Relocation:** Move seasonally or as needed to optimize use and value





# Workforce Throne Service Plans

## The Workforce Breeze

**\$4,700 /mo**

The highly customizable service plan for low traffic sites.

### 7am-10pm

Operating hours

### 1 Clean

Per day

### Bi-Weekly

Preventative Maintenance

### Included:

Anti-Vandalism Package  
Toilet Seat Covers

## The Workforce Hub

**\$6,500 /mo**

The most used plan for moderate to high traffic sites.

### 24/7

Operating hours

### 2-3 Cleans

Average per day

### Weekly

Preventative Maintenance

### Included:

Anti-Vandalism Package  
Menstrual Products  
Workforce Access  
Toilet Seat Covers

## The Workforce Scrub

**\$8,500 /mo**

A more diligent service plan for high traffic sites.

### 24/7

Operating hours

### 3-4 Cleans

Average per day

### Twice Weekly

Preventative Maintenance

### Included:

Anti-Vandalism Package  
Menstrual Products  
Workforce Access  
Toilet Seat Covers

## The Workforce Scrub Ultra

**\$9,500 /mo**

The most comprehensive service plan for very high traffic locations.

### 24/7

Operating hours

### 4-6 Cleans

Average per day

### 2+ times per Week

Preventative Maintenance

### Included:

Menstrual Products  
Workforce Access  
Toilet Seat Covers

## Customizations

Custom Wrap	\$5,000
Customer Logo	\$500/once
Workplace Access Management	\$250/mo
Anti-Vandalism Package	\$150/mo

External Security Camera	\$150/mo
Sharps Container	\$50/mo
Menstrual Products + Dispenser	\$50/mo
Throne Relocation	\$1,000



# Pricing 10 Month Contract Duration

Throne is faster, easier and more cost-effective than brick and mortar bathroom alternatives.

Pricing is derived from the Throne model, the location and the required service levels based upon estimated usage. The customer would be responsible for all permitting.

	Price	Quantity	Contract term	Overall total
<b>Throne Rental with Scrub Service Tier, Workforce Access</b>	\$8,500.00 per month	1	10 month	\$85,000.00
<b>Anti Vandalism Package</b>	\$150.00 per month	1	10 month	\$1,500.00
<b>Extended Hours</b>	\$0.00	1		\$0.00

Subtotal \$86,500.00

Monthly Payment \$8,650.00

Tax @10.25% \$8,866.25

Total contract value \$95,366.25

**Pricing good through 2/22/26**

## Customizations

Custom Wrap varied

Custom Logo \$500/once

Anti-Graffiti Package \$150/mo

Sharps Container \$50/mo

Menstrual Products \$50/mo

Throne Relocation \$1,000



# Pricing 12 Month Contract Duration

Throne is faster, easier and more cost-effective than brick and mortar bathroom alternatives.

Pricing is derived from the Throne model, the location and the required service levels based upon estimated usage. The customer would be responsible for all permitting.

	Price	Quantity	Contract term	Overall total
<b>Throne Rental with Scrub Service Tier, Workforce Access</b>	\$8,500.00 per month	1	12 month	\$102,000.00
<b>Anti Vandalism Package</b>	\$150.00 per month	1	12 month	\$1,800.00
<b>Extended Hours</b>	\$0.00	1		\$0.00

Subtotal \$103,800.00

Monthly Payment \$8,650.00

Tax @10.25% \$10,639.50

Total contract value \$114,439.50

**Pricing good through 4/22/26**

## Customizations

Custom Wrap varied

Custom Logo \$500/once

Anti-Graffiti Package \$150/mo

Sharps Container \$50/mo

Menstrual Products \$50/mo

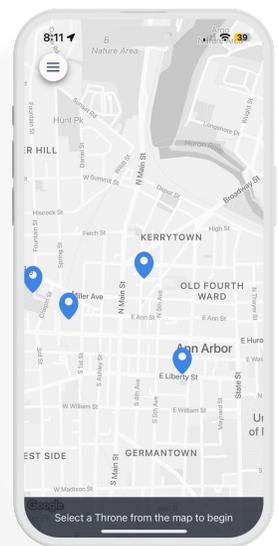
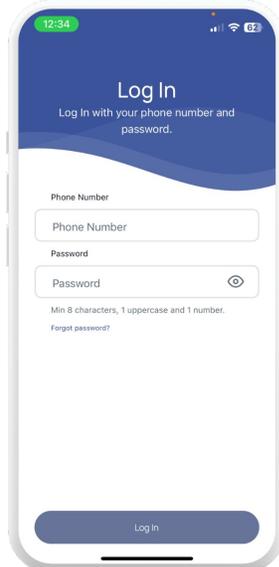
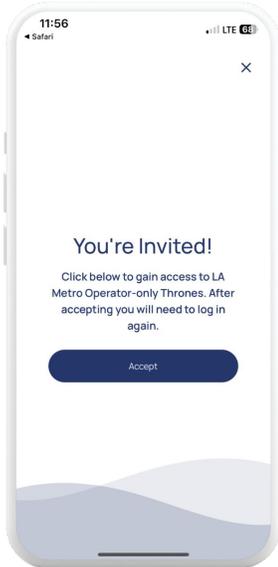
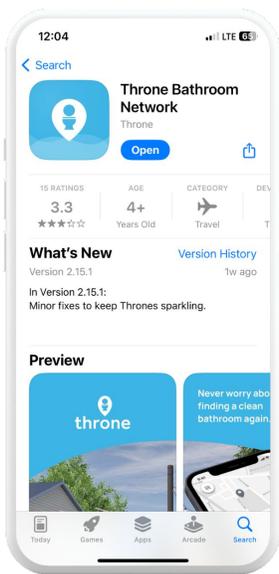
Throne Relocation \$1,000

# Annex B: Basic Workforce App Access

Throne. Basic Workforce Access is fast and cost-effective. The Throne App enables designated staff to access Thrones, provide cleanliness ratings and inform Throne Operations of needs, directly.

## Workforce Registration Process

1. Download & register for the Throne Bathroom Network App
  2. Click or scan the workforce invitation link provided by employer
  3. Accept invitation and login to the App
- Only registered users invited by *your organization* will see your workforce Throne on the App and be able to access.



Want a Custom Solution?

The App-based workforce access control is the fastest and most cost-effective way to get started providing a secure bathroom to your staff. While this works for most customers, we can create custom solutions that integrate with your existing systems.

Whichever way you go, digital access control allows you to manage access by adding and removing permissions as your workforce changes. **No keys or codes to lose or share.**

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**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 2<sup>nd</sup> day of March 2026.

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Julie Testa, Board Chair

ATTEST:

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Christy Wegener, Executive Director

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**EXECUTIVE DIRECTOR'S REPORT**

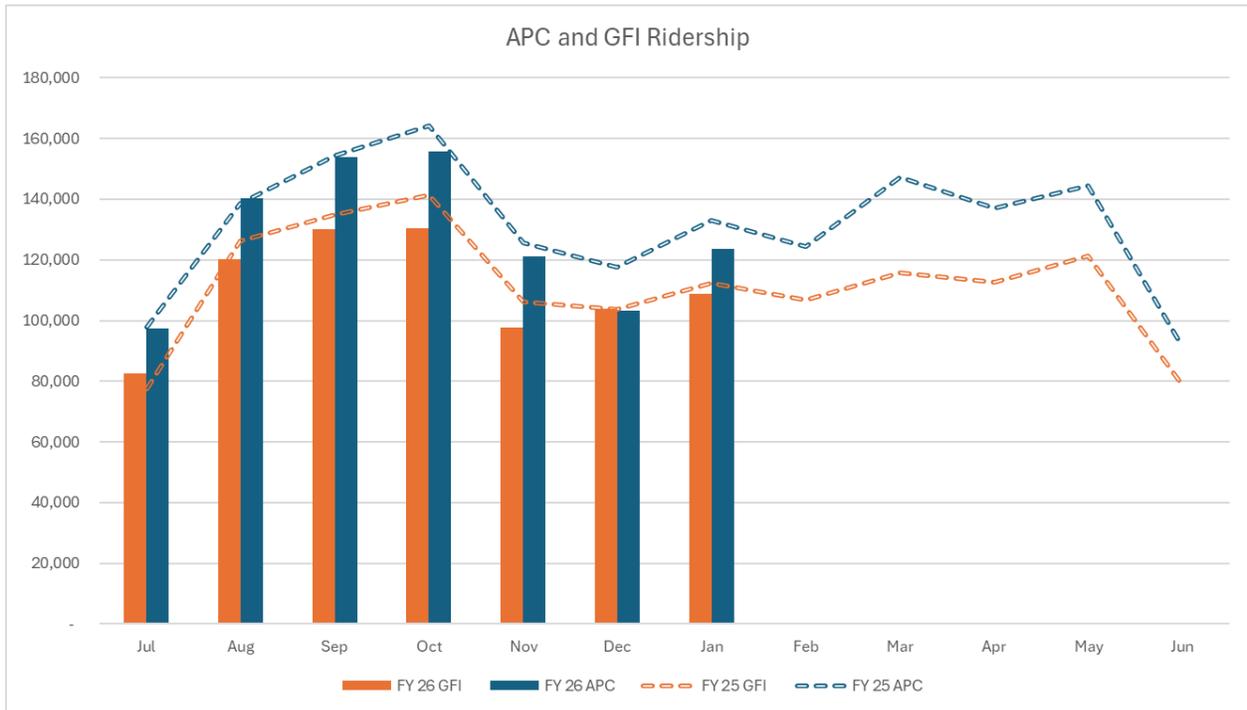
Service Development

January Ridership Highlights

Systemwide ridership in January amounted to 108,736 unlinked boardings (based on farebox/GFI data), about a 3% decrease compared with the same month of the prior year. This was a continuation of the trend we've seen over the past several months, which has mostly shown year-on-year (YoY) declines. Average weekday ridership has held steady in January 2026 compared to January 2025.

At the individual route level, the main trunk lines 10R and 30R trended down (although only slightly when taking into account the lesser weekdays), while all of the routes that were new or restarted as part of the Wheels-in-Motion changes in the spring of 2024 continued trending up. The established Route 8 (Hopyard) has also been trending upward for the past several months.

Looking at weekend demand, the average daily ridership increased slightly YoY on Saturdays (1,518 to 1,538), while Sundays trended down (1,186 to 1,043).



## EXECUTIVE DIRECTOR'S REPORT

### Operational Effectiveness

#### Celebrating Victoria Holt's 35 Years!

MV staff celebrated longtime Wheels driver Victoria Holt's 35 years on February 13 with balloons and flowers in the field. She will be recognized with a Resolution of Appreciation at the March 2026 Board meeting.



#### Improvements in OTP

On January 31, 2026, LAVTA implemented a new service schedule that included adjustments to runtimes on Routes 10R and 14 to improve on-time performance (OTP). As expected, OTP during the first week of the bid was lower than typical levels, as operators acclimated to their new assignments. Excluding this initial adjustment period, systemwide OTP has increased to 84.9%. Route-level improvements have also been observed, including a 3-percentage-point increase on Route 14 and a 15-percentage-point increase on Route 10R on Sundays.

These early results indicate that the schedule modifications are having the intended effect. Staff will continue to closely monitor OTP trends and identify additional opportunities to further improve service reliability.

#### Transit Employee Appreciation Day

Transit Employee Appreciation Day will be observed on Wednesday, March 18, 2026. This annual event recognizes the dedication and essential contributions of LAVTA's frontline employees and support staff, whose work ensures the safe and reliable delivery of transit service to the Tri-Valley community. Staff will host an employee appreciation event with a catered lunch at LAVTA's Rutan facility to thank employees for their continued commitment and professionalism. Board members are invited and encouraged to attend and join in recognizing the outstanding contributions of LAVTA's workforce.



#### Wheels Access Program Rolls Out March 16

The Wheels Access Program, which will be run by LAVTA's contractor ADARides, launches March 16<sup>th</sup> with an updated Paratransit Application that will be available online for the first time.

## EXECUTIVE DIRECTOR'S REPORT

LAVTA staff expects that the application review process will be more thorough and include enhanced assessment of the applicant's ability to utilize fixed route services, followed by travel training as appropriate. Staff will also be working with the contractor to stand up a Mobility Fair at a senior center in the Tri-Valley in April 2026.

### Marketing and Communications

#### St. Patrick's Day Festival

Go Green, Save Green, Ride Free on 30R! Wheels will be offering free rides March 14 & 15, connecting attendees of the Dublin St. Patrick's Day Festival to BART and locations throughout the Tri-Valley! LAVTA is collaborating with Dublin Recreation to provide bus and website promotional assistance. LAVTA will also be tabling at the event – please stop by and spin our prize wheel!



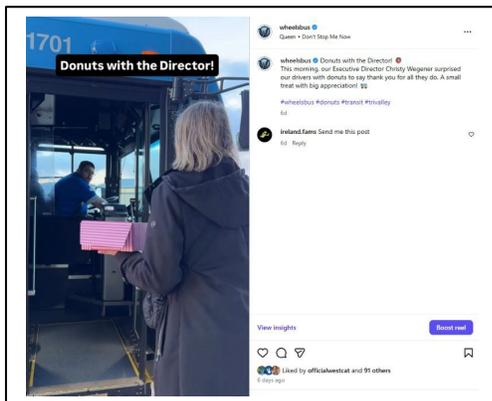
#### **Go Green, Save Green, Ride Free on 30R!**

RT 30R is FREE March 14 & 15, connecting you to Dublin St. Patrick's Day Festival!

[Learn more](#)

#### February Social Media:

The Instagram Donuts with the Director Reel organically reached 2,300 feeds! Delicious results all around, thank you Christy!



#### 70X / 20X Loyalty Ride Along

On February 9 Director of Customer Experience rode all morning trips of Route 70X (I680 express service to Pleasant Hill and Walnut Creek BART) as part of rider retention and loyalty outreach. On February 12 and 19, Outreach Intern Arian Ghani rode Route 20X serving the Lawrence Livermore National Laboratory with express service from BART.

## **EXECUTIVE DIRECTOR'S REPORT**

The intent was to show appreciation for and learn more about frequent and long-term riders. Each rider was given a short survey regarding residence, employment, and rider satisfaction. In the small groups (ex. 14 a.m. pax on 2 roundtrips) on 70X, no commonalities were noted. Employment included retail, consulting, healthcare and tech. In the gift bags provided, each rider was given two “Commute with a Colleague” flyers with day passes. Feedback was very positive regarding service friendliness, cleanliness, and reliability.

### **Regional Partnerships and Advocacy**

#### **BART Alternative Service Scenarios**

On February 12, 2026, the BART Board held a workshop to discuss service scenarios that would result if the November ballot measure failed. Staff attending the meeting and provided public comment. During the meeting, BART staff outlined three different scenarios that would be implemented in phases. The first phase begins in January 2027 with the closure of a number of stations, including West Dublin/Pleasanton and Castro Valley, a reduction in service to two trains per hour, system closure at 9pm, and a 30% fare increase. The second phase occurs 6 months later in July and includes additional station closures, another fare increase, and a total shut down of the Blue Line which would eliminate train service from the Tri-Valley. The final phase includes a full shut down of BART’s revenue service. The Alternative Service Plan is expected to be adopted by the BART Board on Feb. 26.

#### **Visit from Senator Padilla’s Staff**

On Friday, February 27, LAVTA staff plan to host Senator Padilla’s Bay Area staff for a tour of the Rutan facility and a visit to the Atlantis site.

### **Organizational Effectiveness**

#### **APTA Marketing and Communications Conference**

On February 23 – 25 staff attended the annual APTA “CX” conference where they attended educational sessions focused on public information, ridership and public advocacy marketing and community relations. Of note was a session on planning for anniversaries and milestones. The conference was in Savannah Georgia and provided an opportunity for staff to network with other transit communications professionals from throughout the organization and country.



**EXECUTIVE DIRECTOR'S REPORT**

APTA CEO Conference

Staff will be attending the annual APTA CEO Conference taking place in Monterey March 20-22. The annual conference brings together CEOs from across the country for in-depth discussions about transit industry issues. Topics for this year will include Federal funding, zero-emissions transition and employee safety.

1. Board Statistics January 2026

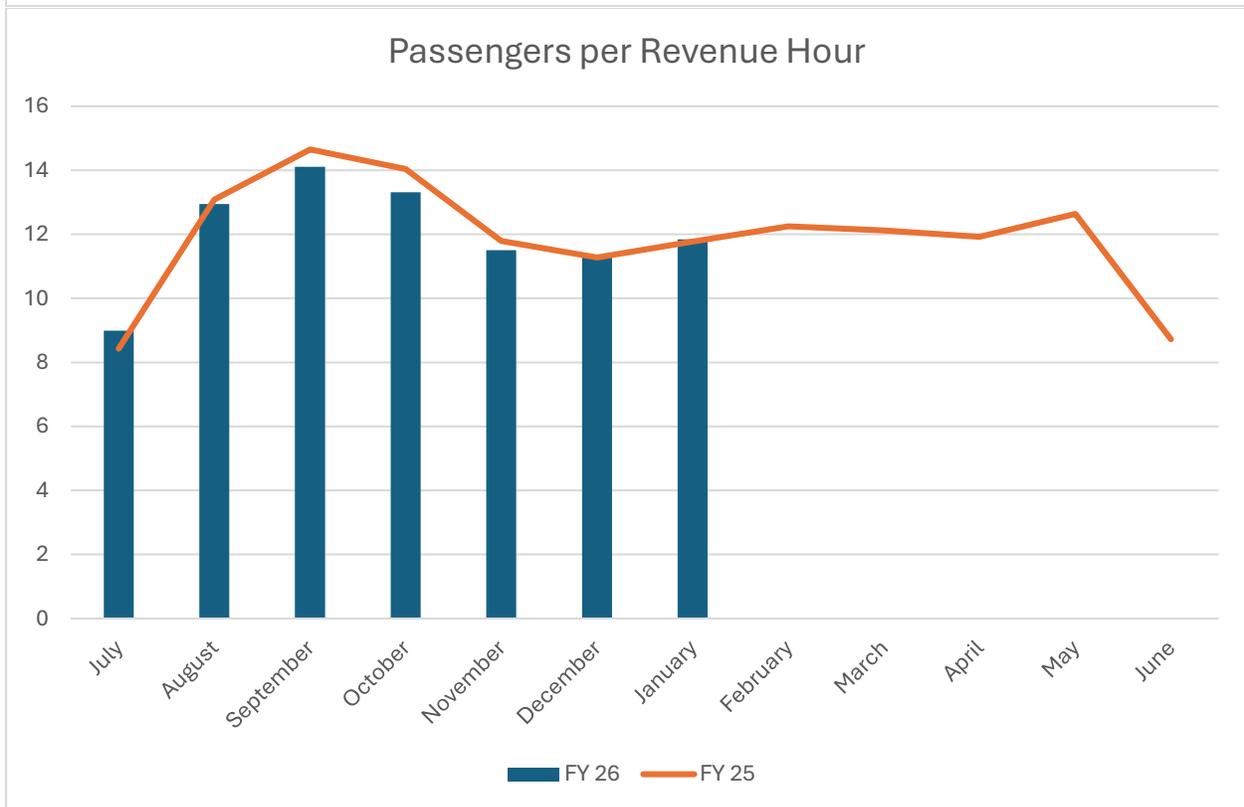
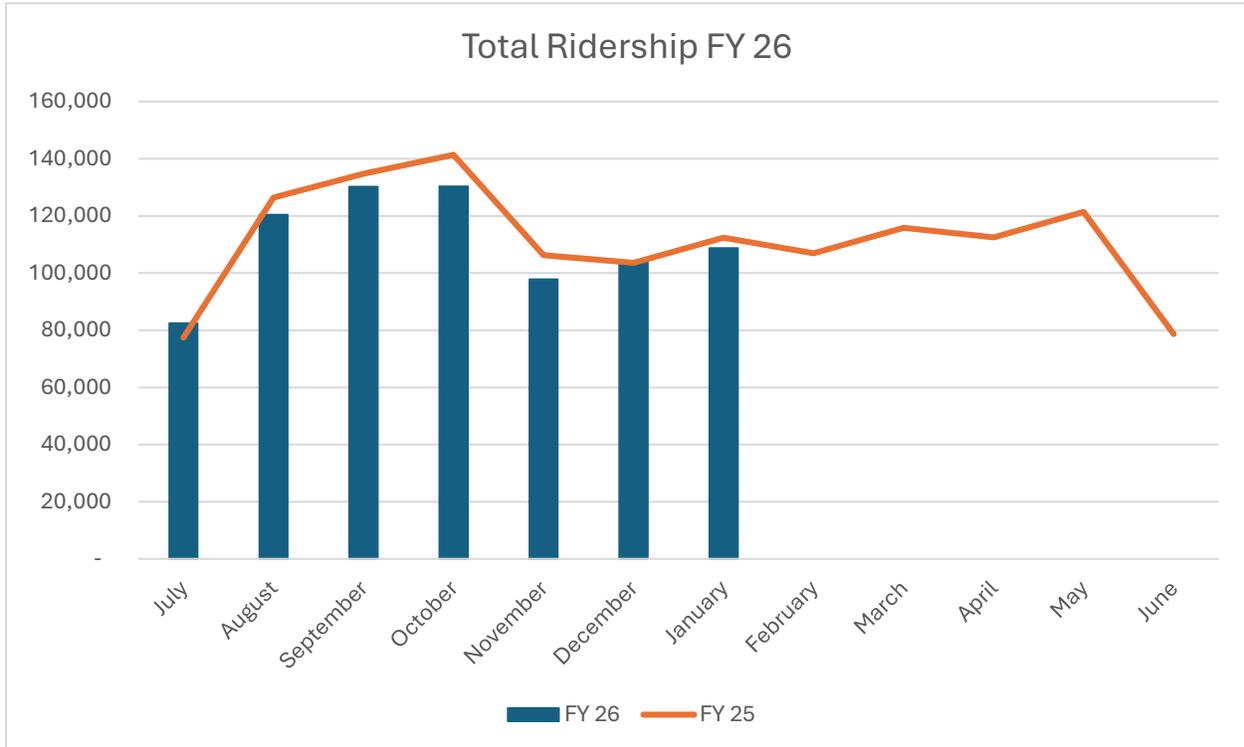


## Fixed Route

Performance Indicator	Jan-25	Jan-26	Month Over Month % Change		Year Over Year % Change	
Total Ridership	112,379	108,736	5%	↑	-3%	↓
Total Ridership FY To Date	802,204	773,699	N/A	—	-3.6%	↓
Fully Allocated Cost Per Passenger	\$14.32	\$17.52	-4%	↓	22%	↑
Average Weekday Ridership	4,708	4,721	6%	↑	0.3%	↑
Average Saturday Ridership	1,518	1,538	-2%	↓	1%	↑
Average Sunday Ridership	1,186	1,043	1.7%	↑	-12.1%	↓
Passengers Per Revenue Hour	11.78	11.84	4%	↑	0.5%	↑
System-wide On-Time Performance	82.6%	83.1%	1.3%	↑	0.6%	↑
Preventable Accidents Per 100k Miles	3.23	0.68	-51%	↓	-79%	↓
Customer Complaints Per 100k Boardings	13.35	13.79	186%	↑	3%	↑
Miles Between Mechanical Failures	10,319	11,281	33%	↑	9%	↑



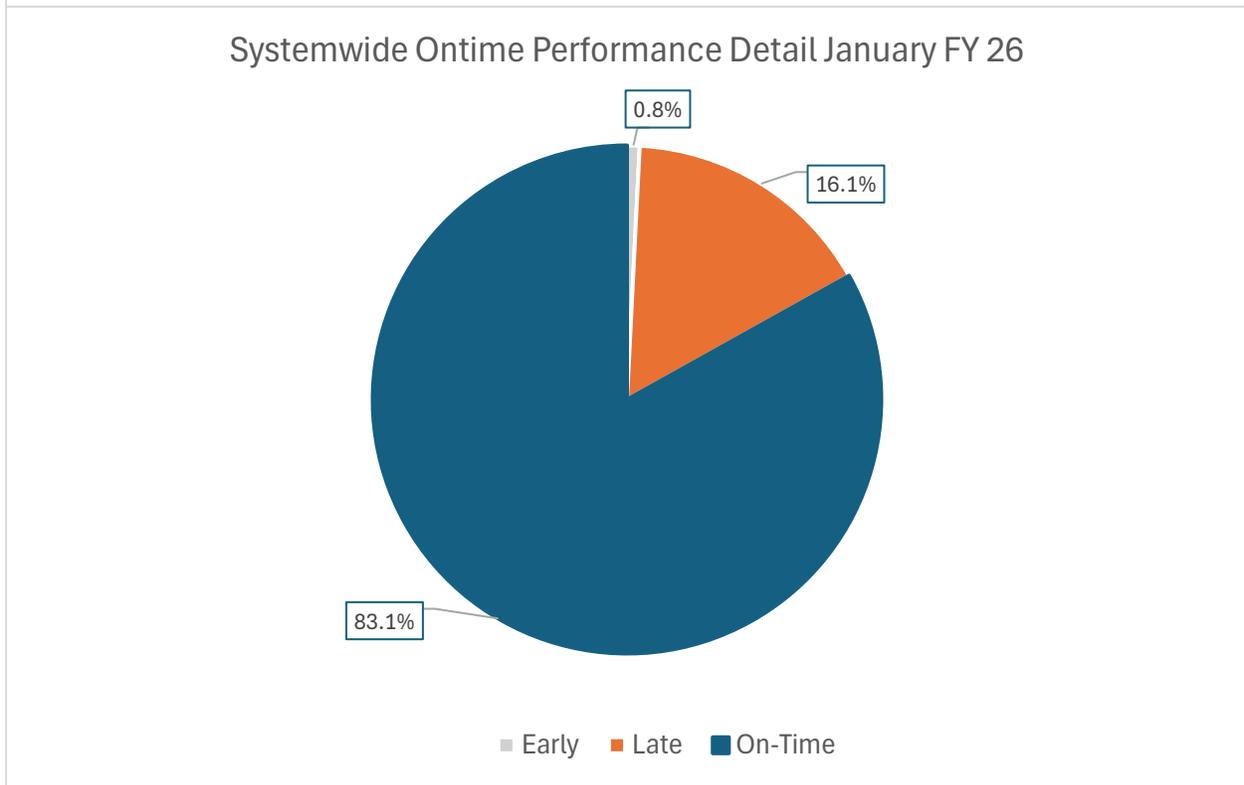
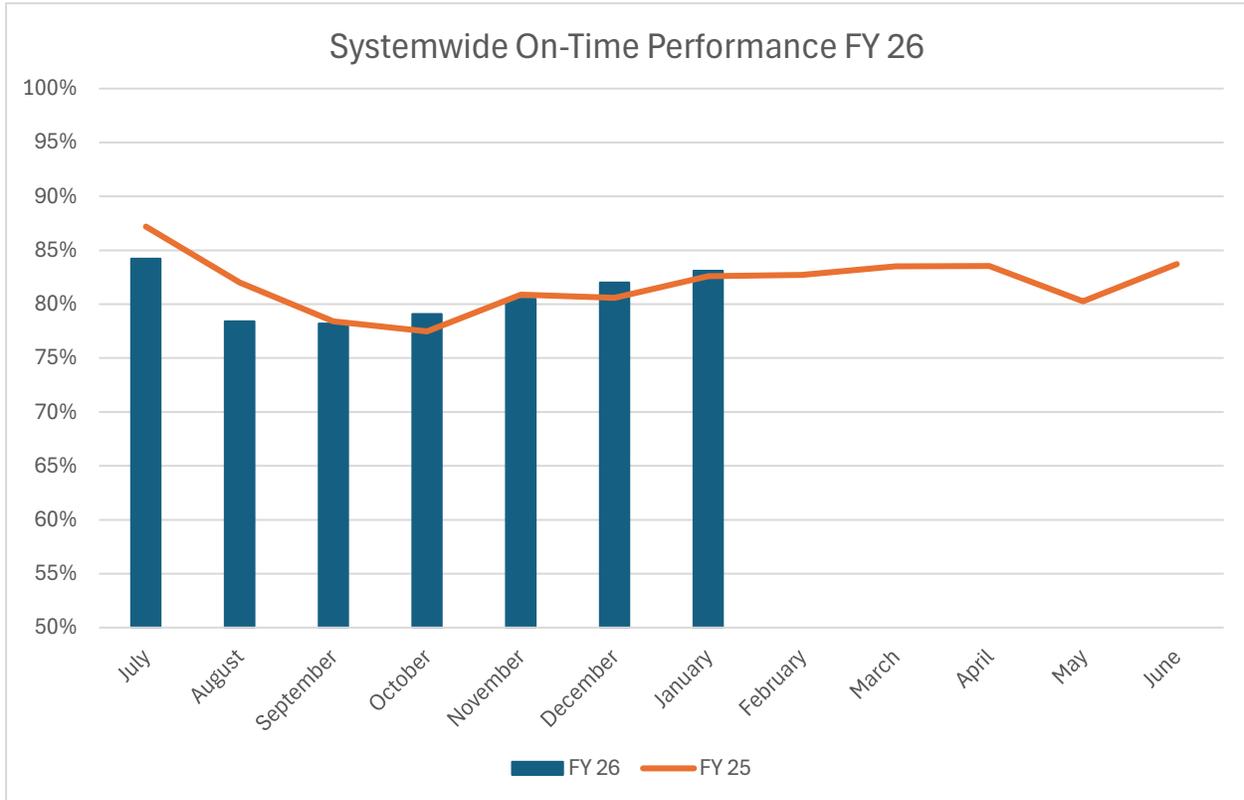
## Fixed Route



Wheels System Performance  
FY 2026 –January



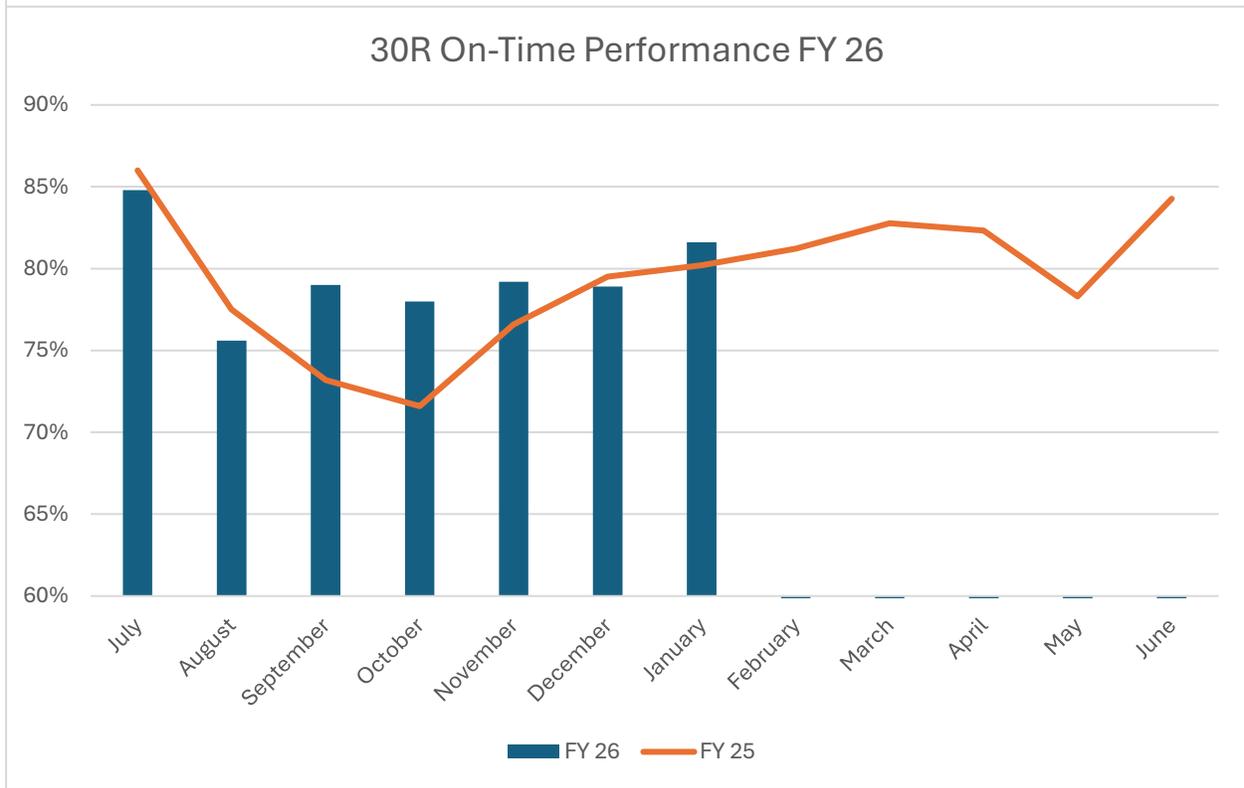
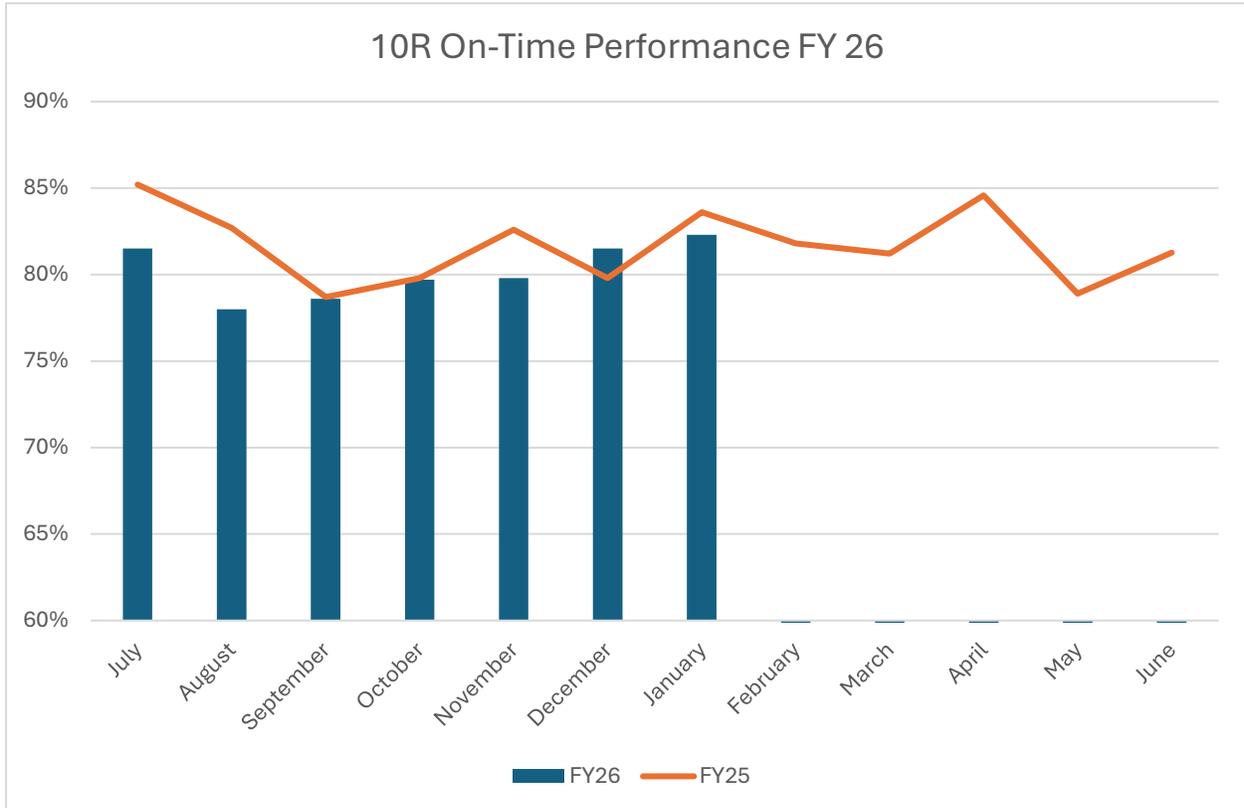
## Fixed Route



Wheels System Performance  
FY 2026 –January



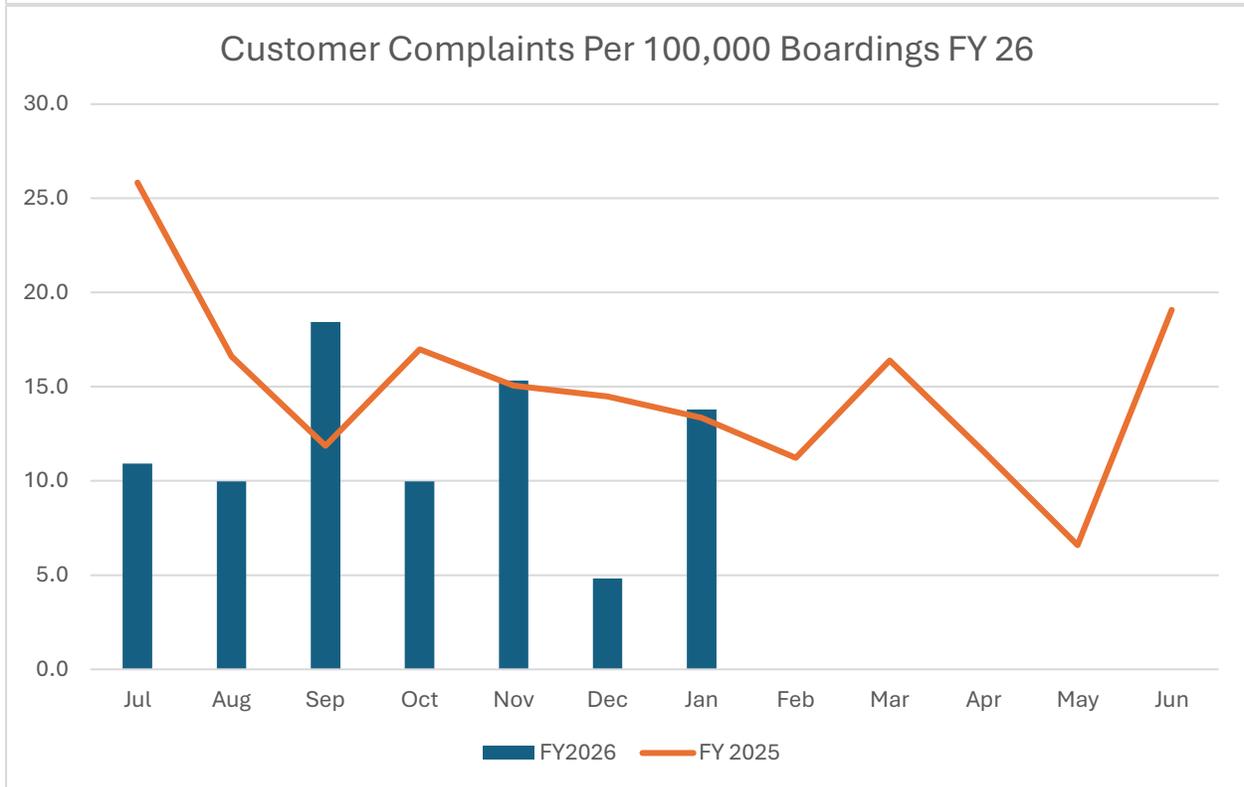
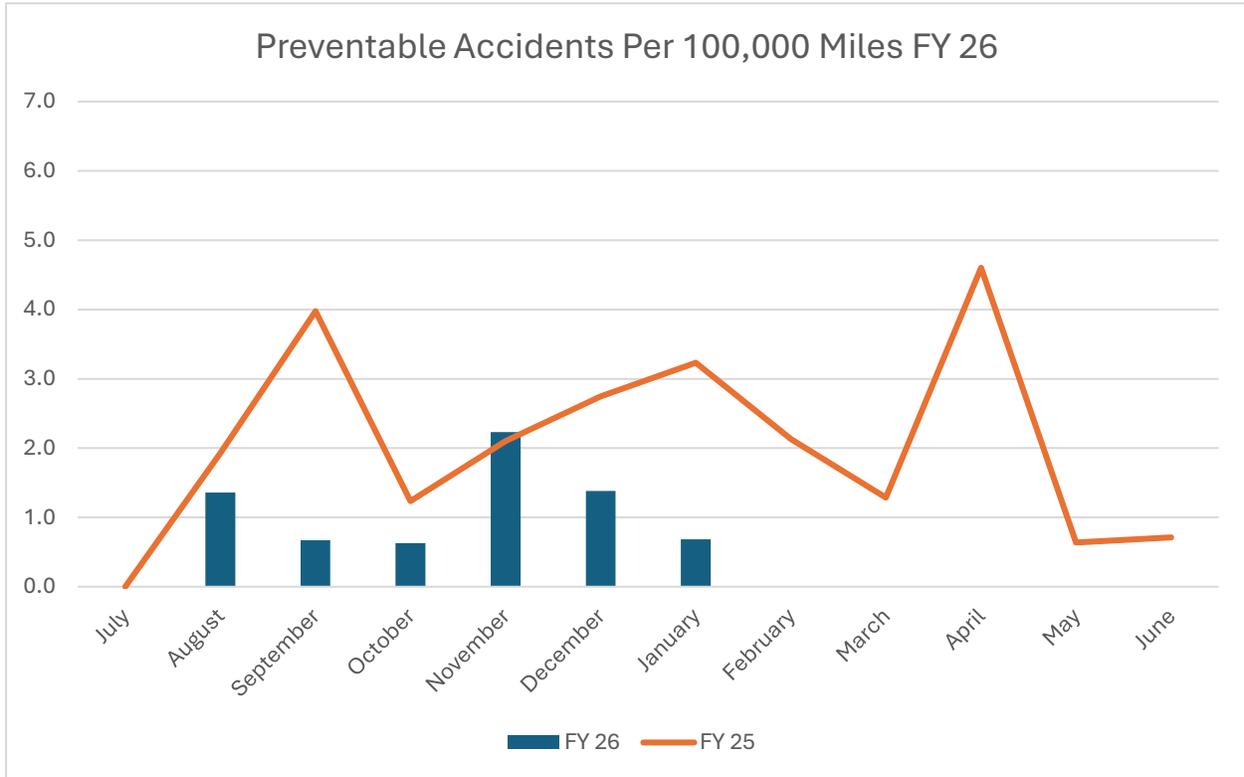
### Fixed Route



Wheels System Performance  
FY 2026 –January

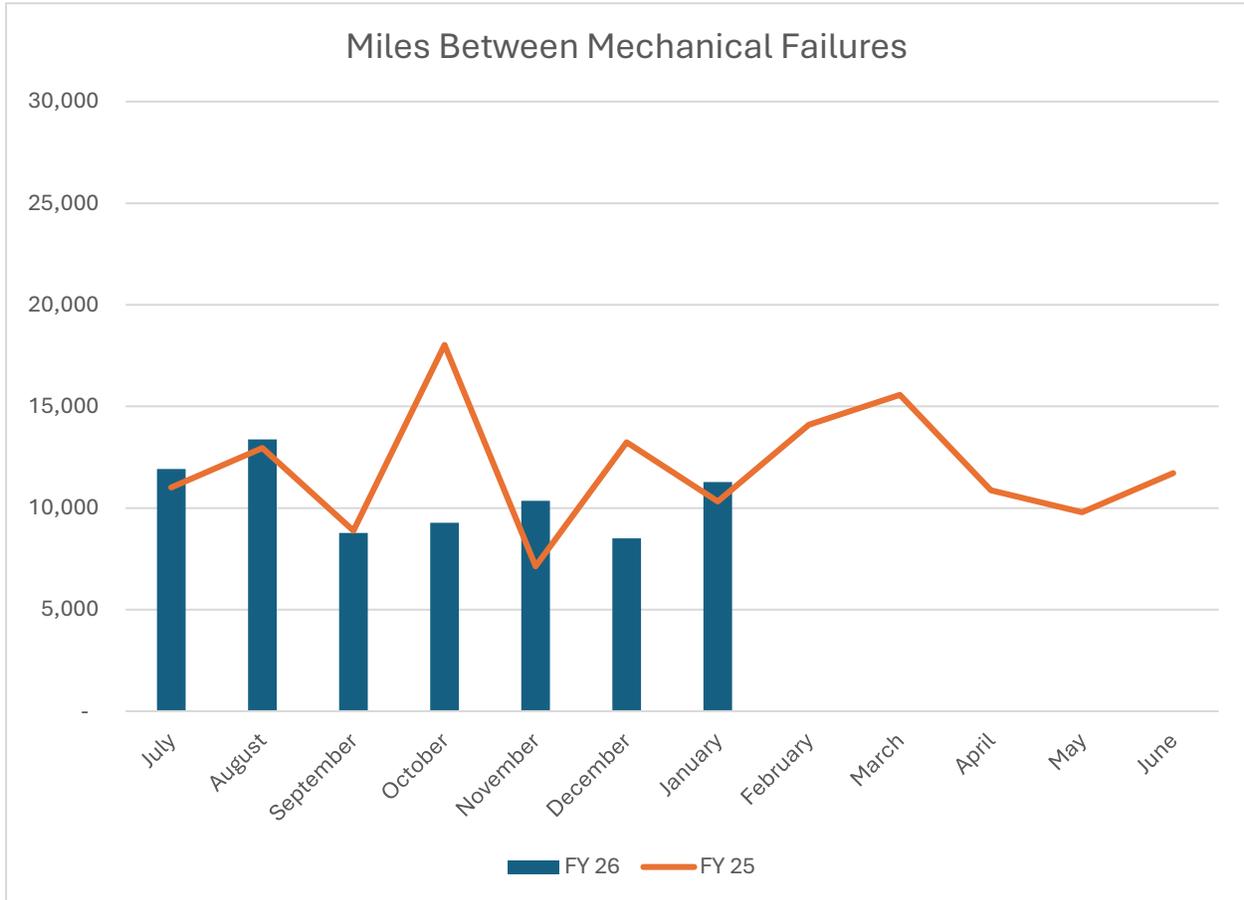


## Fixed Route





## Fixed Route



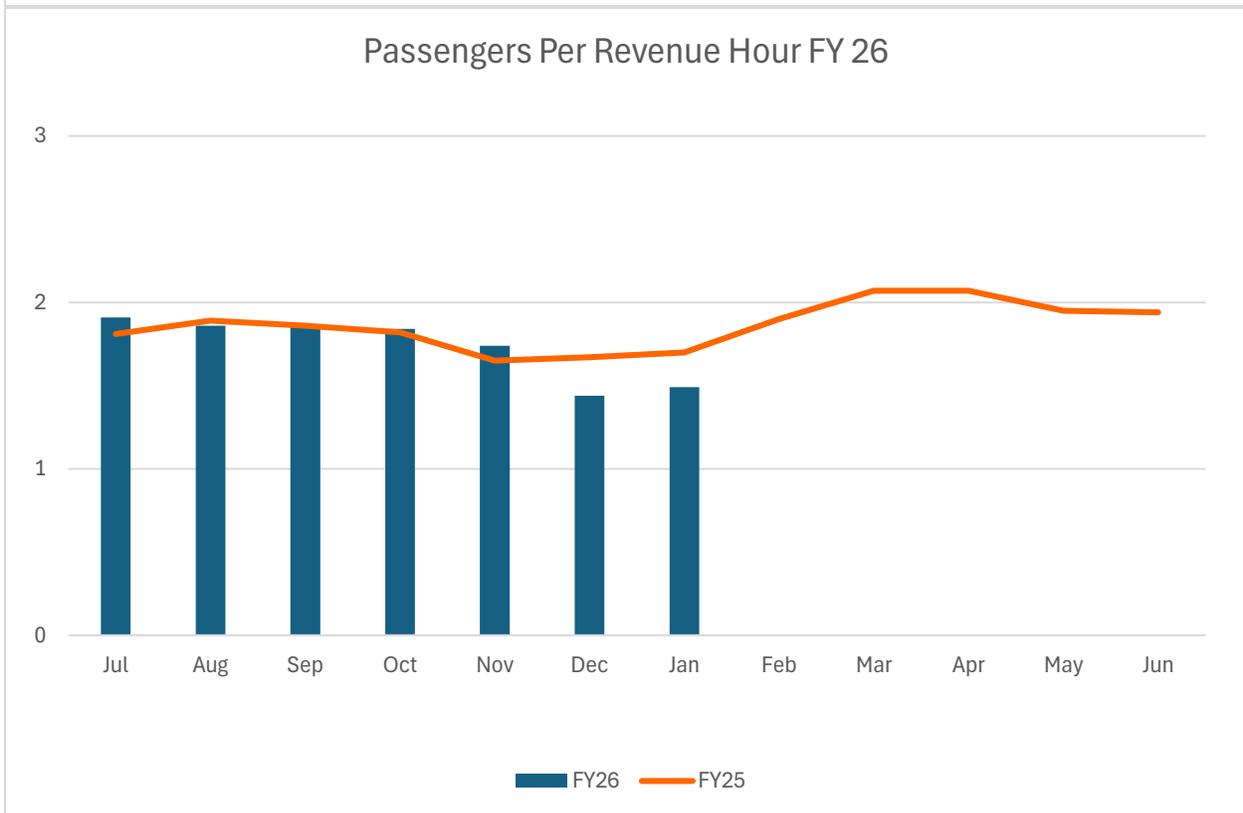
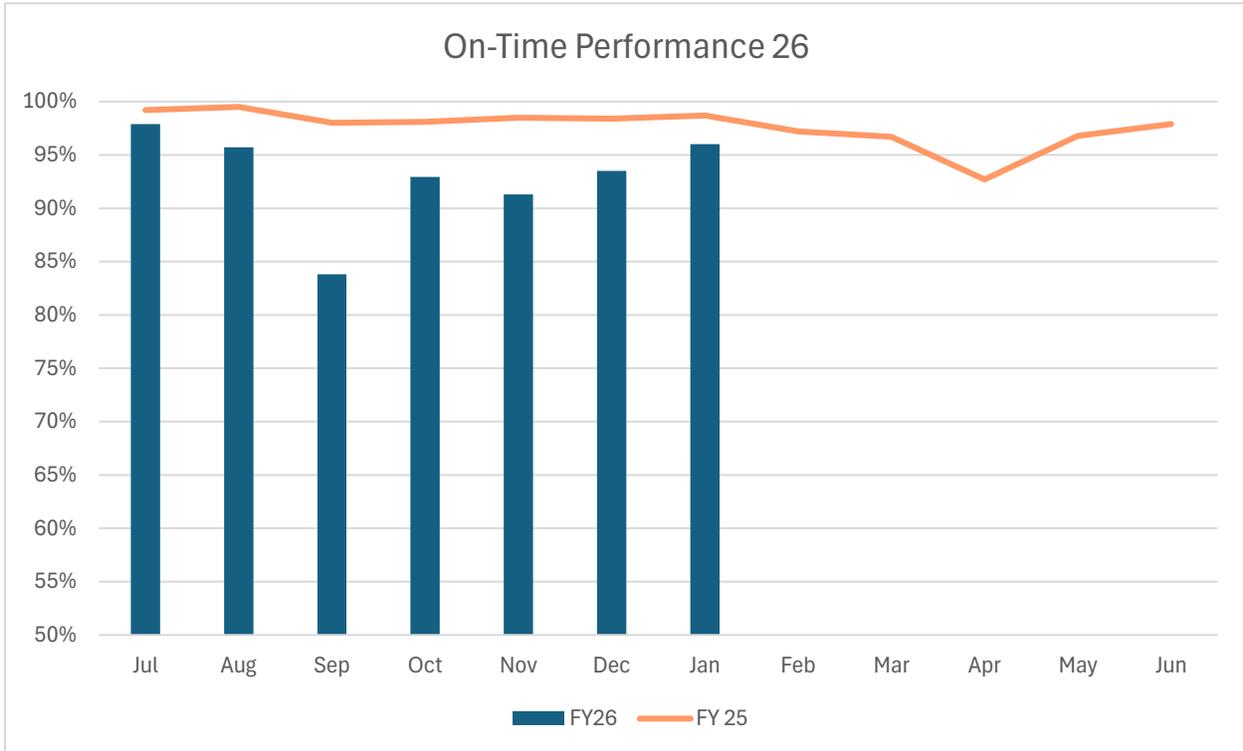


## Paratransit

Performance Indicator	Jan-25	Jan-26	MoM % Change		YoY % Change	
On-Time Performance	98.7%	96.0%	2.7%	↑	-2.7%	↓
Passengers Per Revenue Hour	1.70	1.49	3.5%	↑	-12.4%	↓
Valid Complaints Per 1,000 Passengers	1.10	1.67	40.7%	↑	52%	↑
Phone Holds (% of calls answered within 60 seconds)	74.2%	93.0%	5.7%	↑	25.4%	↑
Average Phone Hold Time	0:01:04	0:00:35	-30.0%	↓	-45.3%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0.0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$59.16	\$73.93	-1.8%	↓	25.0%	↑
Dial-A-Ride Ridership	2,730	2,389	-5.3%	↓	-12.5%	↓
One Seat Ride Ridership	317	235	-13.9%	↓	-26%	↓

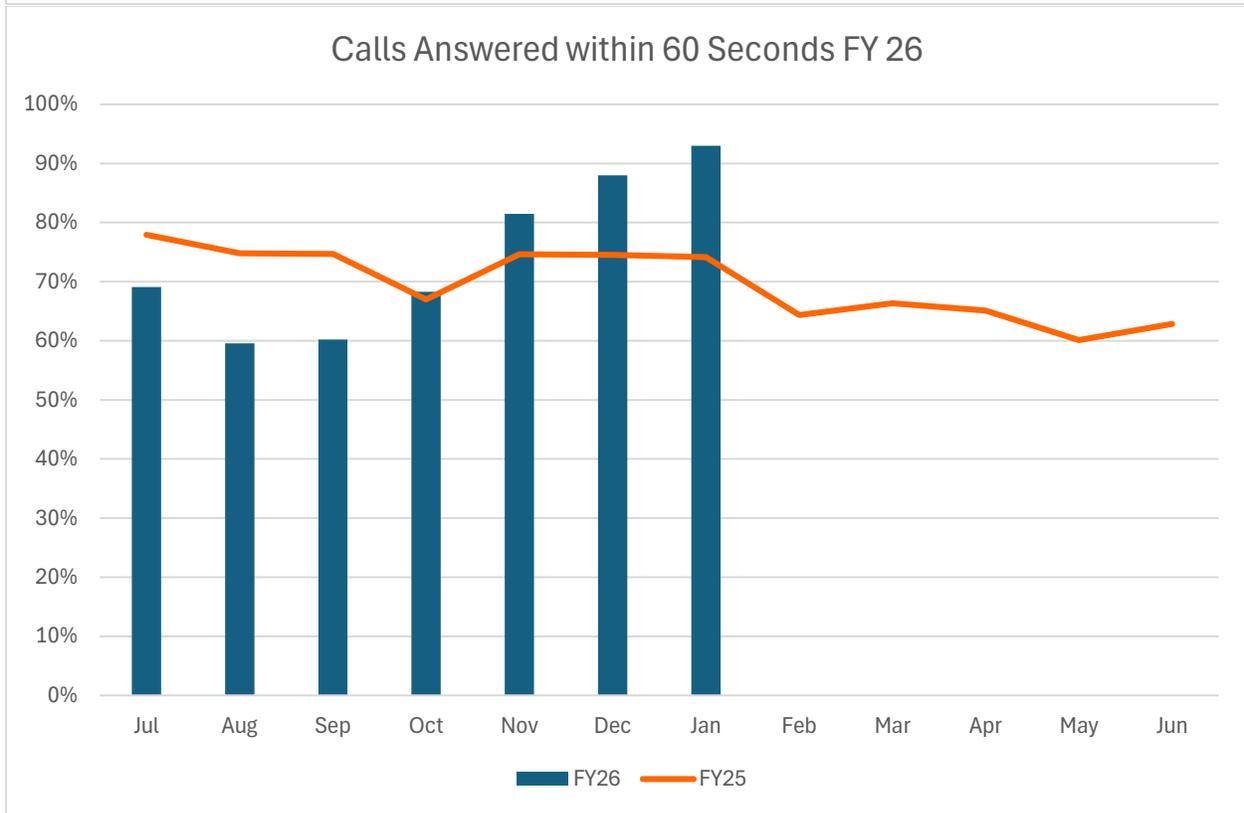
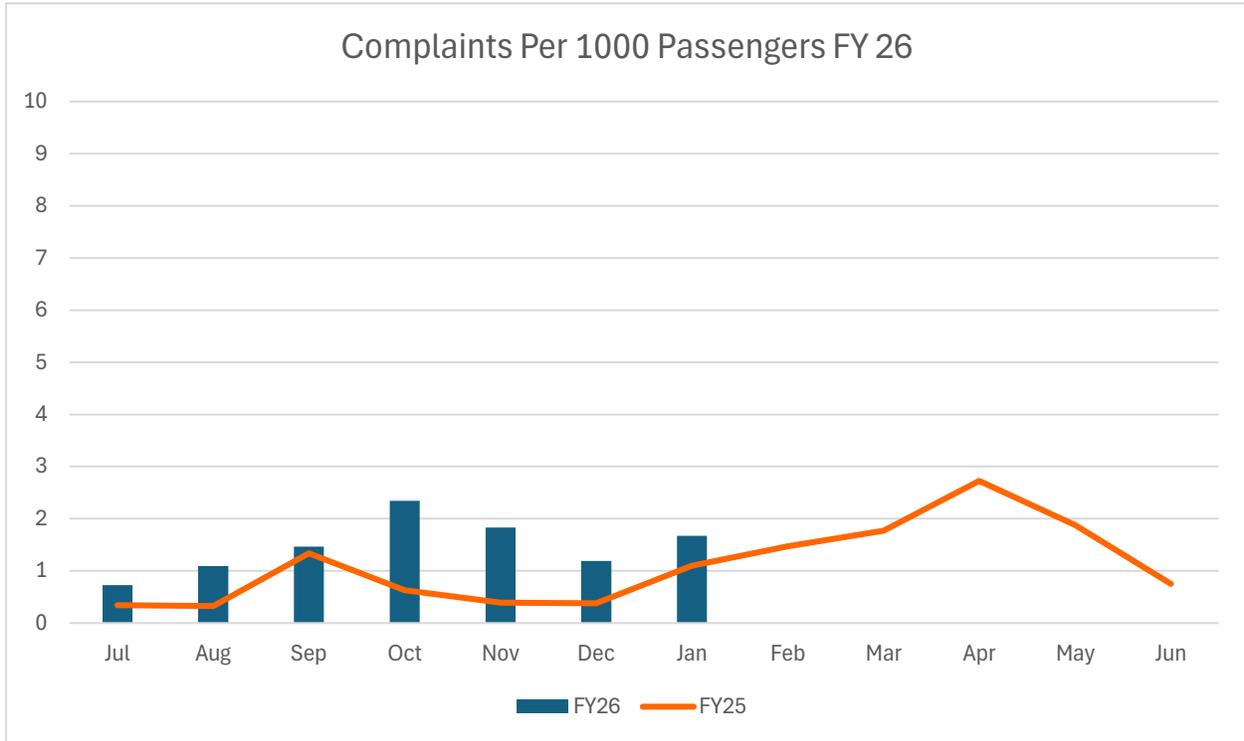


## Paratransit



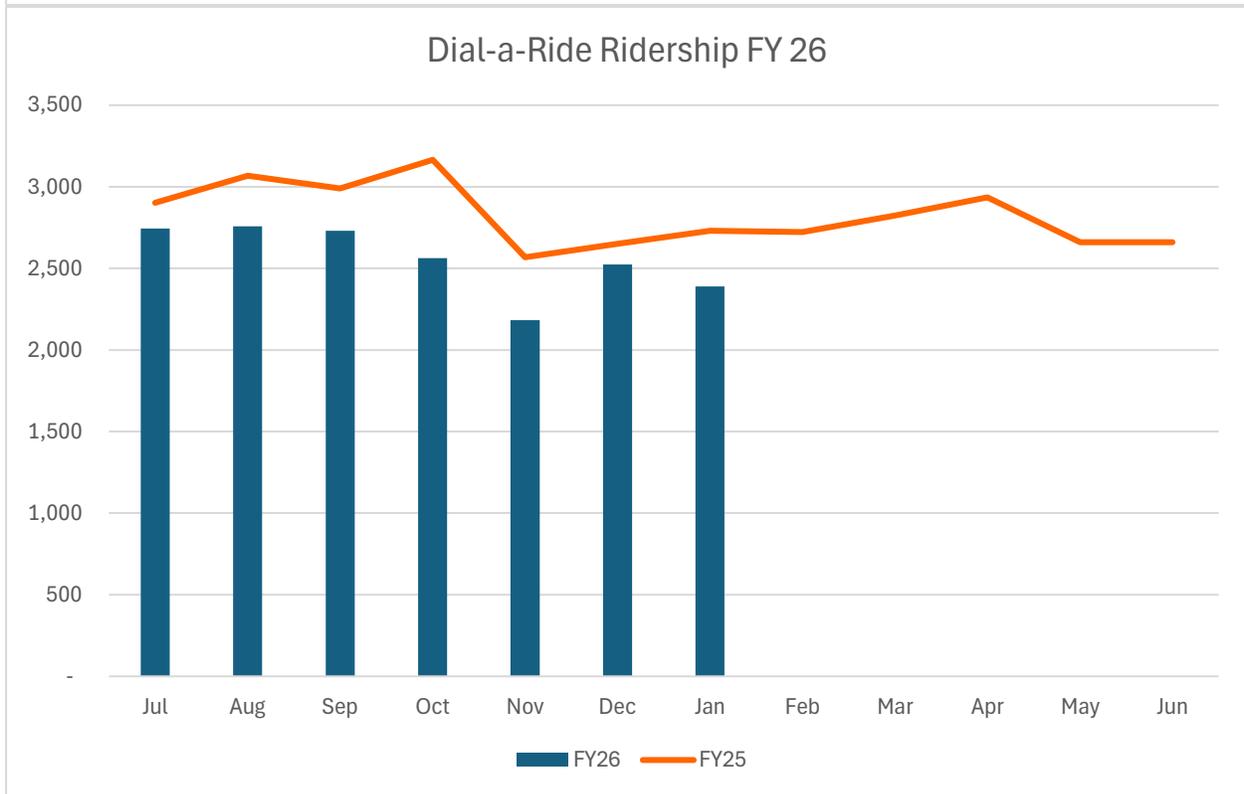
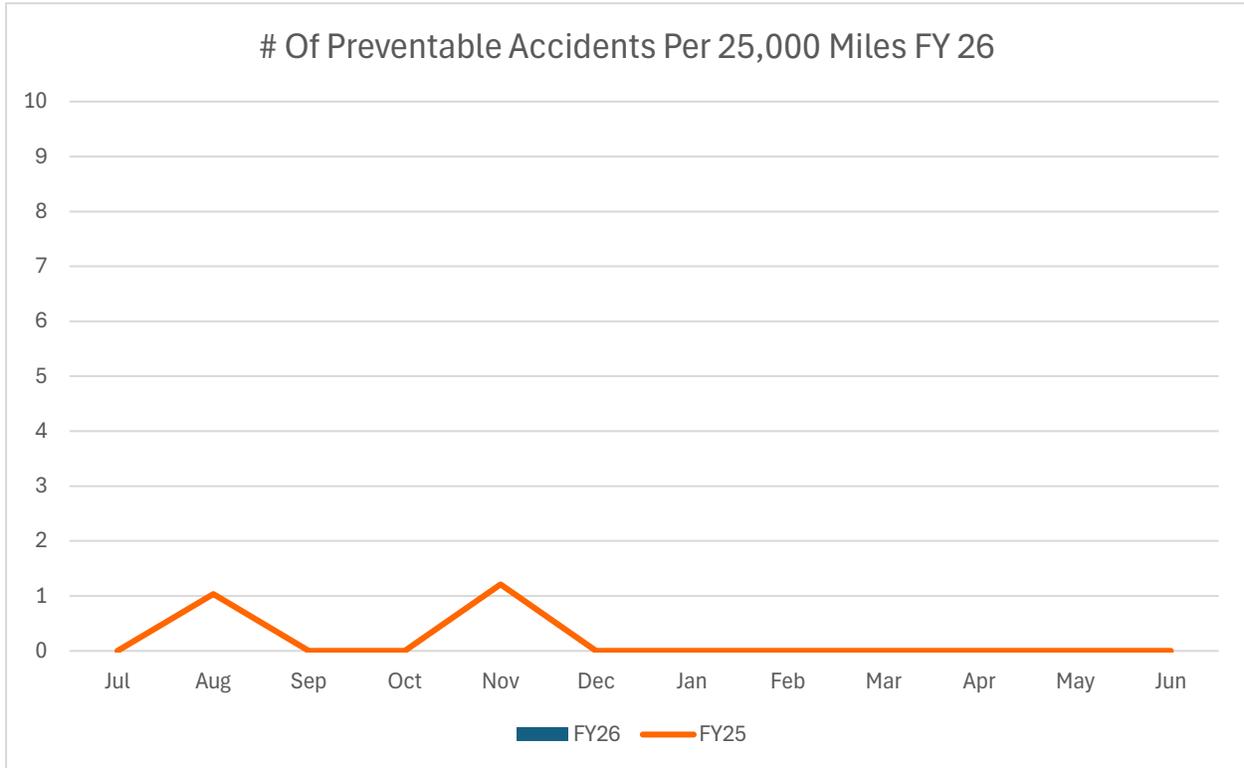


## Paratransit



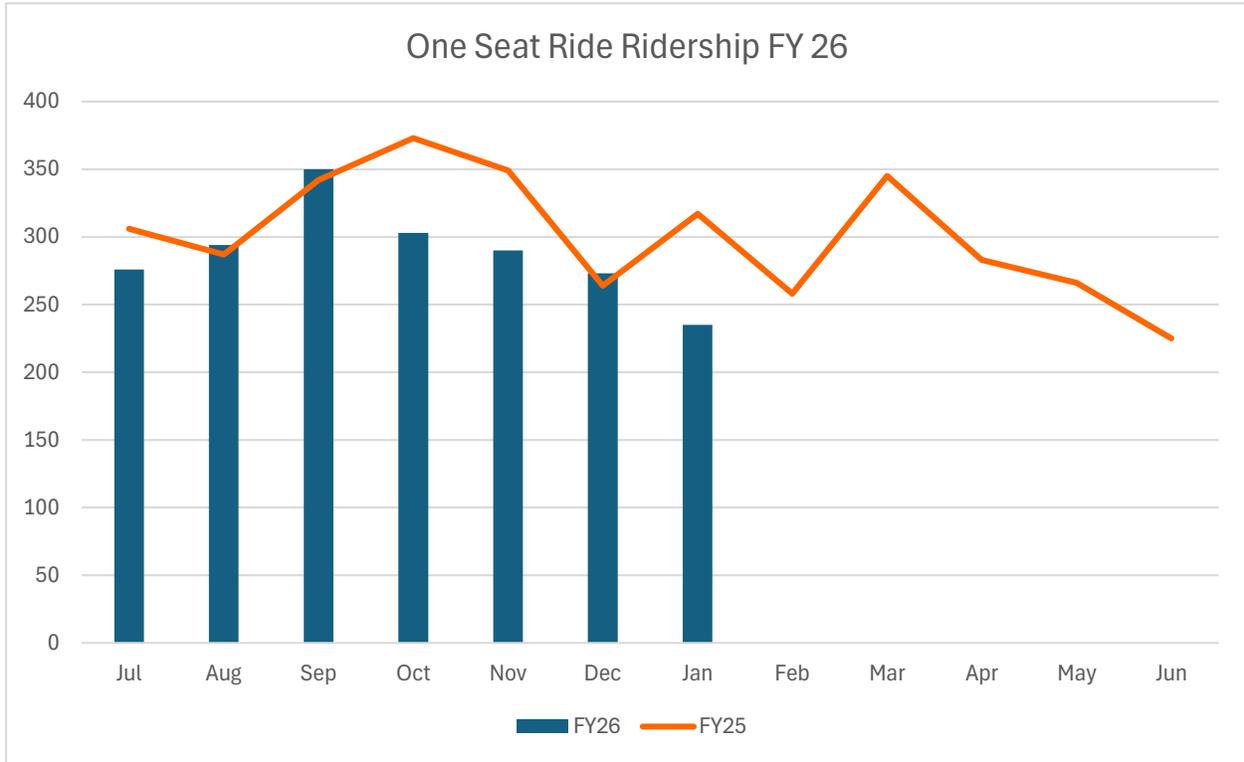


## Paratransit





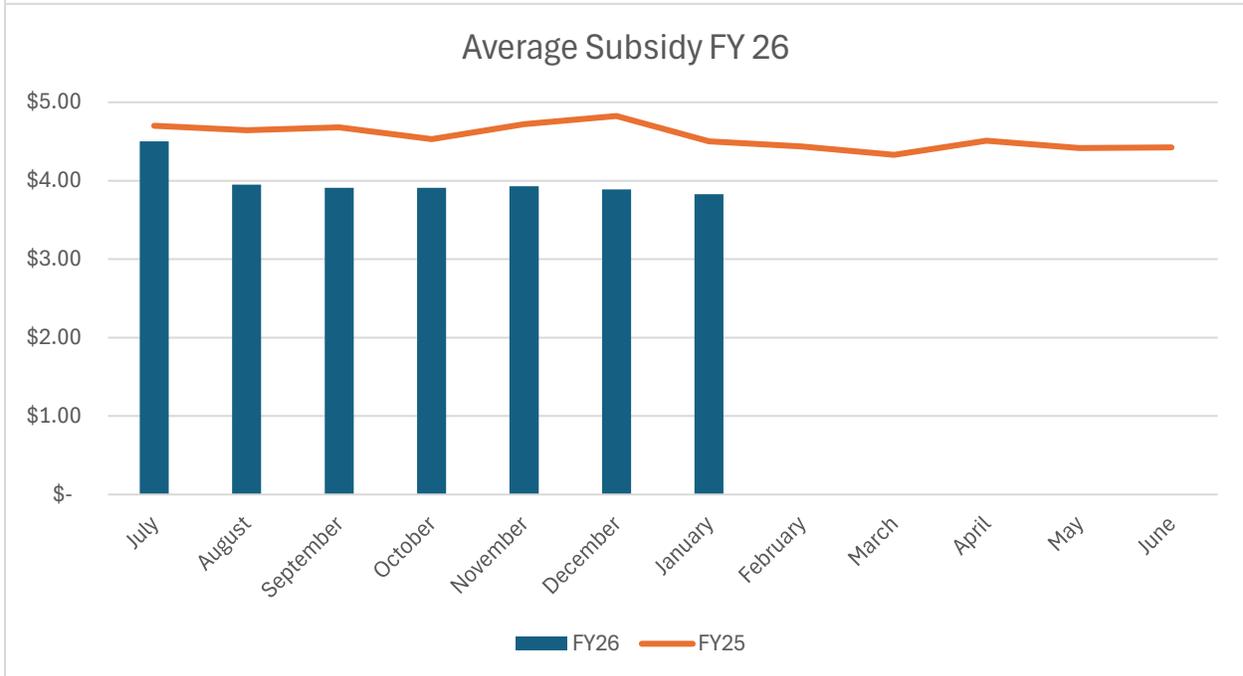
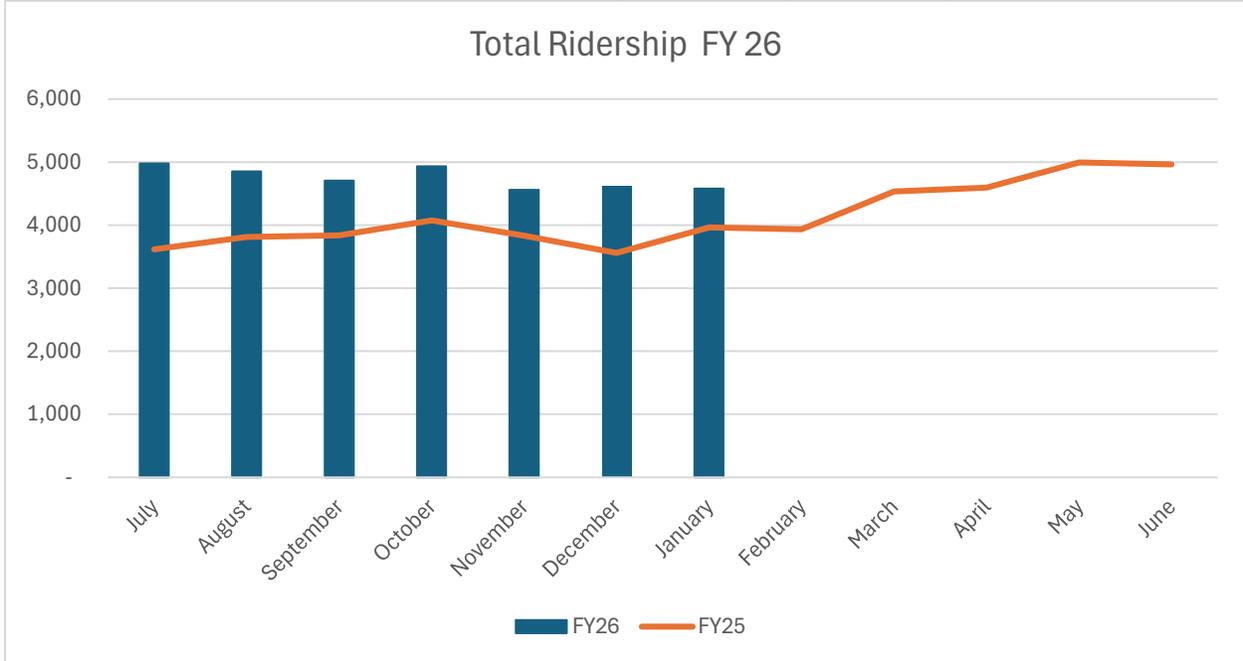
## Paratransit





## Go Tri-Valley

Performance Indicator	Jan-25	Jan-26	Year Over Year % Change
Total Ridership	3,967	4,582	16%
Average Subsidy	\$4.50	\$3.83	-15%



Wheels System Performance  
FY 2026 –January

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