

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

BOARD OF DIRECTORS MEETING

DATE: April 6, 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

*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. 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, April 6, 2026 at frontdesk@lavta.org. Please include “Public Comment BOD – 4/6/2026” 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. If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, April 6, 2026, to frontdesk@lavta.org. Please include “Public Comment BOD – 4/6/2026” 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.

BOARD OF DIRECTORS MEETING
AGENDA – APRIL 6, 2026

- 1. Call to Order and Pledge of Allegiance**
- 2. Roll Call of Members**
- 3. Meeting Open to Public**
 - Members of the audience may address the 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: March 16, 2026 Meeting**
- 5. Minutes of the March 4, 2026, Tri-Valley Accessible Advisory Committee Meeting.**
- 6. Consent Agenda**

Recommend approval of all items on Consent Agenda as follows:

 - A. Minutes of the March 2, 2026, Board of Directors Meeting.**
 - B. Treasurer’s Report for February 2026**

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the February 2026 Treasurer’s Report.
 - C. Alameda County Transportation Commission Measure BB / Vehicle Registration Fee Ten-Year Master Programs Funding Agreement**

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve Resolution 13-2026 authorizing the Executive Director to execute a new Master Programs Funding Agreement with Alameda County Transportation Commission, to receive funds from Measure BB and County Vehicle Registration Fees for the 10-year period from July 1, 2026, through June 30, 2036.

D. Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2026-2027

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the Resolution 14-2026 and Resolution 15-2026 authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2026-2027.

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

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

F. LAVTA Annual Salary Band Review

Recommendation: The Finance and Administration Committee recommends Board adoption of Resolution 12-2026, adjusting the LAVTA salary bands as required by the LAVTA Human Resources Policy.

G. Resolution of the Board of Directors Appreciating the Services of Cyrus Sheik

Recommendation: Staff recommend the Board adopt Resolution 17-2026, recognizing and appreciating the dedicated service of Cyrus Sheik, who has served as a Senior Transit Planner with the Livermore Amador Valley Transit Authority (LAVTA) for twenty-five years

H. Approval of Route 74: Shuttle to the City of Livermore's Fourth of July Celebration

Recommendation: The Projects and Services Committee recommends that the Board approve the operation of Route 74, which will provide service to/from Las Positas College and the Livermore Municipal Airport during the City of Livermore's Fourth of July Celebration.

7. Modifications to Go Tri-Valley

Recommendation: Staff recommends the Board discuss and approve modifications to the Go Tri-Valley program.

8. Executive Director's Report

9. Matters Initiated by the Board of Directors

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

10. Next Meeting Date is Scheduled for: May 4, 2026

11. 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

04/3/2026

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*

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

Tri-Valley Accessible Advisory Committee

DATE: Wednesday, March 4, 2026

PLACE: LAVTA Offices, Room 110
1362 Rutan Court, Suite 100, Livermore

TIME: 3:30 p.m.

MINUTES

1. Call to Order

The Chair Herb Hastings called the meeting to order at 3:31 p.m.

2. Roll Call

Members Present:

Judith LaMarre	City of Livermore
Sue Tuite	City of Dublin
Jennifer White	City of Pleasanton
Jeffrey Jacobsen	City of Pleasanton – Alternate
Andrea Renzulli	City of Dublin – Alternate
Herb Hastings	County of Alameda
Kathryn Gilbreth	Social Services
Amy Mauldin	Social Services
Janeen Rubino-Brumm	Social Services
Esther Waltz	PAPCO

Staff Present:

Christy Wegener	LAVTA
Kadri Kulm	LAVTA
Mike Tobin	LAVTA
Rosa Noya	CCCTA
Renato Cruz	Transdev
Maple Wesley	Transdev
Christian Sanchez	Transdev
Rebecca Mitchell	MV
Amanda Rivera	MV

Guests:

Art Hulcher

ADAride

3. Approval of Agenda and Modifications if necessary

Approved.

Waltz/Tuite

4. Citizens' Forum: An opportunity for members of the audience to comment on a subject not listed on the agenda (under state law, no action may be taken at this meeting)

None

5. Minutes of the January 7, 2026 meeting of the Committee

Approved.

Tuite/Waltz

Rubino-Brumm abstained

6. Annual Program Submittal for Alameda CTC Measure BB Funding for FY27

Staff talked about the paratransit program plan for FY26 that was submitted to ACTC on February 27, 2026. LAVTA's portion of the projected Measure BB revenues for paratransit for the next fiscal year is \$919,652.

7. Wheels Access Mobility Management Update

Staff updated the committee on the Wheels Access Mobility Management program. LAVTA board awarded the contract to ADAride at their January 2026 meeting. Art Hulcher, Chief Executive Officer at ADAride, introduced himself and his firm to the committee. ADAride will be conducting ADA paratransit eligibility assessments as well as conducting travel navigation consultations and travel training services for seniors and persons with disabilities in Tri-Valley. ADAride will be providing an updated ADA Paratransit application that is available online for the first time. Wheels Access is tentatively scheduled to start on March 16, 2026.

8. TAAC Recruitment for Terms Starting July 1, 2026

LAVTA is recruiting for TAAC membership for FY27. The deadline for the applications is April 27, 2026. Staff will be issuing a press release shortly.

9. PAPCO Report

Esther Waltz updated the committee on the January 26th PAPCO meeting. She also announced that she was appointed to BART Task Force.

10. Chair's Report

The Chair Herb Hastings reported on several items. BART's Accessibility Committee is still looking for new members. There is a ballot measure SB 63 for a sales tax for votes to consider in November 2026, which would prevent severe service cuts at BART and other transit agencies. There was a discussion on the potential significant negative impact if the measure did not pass. Chair Hasting reported on attending the LAVTA board meeting on March 2nd. He said the Board approved Option 2 for the 10R downtown Pleasanton reroute. There was also a discussion about the status of the Route 8 bus stop improvement in Pleasanton.

11. Verbal Service Updates & Concerns

Esther Waltz reported that drivers do not always pull up all the way to the curb on the Route 8/Route 10 bus stop on 1st and Vineyard.

Sue Tuite inquired if she could be part of a fixed route safety meeting where mobility aid securements are discussed.

Herb Hastings reported a reservations phonenumber issue on February 27th.

Staff reminded committee members about the 25-cent Dial-A-Ride fare increase from \$3.75 to \$4 on April 1st.

12. Adjournment

Meeting adjourned at 4:35 p.m.

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MINUTES OF THE MARCH 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

Member(s) Present:

Julie Testa – Chair, City of Pleasanton

David Haubert – Vice Chair, County of Alameda (arrived remotely at 4:05 p.m.)

Craig Eicher – City of Pleasanton

Kristie Wang – City of Livermore

Jean Josey – City of Dublin

Michael McCorriston – City of Dublin

John Marchand – City of Livermore (alternate for Director Branning)

3. Meeting Open to Public

No public comments were received.

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

Director Josey reported that the agencies are continuing discussions on potential contract changes and on what adjustments to the one-year extension would not trigger cost renegotiation.

Information Only.

No public comments were received.

5. Consent Agenda A – F

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

B. Treasurer’s Report for January 2026

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

D. 2026 Legislative Program

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

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

Director Josey expressed appreciation for the modifications to the Legislative Platform.

MINUTES OF THE MARCH 2, 2026
LAVTA BOARD OF DIRECTORS MEETING

Agenda Item A

Motion/Second: Marchand / McCorriston

Aye: Testa, Eicher, Josey, McCorriston, Wang

No: None

Abstain: Marchand

Agenda Item B - F

Motion/Second: Marchand / McCorriston

Aye: Testa, Eicher, Josey, McCorriston, Wang, Marchand

No: None

Abstain: None

Motion approved.

No public comments were received.

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

The Board of Directors adopted Resolution 10-2026, recognizing and appreciating the 35 years of dedicated service by Victoria Holt.

Director Haubert joined the meeting during this item.

Motion/Second: Josey / Eicher

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

No: None

Abstain: None

Motion approved.

No public comments were received.

7. Route 10R Permanent Routing Change – Final Recommendation

Staff presented the final recommendation for a permanent reroute of Route 10R in downtown Pleasanton, noting that the proposal addresses safety concerns on Neal Street due to pedestrian activity and increased traffic from Meadowlark Dairy's popularity. The reroute is cost-neutral, eliminates the need for seasonal Route 52, and supports long-term ridership goals. Resolution 09-2026 authorizing the routing change was approved by the Board of Directors.

Motion/Second: Eicher / Josey

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

No: None

Abstain: None

MINUTES OF THE MARCH 2, 2026
LAVTA BOARD OF DIRECTORS MEETING

Motion approved.

Public comment received:

Herb Hastings (via zoom)

Mr. Hastings supported retaining downtown service but urged to keep Route 52 during the Fair.

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

Executive Director Wegener presented a proposed one-year agreement with Throne Labs for operator restroom access at the Dublin/Pleasanton BART Station. Two Wheels bus operators spoke about the need for reliable, clean restroom access and supported establishing a dedicated facility. Board members discussed service tiers, cleaning frequency, and cost, and directed staff to continue negotiating for improved pricing while maintaining adequate service levels.

The Board of Directors authorized the Executive Director to finalize and execute a one-year agreement with Throne Labs for operator restroom access at the Dublin/Pleasanton BART Station, consistent with the service parameters discussed.

Motion/Second: McCorriston / Wang

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

No: None

Abstain: None

Motion approved.

No public comments were received.

9. Executive Director's Report

Executive Director Wegener reported declines in Dial-A-Ride and One-Seat Ride ridership, with potential causes including contractor issues. Upcoming customer satisfaction survey results may provide further insight. Staff noted concerns about increased Go Tri-Valley use and approaching contract capacity and will be returning to the Board shortly with options.

10. Matters Initiated by Board Members

No matters were initiated.

11. Next Meeting is Scheduled for:

April 6, 2026.

12. Adjournment

Meeting was adjourned at 5:11 p.m.

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LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer’s Report for February 2026

FROM: Tamara Edwards, Director of Finance

DATE: April 6, 2026

Action Requested

Review and approve the LAVTA Treasurer’s Report for February 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 February 1, 2026	\$2,415,532.65
Payments made	\$2,376,099.77
Deposits made	\$427,013.56
Transfer from LAIF	\$2,000,000.00
Ending balance February 28, 2026	\$2,466,446.44

Farebox account activity (106):

Beginning balance February 1, 2026	\$111,164.37
Deposits made	\$18,339.20
Ending balance February 28, 2026	\$129,503.57

LAIF investment account activity (135):

Beginning balance February 1, 2026	\$30,197,661.84
Transfer to General Checking	\$2,000,000.00
Ending balance February 28, 2026	\$28,197,661.84

Operating Expenditures and Revenues Summary:

As this is the eighth 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 66%. The agency is at 61% overall.

Operating Revenues Summary:

While expenses are at 61%, revenues are at 75% providing for a healthy cash flow.

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

\$64,440-Specialty Field Services- Hybrid Battery Replacement.

Recommendation

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

Strategic Plan Goal

Organizational and Financial Management: Deliver a "satisfactory" audit report every year.

Attachments:

1. February 2026 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
February 28, 2026**

Current Assets:

101 PETTY CASH	200
102 TICKET SALES CHANGE	240
105 CASH - GENERAL CHECKING	2,466,446
106 CASH - FIXED ROUTE ACCOUNT	129,503
107 Clipper Cash	1,034,198
109 BOC	46
120 ACCOUNTS RECEIVABLE	117,662
135 INVESTMENTS - LAIF	28,169,302
13599 INVESTMENTS - LAIF Mark to Market	28,360
14001 Due From Rail	2,930,530
150 PREPAID EXPENSES	168,422

Noncurrent Assets:

160 OPEB ASSET	67,698
165 DEFFERED OUTFLOW-Pension Related	567,050
166 DEFFERED OUTFLOW-OPES	656,498
170 INVESTMENTS HELD AT CALTIP	0
175 CEPPT RESTRICTED INVESTMENTS	442,623
111 NET PROPERTY COSTS	53,143,153

TOTAL ASSETS**89,921,931****Current Liabilities:**

205 ACCOUNTS PAYABLE	376,428
211 PRE-PAID REVENUE	2,028,309
21101 Clipper to be distributed	1,621,085
22000 FEDERAL INCOME TAXES PAYABLE	0
22010 STATE INCOME TAX	38
22020 FICA MEDICARE	(47)
22050 PERS HEALTH PAYABLE	0
22040 PERS RETIREMENT PAYABLE	(98)
22030 SDI TAXES PAYABLE	0
22070 AMERICAN FIDELITY INSURANCE PAYABLE	3,468
22090 WORKERS' COMPENSATION PAYABLE	149,207
22100 PERS-457	0
22110 Direct Deposit Clearing	0

Noncurrent Liabilities:

22120 Compensated absences	135,743
23101 Net Pension Liability	1,325,703
23105 Deferred Inflow- OPEB Related	285,799
23104 Deferred Inflow- Pension Related	172,348
23103 INSURANCE CLAIMS PAYABLE	6,530
23102 UNEMPLOYMENT RESERVE	7,839

TOTAL LIABILITIES**6,112,352****FUND BALANCE:**

301 FUND RESERVE	60,465,256
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304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,140,057	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	(8,882,606)	
TOTAL FUND BALANCE		83,809,578
TOTAL LIABILITIES & FUND BALANCE		89,921,930
Difference		\$0

(\$ Thousands)	FY 2026												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	Actual Feb-26	Budget Mar-26	Budget Apr-26	Budget May-26	Budget Jun-26		
Operating Revenue														
Passenger Fares	33	62	45	65	247	199	162	45	396	396	396	396	2,442	33%
Other Income	442	4	15,219	798	247	247	1,913	307	1,296	1,296	1,296	1,296	24,363	77%
Total Operating Revenue	475	66	15,264	863	494	446	2,076	353	1,692	1,692	1,692	1,692	26,805	73%
Operating Expenses														
Labor	161	163	164	241	158	155	158	168	192	192	192	192	2,137	56%
Fringe Benefits	225	71	65	87	66	78	173	279	110	110	110	110	1,485	52%
Services	173	276	140	169	168	162	219	116	235	235	235	235	2,360	55%
Purchased Transportation	1,212	1,251	1,248	1,319	1,307	1,253	1,538	1,352	1,709	1,709	1,709	1,709	17,318	53%
Fuel and Supplies	52	128	98	54	127	105	73	104	210	210	210	210	1,582	40%
Utilities	50	33	33	34	33	40	30	33	59	59	59	59	520	48%
Insurance	777	-4	-17	0	0	-8	3	14	29	29	29	29	880	85%
Taxes	5	12	10	8	12	10	9	9	10	10	10	10	114	58%
Advertising	0	2	2	3	2	1	19	2	25	25	25	25	130	22%
Misc.	28	2	14	8	6	13	50	10	37	37	37	37	279	44%
Total Operating Expenses	2,685	1,933	1,757	1,923	1,877	1,810	2,274	2,087	2,615	2,615	2,615	2,615	26,805	53%
Expenditures														
Fund Balance - Operating Net	-2,210	-1,867	13,507	-1,060	-1,383	-1,364	-198	-1,735	-923	-923	-923	-923	0	
Fund Balance - Capital*	0	-2	-99	-142	-206	-86	-31	-176	0	0	0	0	0	
Fund Balance - Operating and Capital	-2,210	-1,869	13,408	-1,202	-1,589	-1,449	-229	-1,911	-923	-923	-923	-923	0	
Reserves (Cash and Investments)														
Unrestricted	\$28,548,382													
Restricted	28,548	0	0	0	0	0	0	0	0	0	0	0	0	
Total Reserves														

* Capital only shows actual expenses

(\$ Thousands)

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

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

SUBJECT: Alameda County Transportation Commission Measure BB / Vehicle Registration Fee Ten-Year Master Programs Funding Agreement

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: April 6, 2026

Action Requested

The Finance and Administration Committee recommends that the Board of Directors approve Resolution 13-2026 authorizing the Executive Director to execute a new Master Programs Funding Agreement (MPFA) with the Alameda County Transportation Commission to receive funds from Measure BB and County Vehicle Registration Fees for the 10-year period from July 1, 2026, through June 30, 2036.

Background

In November 2010, Alameda County voters approved Measure F, the Vehicle Registration Fee (“VRF”) program, authorizing the Alameda County Transportation Commission (Alameda CTC) to administer a \$10 per year vehicle registration fee to be used exclusively for local transportation purposes identified in the Measure F expenditure plan approved by voters.

In November 2014, Alameda County voters approved Measure BB, authorizing Alameda CTC to administer the proceeds from a half-cent sales tax applicable from April 1, 2015, through March 31, 2022, and a full one percent tax applicable from April 1, 2022, through March 31, 2045. Proceeds pay for investments outlined in Alameda County’s 30-Year Transportation Expenditure Plan, including annual Direct Local Distributions (DLDs) to local agencies, which include annual allocations to LAVTA for mass transit and paratransit purposes. Measure BB has now fully replaced 2000’s Measure B, which sunset permanently in 2022.

In 2016, Alameda CTC entered into 10-year Master Funding Agreements with local agencies including LAVTA in 2016 for Measure B, Measure BB, and VRF funds, which will expire June 30, 2026.

Discussion

As LAVTA has no remaining Measure B DLD balances to expend, Alameda CTC’s new 10-year funding agreement will include only Measure BB and VRF funding going forward. DLDs are determined by formulas established in the voter-approved Transportation Expenditure Plan, as shown in Exhibit A of Attachment 2. LAVTA must approve the MPFA in order to continue to receive DLD funds from Alameda CTC.

DLD recipients are required through the MPFAs to adhere to certain requirements, including timely use of funds policies and applicable reporting for program compliance and performance

monitoring. Applicable performance measures to LAVTA’s transit and paratransit programs are shown in Exhibit B of Attachment 2 and include:

Program	Performance Measures
Mass Transit	<ul style="list-style-type: none"> • Annual unlinked trips • On-time performance • Operating cost per passenger-mile • Operating cost per vehicle-revenue-mile
Paratransit	<ul style="list-style-type: none"> • Number of individuals served or trips provided by program • Cost per trip or per passenger

Fiscal Impact

Annual DLD allocations are included in the agency’s annual budget and vary depending on actual revenues collected. Alameda CTC’s projected FY25-26 DLDs to LAVTA which are incorporated into the agency’s budget are:

Program	Amount
Paratransit	\$905,747
Mass Transit	\$1,855,656
Total	\$2,761,403

Next Steps

Upon approval by the Board and with concurrence by Legal Counsel, the Executive Director will execute the new 10-year Master Programs Funding Agreement with Alameda CTC to take effect July 1, 2026.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve Resolution 13-2026 authorizing the Executive Director to execute a new Master Programs Funding Agreement with Alameda County Transportation Commission, to receive funds from Measure BB and County Vehicle Registration Fees for the 10-year period from July 1, 2026, through June 30, 2036.

Strategic Plan Goals

Organizational and financial management: Produce a balanced budget every year.

Attachments:

1. Resolution 13-2026
2. Draft Alameda CTC 10-Year Master Programs Funding Agreement

RESOLUTION 13-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTION OF THE ALAMEDA COUNTY
TRANSPORTATION COMMISSION MASTER PROGRAMS FUNDING
AGREEMENT(S) FOR MEASURE B, MEASURE BB, AND VEHICLE REGISTRATION
FEE DIRECT LOCAL DISTRIBUTION FUNDS**

WHEREAS, voters approved the 20-year Measure B half-cent transportation sales tax in 2000; and

WHEREAS, voters approved Measure F, which authorizes a \$10 Vehicle Registration Fee (VRF) in 2010;

WHEREAS, voters approved the 2014 Transportation Expenditure Plan (Measure BB), a half-cent transportation sales tax on November 4, 2014, that extends the existing 2000 Measure B transportation sales tax, and augments it by a one-half percent to fund projects and programs in Alameda County; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is responsible for dispersing Measure B, Measure BB, and VRF funds, known as Direct Local Distributions (DLD), to local jurisdictions by established formulas to support bicycle and pedestrian, local transportation (local streets and roads), transit and paratransit programs; and

WHEREAS, on February 26, 2026, Alameda CTC approved a combined ten-year Measure BB and VRF Master Programs Funding Agreement (MPFA) that specifies the requirements for the DLD funds, Alameda CTC's responsibilities, and the recipient's responsibilities for revenues collected from July 1, 2026 through June 30, 2036; and

WHEREAS, on February 26, 2026, Alameda CTC approved a one-year Measure B MPFA that specifies the requirements for the DLD funds, Alameda CTC's responsibilities, and the recipient's requirements pertaining to any remaining Measure B balances to be expended from July 1, 2026 to June 30, 2027; and

WHEREAS, the ten-year Measure BB/VRF MPFA and the one-year Measure B MPFA supersedes the prior master agreements related to Measure B, Measure BB, and VRF DLD funds, as of their effective date of July 1, 2026; and

WHEREAS, implementation guidelines for each program are referenced in the MPFA to guide fund eligibility and expenditures;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA) that LAVTA approves the MPFA(s) attached to this resolution; and be it further

RESOLVED, that LAVTA and its agents shall comply with the Alameda CTC MPFA(s); and be it further

RESOLVED, that LAVTA shall use Measure B, Measure BB, and/or Vehicle Registration Fee DLD funds for local transportation programs.

PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 6th day of April 2026.

Julie Testa, Chair

Attest:

Christy Wegener, Executive Director

**MEASURE BB / VEHICLE REGISTRATION FEE
MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**

This Measure BB / Vehicle Registration Fee Master Programs Funding Agreement (“AGREEMENT”), effective the 1st of July 1, 2026, is entered into by and between the Alameda County Transportation Commission (“ALAMEDA CTC”) and the Livermore Amador Valley Transit Authority (“RECIPIENT”).

RECITALS

A. On November 2, 2010, the voters of Alameda County approved Measure F, the Vehicle Registration Fee (“VRF”) Program, pursuant to Section 65089.20 of the Government Code, thereby authorizing the Alameda County Congestion Management Agency (“ACCMA”) to administer the proceeds from a \$10 per year vehicle registration fee on each annual motor-vehicle registration or renewal of registration in Alameda County, starting in May 2011, six months following approval of Measure F. Vehicles subject to the VRF include all motorized vehicles, including passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles, and motorized camper homes, unless vehicles are expressly exempted from the payment of the VRF.

B. Funds raised by the VRF will be used exclusively for local transportation purposes in Alameda County that have a relationship or benefit to the owners of motor vehicles paying the VRF, including projects and programs identified in the expenditure plan approved by the voters as part of Measure F (the “VRF Expenditure Plan”).

C. On June 24, 2010, the Alameda County Transportation Improvement Authority (“ACTIA”) and ACCMA took the final actions to create ALAMEDA CTC, a joint powers authority, with all of ACTIA and ACCMA’s functions and responsibilities. Pursuant to resolutions adopted by the ACCMA and ACTIA Boards and the governing body of the ALAMEDA CTC (COMMISSION”), ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with ALAMEDA CTC designated as the successor entity. All of its predecessors’ functions and responsibilities have been assigned to, and accepted by, ALAMEDA CTC, including duties related to the VRF Program.

D. On November 4, 2014, the voters of Alameda County, pursuant to the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.*, approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from a one-half of one percent transaction and use tax applicable from April 1, 2015 through March 31, 2022, and a full one percent tax applicable from April 1, 2022 through March 31, 2045. The tax proceeds will be used to pay for the investments outlined in Alameda County’s 30-Year Transportation Expenditure Plan (“Measure BB Expenditure Plan”), as it may be amended.

E. This AGREEMENT delineates the requirements of the Measure BB and VRF Direct Local Distribution (“DLD”) funds that are directly allocated to local jurisdictions and transit operators, as authorized by the VRF Expenditure Plan, and the Measure BB Expenditure Plan. Discretionary funds identified in these

expenditure plans are not the subject of this AGREEMENT, and RECIPIENT will be required to enter into a separate agreement for those funds.

F. The parties to this AGREEMENT previously entered into a Master Programs Funding Agreement applicable to DLD funds distributed by ALAMEDA CTC, which expires as of June 30, 2026 (“ORIGINAL AGREEMENT”). This AGREEMENT is generally consistent with the ORIGINAL AGREEMENT, but the parties have determined that it is appropriate to enter into a new agreement rather than extending the ORIGINAL AGREEMENT.

G. This AGREEMENT was originally approved by the COMMISSION on February 26, 2026.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure BB and VRF receipts as described in their respective voter-approved expenditure plans and as summarized in Table A: DLD Investment Summary and described below for different fund types.

Table A: DLD Investment Summary	
DLD Program	Fund Program
Bicycle and Pedestrian Program	Measure BB
Local Streets and Roads Program	Measure BB and VRF
Mass Transit Program	Measure BB
Paratransit Program	Measure BB

2. All DLD distributions pursuant to this AGREEMENT, and all provisions contained herein, shall be effective as of July 1, 2026. The ORIGINAL AGREEMENT shall govern and control all DLD distributions paid on or before June 30, 2026.

A. BICYCLE AND PEDESTRIAN PROGRAM

4. ALAMEDA CTC will distribute Measure BB DLD funds pursuant to a formula weighted 100 percent by the jurisdiction’s population within the subarea. RECIPIENT’s allocations are subject to change based on variations in annual population figures.

5. The Bicycle and Pedestrian Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

B. LOCAL STREETS AND ROADS (LOCAL TRANSPORTATION) PROGRAM

5. ALAMEDA CTC will distribute Measure BB DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent by the number of road miles with the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and road mile figures.

6. ALAMEDA CTC will distribute VRF DLD funds pursuant to a formula weighted 50 percent by the jurisdiction's population within the subarea and 50 percent of the number of registered vehicles in the subarea. RECIPIENT's allocations are subject to change based on variations in annual population and number of registered vehicle figures, as they are made available.

7. The Local Streets and Roads Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

8. RECIPIENT shall expend a minimum of 15 percent of all Measure BB funds received on project elements directly benefiting bicyclists and pedestrians.

C. MASS TRANSIT PROGRAM

9. ALAMEDA CTC will distribute Measure BB DLD funds pursuant to set percentages detailed in the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution, if applicable, is detailed in Measure BB Mass Transit Direct Local Distribution Summary, attached hereto as Exhibit A, and incorporated into this AGREEMENT by reference. RECIPIENT's allocations are subject to change based on transit service changes.

10. The Mass Transit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

D. PARATRANSIT PROGRAM

6. ALAMEDA CTC will distribute Measure BB DLD funds by subarea pursuant to percentages in the Measure BB Expenditure Plan. RECIPIENT's percentage fund distribution by subarea, if applicable, is shown on Exhibit A attached hereto and is incorporated into this AGREEMENT by reference.

7. Measure BB distributions to cities and local transit operators are based on a percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services of local bus transit providers.

8. ALAMEDA CTC will distribute Measure BB to the East Bay Paratransit Consortium pursuant to set percentages in the Measure BB Expenditure Plan to assist the Alameda-Contra Costa Transit District and

the San Francisco Bay Area Rapid Transit in meeting its responsibilities under the American with Disabilities Act (ADA).

9. Measure BB DLD funds may be further distributed to individual cities within each planning area based on a formula refined by PAPCO and approved by the COMMISSION. RECIPIENT's allocations are subject to change based on updated annual population figures.

10. The Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC'S DUTIES AND OBLIGATIONS

5. Within five working days of actual receipt of the monthly Measure BB sales tax revenues and VRF revenues from the California Department of Tax and Fee Administration, the bond trustee, or the California Department of Motor Vehicles, Alameda CTC shall remit to the RECIPIENT its designated amount of available DLD funds disbursed on a monthly basis by the formulas described above.

6. ALAMEDA CTC shall annually update Measure BB and VRF fund revenue projections and the resulting fund allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May); maintained road mileage from the California Department of Transportation; and the number of registered vehicles in each Alameda County subarea, using registered vehicle data provided by the California Department of Motor Vehicles, as it is made available. ALAMEDA CTC shall use the updated Measure BB and VRF program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30.

7. ALAMEDA CTC shall report monthly to the public the amount of Measure BB and VRF revenues distributed to RECIPIENT by each fund type monthly and for the fiscal year.

8. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and its calculation of the allocation formula for distributing Measure BB and VRF revenues to the various recipients and render an annual report to the COMMISSION within 180 days following the close of the fiscal year.

9. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT, Measure BB Expenditure Plan, or the VRF Expenditure Plan.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

10. RECIPIENT shall expend all Measure BB and VRF funds received in compliance with the applicable guidelines and Plan(s), including the Implementation Guidelines and performance measures, as they may be adopted or amended by ALAMEDA CTC from time to time.

11. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure BB and VRF funds received. RECIPIENT must account for Measure BB and VRF funds, including any interest received or accrued, separately for each fund type, and from any other funds received from the ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

12. RECIPIENT shall expend Measure BB and VRF funds in compliance with the Timely Use of Funds Policies for Direct Local Distributions, as they may be adopted or amended by the COMMISSION from time to time.

13. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure BB and VRF revenues as reflected in the ballot measures, the Measure BB Expenditure Plan, and the VRF Expenditure Plan, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the annual update of the sales tax allocation formulas to begin in each new fiscal year and registered vehicle data provided by the California Department of Motor Vehicles when available.

C. OTHER EXPENDITURE RESTRICTIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure BB and VRF funds solely for transportation purposes as defined by the authorizing ballot measures. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest which would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure BB funds and VRF funds to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure BB or VRF funds must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure BB and VRF programs, including direct staff costs and consultant costs, are eligible uses of Measure BB and VRF funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE III: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure BB and/or VRF funds to RECIPIENT until full compliance is achieved.

14. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure BB and VRF funds received and used.

15. RECIPIENT shall, by December 31st of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, annual program compliance reports regarding programs and projects on which RECIPIENT expended Measure BB and VRF funds.

16. RECIPIENT shall document expenditure activities and report on the performance of Measure BB and VRF funded activities through the annual program compliance reporting process, or through other ALAMEDA CTC performance and reporting processes as they may be requested, including but not limited to the annual performance report, annual program plan, planning monitoring reports. Program Performance Measures are attached hereto as Exhibit B.

17. RECIPIENT shall install or mount signage adjacent to Measure BB and VRF funded construction projects, and on vehicles funded with Measure BB and VRF funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure BB and/or VRF funds.

18. RECIPIENT shall provide current information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure BB and/or VRF funds.

19. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to the ability to know which projects and programs are funded through Measure BB and/or VRF funds.

20. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries in regard to RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure BB and/or VRF funds before the Commission and/or the Independent Watchdog Committee or community advisory committees, as applicable.

21. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents, or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE IV: OTHER PROVISIONS

A. GEOGRAPHIC BREAKDOWN

In all cases the geographic breakdown by subarea is as follows:

22. North Area refers to the Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont.

23. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.

24. South Area includes the Cities of Fremont, Newark, and Union City.

25. East Area includes the Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area.

B. INDEMNITY BY RECIPIENT

Neither ALAMEDA CTC, nor the COMMISSION, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure BB or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, the COMMISSION, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure BB or VRF funds distributed to RECIPIENT pursuant to this AGREEMENT.

C. INDEMNITY BY ALAMEDA CTC

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

D. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

E. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

F. TERM

The term of this AGREEMENT shall be from July 1, 2026 to June 30, 2036, unless amended in writing or a new Master Programs Funding Agreement is executed between ALAMEDA CTC and RECIPIENT.

G. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

H. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Implementation Guidelines, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure BB and VRF program funds (but not project funding agreements), including but not limited to the ORIGINAL AGREEMENT, which is terminated as of the effective date hereof. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines, Performance Measures, and Timely Use of Funds Policies related to Measure BB and VRF funds may be changed from time to time by the ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

**LIVERMORE AMADOR VALLEY TRANSIT
AUTHORITY
(RECIPIENT)**

**ALAMEDA COUNTY
TRANSPORTATION COMMISSION
(ALAMEDA CTC)**

By: _____
Christy Wegner Date
Executive Director

By: _____
Tony Tavares Date
Executive Director

Recommended

By: _____
Vivek Bhat Date
Deputy Executive Director of Projects

Reviewed as to Budget/Financial Controls:

By: _____
Patricia Reavey Date
Deputy Executive Director of
Finance and Administration

Approved as to Legal Form:

Approved as to Legal Form:

By: _____
Michael Conneran Date
General Counsel to LIVERMORE AMADOR
VALLEY TRANSIT

By: _____
Fennemore LLP Date
Legal Counsel to ALAMEDA CTC

EXHIBIT A

**MEASURE BB MASS TRANSIT AND PARATRANSIT
DIRECT LOCAL DISTRIBUTION SUMMARY**

Mass Transit

Alameda CTC distributes Measure BB Mass Transit Direct Local Distribution funds based on the distribution percentages for net Measure BB Revenues specified in the Measure BB Expenditure Plan, as shown below.

Table 1: Measure BB Mass Transit Distribution		
Agency	Area	Percentage of Net Revenues
AC Transit	Alameda County	18.80 %
ACE	East/South County	1.00 %
BART	Alameda County	0.50 %
LAVTA	East County	0.50 %
Union City Transit	South County	0.25 %
SF WETA	Alameda County	0.50 %

Paratransit

Alameda CTC distributes Measure BB paratransit funds to County subareas/planning areas and to AC Transit and BART based on the distribution percentages in the Measure BB Expenditure Plan, as shown below. Distributions to jurisdictions for non-mandated services within each subarea are based on allocation formulas refined by Paratransit Advisory and Planning Committee (PAPCO) and approved by the Commission.

Table 2: Measure BB Paratransit Distribution	
Area/Agency	Percentage¹
City-based and Locally Mandated	3.0%
North County <i>Cities of Alameda, Albany, Berkeley, Emeryville, and Oakland</i>	
Central County² <i>Cities of Hayward and San Leandro, and unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.</i>	
South County <i>Cities of Fremont, Newark, Union City, as well as Union City Transit.</i>	
East County³ <i>Cities of Livermore, Dublin, and Pleasanton, and unincorporated lands governed by Alameda County in the East Area, and LAVTA.</i>	
AC Transit - East Bay Paratransit⁴	4.5%
BART- East Bay Paratransit⁴	1.5%
<ol style="list-style-type: none"> 1. Funds are distributed based on the percentage of the population over age 70 in each of the four planning areas for city-based and mandated paratransit services. Funds can be further allocated to individual cities within each planning area based on a formula refined by PAPCO. 2. Funding will be assigned to Hayward to serve the unincorporated areas. 3. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program. 4. Measure BB funds are dispersed to AC Transit and BART to operate the East Bay Paratransit Consortium (EBPC). 	

EXHIBIT B

**DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES**

Direct Local Distribution (DLD) recipients are to document the performance and benefits of the projects and programs funded with Measure BB and/or Vehicle Registration Fee funds. The following performance measures are a selection of performance measures and associated standards, organized by funding program, that must be documented at minimum by DLD recipients as applicable. Additional performance measures may be requested by Alameda CTC.

Performance reporting and monitoring will be done through Alameda CTC’s standard reporting processes, including the Annual Program Compliance Reports and various planning activities, as requested and applicable. Alameda CTC’s performance reporting will concentrate on key indicators at the time of reporting.

**BICYCLE AND PEDESTRIAN PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metrics & Standards	Evaluation Frequency & Method	Corrective Action
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway.	Directional lane miles of all bicycle facilities built or improved (may include bike lanes, bike routes, multi-use pathway improvements). Linear feet of all pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Current Master Plan Maintain a local current Bicycle/Pedestrian Master Plan (BPMP) or Active Transportation Plan.	Plan(s) no more than 5 years old, based on adoption date.	Annually via Compliance Report	Any agency without a current plan is required to provide schedule for a plan update.
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than program administration costs (outreach, staffing, administrative support).	Annually via Compliance Report	Any agency not achieving this metric must explain how capital needs will be addressed in the future.

EXHIBIT B (cont.)

**LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads (LSR))
PERFORMANCE MEASURES**

Performance Measure	Performance Metrics & Standards	Evaluation Frequency & Method	Corrective Action
Infrastructure Investment Report on roadway and transportation improvements completed or underway.	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).	Annually via Compliance Report	N/A; Report on investments
Pavement Condition Index (PCI)	Maintain a PCI moving average rating of 60 or above. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report .	Annually via Compliance Report	Any agency not achieving the target must identify corrective actions and future investments to address PCI levels.
Equitable Investments Report on investments within equity communities	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities as the areas are defined in: - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally-defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury	Annually via Compliance Report	N/A; Report on investments
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	Annually via Compliance Report	Any agency not achieving the target annual percentage must explain and/or identify plan to use LSR funds on future bicycle/pedestrian improvements to meet this target over the duration of Measure BB.
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than program administration costs (outreach, staffing, administrative support).	Annually via Compliance Report	Any agency not achieving this metric must explain how capital needs will be addressed in the future.

EXHIBIT B (cont.)

**MASS TRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metrics & Standards	Evaluation Frequency & Method	Corrective Action
Ridership/Service Utilization Annual Ridership (Unlinked Passenger Trips)	Annual Unlinked Trips as reported to the National Transit Database (NTD). Note: Latest fiscal year data is provided provisionally by transit operators and is subject to change. NTD regularly revises historical year data as part of new data releases. Alameda CTC analysis will be based on the latest available NTD data.	Annually reported by Transit Operators.	N/A
On-Time Performance Systemwide on-time performance	Average on-time performance as reported by transit operator. Target of 75% to 90% or based on the transit agency's adopted performance goals and standards.	Annually reported by Transit Operators.	Any agency with significant decline below adopted target must provide an explanation and specify plan to improve performance.
Cost Effectiveness Operating Cost Metrics	Operating Cost Metrics as reported to the National Transit Database (NTD) as requested such as: - Operating cost per passenger mile - Operating cost per vehicle revenue mile	Annually reported by Transit Operators.	Any agency with significant increase in costs must provide an explanation.

**PARATRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Performance Metrics & Standards	Evaluation Frequency & Method	Corrective Action
Ridership/Service Utilization Number of people served or trips provided	Number of individuals served or trips provided by program (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery)	Annually via Compliance Report and Program Plan Review.	N/A
Cost Effectiveness Operating Cost Metrics	Cost per trip or per passenger (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips)	Annually via Compliance Report and Program Plan Review.	Any agency with significant increase in costs must provide an explanation.

Note: The Paratransit Program Implementation Guidelines contain additional listing of performance measures by program type.

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STAFF REPORT

SUBJECT: Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2026-2027

FROM: Tamara Edwards, Director of Finance

DATE: April 6, 2026

Action Requested

Review and approve the following Resolutions:

1. Resolution 14-2026 of the Board of Directors of the Livermore Amador Valley Transit Authority authorizing the filing of a claim with the Metropolitan Transportation Commission (MTC) for Allocation of Transportation Development Act (TDA) Article 4.0, State Transit Assistance (STA), Regional Measure 2 (RM 2), and Regional Measure 3 (RM3) for Fiscal Year 2026-2027
2. Resolution 15-2026 of the Board of Directors of the Livermore Amador Valley Transit Authority Authorizing the filing of a claim with the Metropolitan Transportation Commission for Allocation of Transportation Development Act Article 4.5 Funds for the Fiscal Year 2026-2027

These resolutions authorize staff to file applications with the MTC for the 2026-2027 Fiscal Year.

Background

Attached for review and approval are the annual resolutions authorizing LAVTA’s Executive Director (or designee) to file a claim with MTC for TDA Article 4.0, 4.5, and STA funds for Fiscal Year 2026-2027. These resolutions are required as part of MTC’s annual claim submittal. The funds requested in the claim are limited to the amount allocated to LAVTA, based on a prescribed apportionment formula. On an annual basis, LAVTA is required to resolve support for the submission of applications for Regional Measure 2 and Regional Measure 3 operating assistance in connection with providing service to the BRT service. MTC has advised LAVTA that the inclusion of provisions relevant to RM2 and RM3 can be included in the TDA and STA resolutions for ease of submission.

Discussion

Attached to this report is the MTC staff report which accompanied their estimate and gives background information on the various funding sources and the bases for this year’s estimates.

Budget Considerations

The next step will be to prepare a detailed capital and operating budget within the available revenues.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the Resolution 14-2026 and Resolution 15-2026 authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2026-2027.

Strategic Plan Goal:

Organizational and Financial Management: Produce a Balanced Budget every year.

Attachments:

1. Fund Estimate from MTC - February 25, 2026
2. Resolution 14-2026
3. Resolution 15-2026

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 3a-26-0107

MTC Resolution No. 4742. FY 2026-27 MTC Fund Estimate

Subject:

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, Low Carbon Transit Operations Program (LCTOP) funds, and Senate Bill (SB) 125 funds for transit operating assistance for FY 2026-27.

Background:

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2026-27. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

Several economic indicators show that the Bay Area economy experienced either a plateau or minor decline in 2025. Unemployment rates ticked up in all counties except Alameda and San Francisco, which remained flat at 4.6% and declined to 3.9% respectively. Unemployment rates in all nine counties remain below the statewide rate, with four counties above the national rate. While there has been much improvement in employment since the pandemic, neither the labor force nor employment levels have returned to pre-pandemic levels in 2019. The regional population tracked with the state, increasing slightly in 2025 by less than 1%, while the statewide population grew by slightly above 1%.

Transportation Development Act (TDA)

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by 2% relative to original estimates for the current year of FY 2025-26, to \$493 million. The impacts vary across counties. While little change is estimated for Napa, Marin, and Solano counties, the Alameda County Auditor estimated a 12% increase for Alameda County, in part due to greater sales tax revenue generation performance in the first six months of the fiscal year.

County Auditor Offices forecast a subsequent increase of 2.6% in FY 2026-27 TDA revenues, to \$506 million. The revised revenue estimates for FY2025-26 and forecasted revenue for FY2026-27 are summarized in the following table:

TDA Revenue Estimates

County	FY2025-26 (Revised)	FY2026-27	FY2026-27 Change vs FY2025-26
Alameda	\$101.5	\$102.6	1.1%
Contra Costa	\$56.1	\$58.6	4.5%
Marin	\$17.1	\$17.3	1.2%
Napa	\$11.4	\$11.7	2.6%
San Francisco	\$48.0	\$49.0	2.1%
San Mateo	\$57.8	\$61.0	5.5%
Santa Clara	\$144.4	\$148.1	2.5%
Solano	\$28.5	\$28.5	0%
Sonoma	\$29.1	\$29.6	1.7%
Total	\$493.0	\$506.0	2.6%

Note that amounts may not sum due to rounding

Assembly Bill 1107 (AB 1107)

A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is administered by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to retain the \$104 million estimate for FY 2025-26 and increase slightly to \$105 million in FY 2026-27. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission practice.

State Transit Assistance (STA)

The State Controller's Office estimates \$717 million in STA diesel sales tax funds will be available statewide in FY 2026-27. Based on this estimate, the Bay Area would receive approximately \$261 million (\$192 million in Revenue-Based and \$70 million in Population-Based) in FY 2026-27 STA funds, representing an approximate 10% decrease from FY 2025-26 estimates.

While the Fund Estimate will reflect the latest available information from the State Controller's Office (SCO) for the current year (FY 2025-26) estimates, the Governor's Proposed FY 2026-27 budget forecasts a slight increase in FY 2025-26 STA revenues by roughly 1%, which translates to \$1.6 million more than the original estimate. Staff will return to the Commission to update the estimates following the state budget approval later this year.

State of Good Repair (SGR) Program

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$51.3 million to the Bay Area in FY 2026-27 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

Programming and Allocations Committee**Agenda Item 3a-26-0107****February 11, 2026****Page 3 of 4****Bridge Tolls**

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

Cap and Trade – Low Carbon Transit Operations Program (LCTOP)

The FY 2026-27 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2026-27, the region is projected to receive \$52.0 million from the program based on an estimate from Governor Newsom’s proposed FY 2025-26 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Senate Bill 125 (SB 125) Transit Funding

In November 2023, the Commission adopted MTC Resolution No. 4619 which established a distribution framework for SB 125 operations funding from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP). These funds are complemented by \$300 million in regional funds, which the Commission directed to operators in November 2024 through MTC Resolution No. 4619. At the conclusion of FY2025-26, SB 125 funding for operations was fully allocated, leaving roughly \$1 million remaining for MTC planning and implementation. MTC will work with BART and VTA to assess cash flow needs for the BART Core Capacity and BART to Silicon Valley Phase II projects, respectively, and will establish an allocation timeline in summer 2026.

Issues:

- 1) STA Revenue-Based Formula – Half of the statewide STA Revenues are distributed through a formula using each operator’s share of qualifying revenues (i.e., fares, local taxes, other operating revenues). This formula has been frozen through an amendment to the Public Utilities code since the onset of the pandemic to mitigate the impacts the pandemic has had on transit revenues. Though the revenue estimates for FY2026-27 provided by the State Controller’s Office in January maintain the frozen formula, the “hold harmless” provision is scheduled to expire at the end of FY 2025-26. If the “hold harmless” provision is not extended before June 30th, 2026, the qualifying revenue formula will be unfrozen, and the revenue distribution will be revised in August to include to include new qualifying revenue from FY2024-25.

Staff have advocated for an extension of this provision due to the impacts on transit operators in the region; however, the Governor’s proposed budget does not indicate

that this “hold harmless” provision will be extended into FY2026-27. While there will be a mix of increases and decreases in funding levels for different operators in the region, AC Transit, BART, and SFMTA are projected to see significant reductions in funding. The impact to these operators is most significant due to their heavy pre-pandemic reliance on STA qualifying revenue including fares, general fund, and parking revenues, all of which declined dramatically during the pandemic and have yet to recover.

The impact of the expiration of the provisions will be mirrored across the two other revenue-based Senate Bill 1 funding programs.

- 2) BART Feeder Bus Agreement – A 1997 agreement between MTC, BART, and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest in amending the agreement before the pandemic and later expressed greater urgency given its looming fiscal cliff. BART staff have indicated that FY 2025-26 is the last year that BART will be able to support feeder bus services.

MTC staff, in coordination with the affected feeder bus operators, are working on a proposal to provide temporary funding for feeder services in FY2026-27 using Regional Measure 3 (RM3) Operating funds available from prior year program revenues that were accrued but not disbursed when RM3 was under legal challenge. RM3 programming levels are expected to be presented to the Commission for approval in May.

Recommendations:

Refer MTC Resolution No. 4742 to the Commission for approval.

Attachments:

- MTC Resolution No. 4742
 - Attachment A: Fund Estimate – Regional Summary
- Presentation



Andrew B. Fremier

Date: February 25, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4742

This resolution approves the FY 2026-27 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 11, 2026.

Date: February 25, 2026
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4742

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2025-26 and FY 2026-27 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2026-27 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

MTC Resolution No. 4742

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 et seq.), State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 et seq.), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

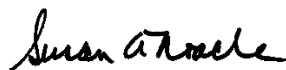
WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2026-27 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2026-27 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION



Sue Noack, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 25, 2026.

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**FY 2026-27 FUN D ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4742
Page 1 of 19
2/25/2026

TDA REGIONAL SUMMARY TABLE

Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	47,746,902	(100,909,466)	90,853,416	10,700,049	(4,062,139)	102,569,000	(4,102,760)	142,795,003
Contra Costa	63,837,898	(83,139,476)	55,891,922	238,767	(2,245,228)	58,600,440	(2,344,017)	90,840,305
Marin	1,076,350	(16,536,044)	17,799,157	(1,145,507)	(666,146)	17,340,951	(693,639)	17,175,121
Napa	6,614,695	(15,824,102)	11,535,799	(73,328)	(458,499)	11,691,720	(467,670)	13,018,615
San Francisco	3,547,349	(47,569,794)	48,345,000	(437,500)	(1,916,300)	49,060,000	(1,962,400)	49,066,357
San Mateo	4,479,321	(56,282,955)	57,949,257	(146,951)	(2,312,092)	60,927,369	(2,437,095)	62,176,855
Santa Clara	11,316,295	(145,378,048)	143,704,000	665,100	(5,774,764)	148,123,000	(5,924,920)	146,730,662
Solano	31,774,848	(33,199,708)	28,521,091	(12,735)	(1,879,271)	28,508,356	(1,879,272)	51,833,309
Sonoma	36,226,167	(46,093,764)	30,015,000	(915,000)	(1,081,518)	29,600,000	(1,100,101)	46,650,783
TOTAL	\$206,619,826	(\$544,933,357)	\$484,614,642	\$8,872,895	(\$20,395,957)	\$506,420,836	(\$20,911,874)	\$620,287,010

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

Column	A	B	C	D	E=Sum(A:D)
Fund Source	6/30/2025 Balance (w/ interest) ¹	FY2024-26 Outstanding Commitments ²	FY2025-26 Revenue Estimate	FY2026-27 Revenue Estimate	FY2026-27 Available for Allocation
State Transit Assistance					
Revenue-Based	15,016,242	(214,645,745)	213,117,399	192,335,694	205,823,590
Population-Based	129,791,109	(104,707,471)	77,115,439	69,595,684	171,794,760
SUBTOTAL	144,807,350	(319,353,216)	290,232,838	261,931,378	377,618,350
AB1107 - BART District Tax (25% Share)	0	(104,000,000)	104,000,000	105,000,000	105,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,439,777	(3,880,707)	1,450,000	1,450,000	7,459,070
5% State General Fund Revenue	29,616,896	(25,806,317)	3,546,823	3,582,291	10,939,693
SUBTOTAL	38,056,673	(29,687,024)	4,996,823	5,032,291	18,398,763
Low Carbon Transit Operations Program	0	0	55,051,900	51,762,669	106,814,569
State of Good Repair Program					
Revenue-Based	1,834,477	(38,795,220)	36,960,765	37,690,857	37,690,879
Population-Based	16,603,360	(27,972,076)	13,180,360	13,638,244	15,449,887
SUBTOTAL	18,437,837	(66,767,296)	50,141,125	51,329,101	53,140,766
Senate Bill 125 Funding	1,786,333	(375,333,369)	374,742,049	0	1,195,013
TOTAL	\$201,301,860	(\$519,807,536)	\$504,422,686	\$475,055,438	\$662,167,461

Please see Attachment A pages 2-19 for detailed information on each fund source.

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
Res No. 4742
Page 2 of 19
2/25/2026

FY2025-26 TDA Revenue Estimate			FY2026-27 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment			FY2026-27 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 25)	90,853,416		13. County Auditor Estimate		102,569,000
2. Revised Revenue (Feb, 26)	101,553,465		FY2026-27 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		10,700,049	14. MTC Administration (0.5% of Line 13)	512,845	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	512,845	
4. MTC Administration (0.5% of Line 3)	53,500		16. MTC Planning (3.0% of Line 13)	3,077,070	
5. County Administration (Up to 0.5% of Line 3) ⁴	53,500		17. Total Charges (Lines 14+15+16)		4,102,760
6. MTC Planning (3.0% of Line 3)	321,001		18. TDA Generations Less Charges (Lines 13-17)		98,466,240
7. Total Charges (Lines 4+5+6)		428,001	FY2026-27 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		10,272,048	19. Article 3.0 (2.0% of Line 18)	1,969,325	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		96,496,915
9. Article 3 Adjustment (2.0% of line 8)	205,441		21. Article 4.5 (5.0% of Line 20)	4,824,846	
10. Funds Remaining (Lines 8-9)		10,066,607	22. TDA Article 4 (Lines 20-21)		91,672,069
11. Article 4.5 Adjustment (5.0% of Line 10)	503,330				
12. Article 4 Adjustment (Lines 10-11)		9,563,277			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	8,645,898	424,635	9,070,533	(7,199,855)	0	1,744,386	205,441	3,820,505	1,969,325	5,789,830
Article 4.5	406,758	22,788	429,546	(4,179,123)	0	4,273,745	503,330	1,027,498	4,824,846	5,852,344
SUBTOTAL	9,052,656	447,423	9,500,079	(11,378,978)	0	6,018,131	708,771	4,848,003	6,794,171	11,642,174
Article 4										
AC Transit										
District 1	188,949	121,133	310,082	(52,436,116)	0	52,436,116	6,175,542	6,485,624	59,047,761	65,533,385
District 2	50,103	32,119	82,222	(13,768,141)	0	13,768,141	1,621,511	1,703,733	15,662,213	17,365,946
BART ³	317	204	521	(86,923)	0	86,923	10,237	10,758	97,963	108,721
LAVTA	31,101,459	1,244,336	32,345,795	(25,177,056)	0	11,624,472	1,369,045	20,162,256	13,188,553	33,350,809
Union City	7,353,417	509,233	7,862,650	(416,699)	0	3,285,496	386,942	11,118,389	3,675,580	14,793,969
SUBTOTAL	38,694,246	1,907,024	40,601,270	(91,884,935)	0	81,201,148	9,563,277	39,480,760	91,672,069	131,152,829
GRAND TOTAL	\$47,746,902	\$2,354,447	\$50,101,349	(\$103,263,913)	\$0	\$87,219,279	\$10,272,048	\$44,328,763	\$98,466,240	\$142,795,003

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
3. Feeder Bus Program to be depreciated at the end of FY2025-26
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2027-26 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2027-26 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	55,891,922	13. County Auditor Estimate	58,600,440
2. Revised Estimate (Feb, 26)	56,130,689	FY2027-26 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	238,767	14. MTC Administration (0.5% of Line 13)	293,002
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	293,002
4. MTC Administration (0.5% of Line 3)	1,194	16. MTC Planning (3.0% of Line 13)	1,758,013
5. County Administration (Up to 0.5% of Line 3) ⁴	1,194	17. Total Charges (Lines 14+15+16)	2,344,017
6. MTC Planning (3.0% of Line 3)	7,163	18. TDA Generations Less Charges (Lines 13-17)	56,256,423
7. Total Charges (Lines 4+5+6)	9,551	FY2027-26 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	229,216	19. Article 3.0 (2.0% of Line 18)	1,125,128
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	55,131,295
9. Article 3 Adjustment (2.0% of line 8)	4,584	21. Article 4.5 (5.0% of Line 20)	2,756,565
10. Funds Remaining (Lines 8-9)	224,632	22. TDA Article 4 (Lines 20-21)	52,374,730
11. Article 4.5 Adjustment (5.0% of Line 10)	11,232		
12. Article 4 Adjustment (Lines 10-11)	213,400		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2027-26	FY2027-26
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,084,903	116,804	2,201,707	(2,629,100)	0	1,073,125	4,584	650,316	1,125,128	1,775,444
Article 4.5	588,417	20,210	608,627	(2,738,938)	0	2,629,156	11,232	510,077	2,756,565	3,266,642
SUBTOTAL	2,673,320	137,014	2,810,334	(5,368,038)	0	3,702,281	15,816	1,160,393	3,881,693	5,042,086
Article 4										
AC Transit										
District 1	25,063	14,449	39,512	(8,787,985)	0	8,787,985	37,542	77,054	9,200,294	9,277,348
BART ³	(1,058)	1,995	937	(209,265)	0	209,265	894	1,831	219,237	221,068
CCCTA	60,404,491	2,044,217	62,448,708	(52,421,999)	0	22,952,133	98,050	33,076,892	24,026,237	57,103,129
ECCTA	18,650	52,142	70,792	(15,196,080)	0	15,060,949	64,339	0	15,853,298	15,853,298
WCCTA	717,432	107,374	824,806	(3,513,299)	0	2,943,630	12,575	267,712	3,075,664	3,343,376
SUBTOTAL	61,164,578	2,220,177	63,384,755	(80,128,628)	0	49,953,962	213,400	33,423,489	52,374,730	85,798,219
GRAND TOTAL	\$63,837,898	\$2,357,191	\$66,195,089	(\$85,496,667)	\$0	\$53,656,243	\$229,216	\$34,583,882	\$56,256,423	\$90,840,305

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
3. Feeder Bus Program to be depreciated at the end of FY2025-26
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	17,799,157	13. County Auditor Estimate	17,340,951
2. Revised Revenue (Feb, 26)	16,653,650	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,145,507)	14. MTC Administration (0.5% of Line 13)	86,705
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	86,705
4. MTC Administration (0.5% of Line 3)	(5,728)	16. MTC Planning (3.0% of Line 13)	520,229
5. County Administration (Up to 0.5% of Line 3)	(5,728)	17. Total Charges (Lines 14+15+16)	693,639
6. MTC Planning (3.0% of Line 3)	(34,365)	18. TDA Generations Less Charges (Lines 13-17)	16,647,312
7. Total Charges (Lines 4+5+6)	(45,821)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(1,099,686)	19. Article 3.0 (2.0% of Line 18)	332,946
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,314,366
9. Article 3 Adjustment (2.0% of line 8)	(21,994)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(1,077,692)	22. TDA Article 4 (Lines 20-21)	16,314,366
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	(1,077,692)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	860,194	125,027	985,221	(777,162)	0	341,744	(21,994)	527,809	332,946	860,755
Article 4.5										
SUBTOTAL	860,194	125,027	985,221	(777,162)	0	341,744	(21,994)	527,809	332,946	860,755
Article 4/8										
GGBHTD	232,521	61,060	293,581	(7,140,118)	0	7,317,489	(470,952)	0	7,209,318	7,209,318
Marin Transit	(16,366)	24,018	7,652	(8,828,868)	0	9,427,957	(606,741)	0	9,105,048	9,105,048
SUBTOTAL	216,156	85,077	301,233	(15,968,986)	0	16,745,446	(1,077,692)	0	16,314,366	16,314,366
GRAND TOTAL	\$1,076,350	\$210,104	\$1,286,454	(\$16,746,148)	\$0	\$17,087,190	(\$1,099,686)	\$527,809	\$16,647,312	\$17,175,121

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	11,535,799	13. County Auditor Estimate	11,691,720
2. Revised Revenue (Feb, 26)	11,462,471	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(73,328)	14. MTC Administration (0.5% of Line 13)	58,459
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	58,459
4. MTC Administration (0.5% of Line 3)	(367)	16. MTC Planning (3.0% of Line 13)	350,752
5. County Administration (Up to 0.5% of Line 3)	(367)	17. Total Charges (Lines 14+15+16)	467,670
6. MTC Planning (3.0% of Line 3)	(2,200)	18. TDA Generations Less Charges (Lines 13-17)	11,224,050
7. Total Charges (Lines 4+5+6)	(2,934)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(70,394)	19. Article 3.0 (2.0% of Line 18)	224,481
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	10,999,569
9. Article 3 Adjustment (2.0% of line 8)	(1,408)	21. Article 4.5 (5.0% of Line 20)	549,978
10. Funds Remaining (Lines 8-9)	(68,986)	22. TDA Article 4 (Lines 20-21)	10,449,591
11. Article 4.5 Adjustment (5.0% of Line 10)	(3,449)		
12. Article 4 Adjustment (Lines 10-11)	(65,537)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	753,691	22,951	776,642	(450,000)	-	221,487	(1,408)	546,721	224,481	771,202
Article 4.5	(553)	762	208	(539,475)	-	542,644	(3,449)	(72)	549,978	549,906
SUBTOTAL	753,138	23,713	776,850	(989,475)	-	764,131	(4,857)	546,649	774,459	1,321,108
Article 4/8										
NVTA ³	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(65,537)	1,247,916	10,449,591	11,697,507
SUBTOTAL	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(65,537)	1,247,916	10,449,591	11,697,507
GRAND TOTAL	\$6,614,695	\$144,076	\$6,758,771	(\$16,284,642)	\$316,463	\$11,074,367	(\$70,394)	\$1,794,565	\$11,224,050	\$13,018,615

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	48,345,000	13. County Auditor Estimate	49,060,000
2. Revised Estimate (Feb, 26)	47,907,500	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(437,500)	14. MTC Administration (0.5% of Line 13)	245,300
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	245,300
4. MTC Administration (0.5% of Line 3)	(2,188)	16. MTC Planning (3.0% of Line 13)	1,471,800
5. County Administration (Up to 0.5% of Line 3)	(2,188)	17. Total Charges (Lines 14+15+16)	1,962,400
6. MTC Planning (3.0% of Line 3)	(13,125)	18. TDA Generations Less Charges (Lines 13-17)	47,097,600
7. Total Charges (Lines 4+5+6)	(17,501)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(419,999)	19. Article 3.0 (2.0% of Line 18)	941,952
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	46,155,648
9. Article 3 Adjustment (2.0% of line 8)	(8,400)	21. Article 4.5 (5.0% of Line 20)	2,307,782
10. Funds Remaining (Lines 8-9)	(411,599)	22. TDA Article 4 (Lines 20-21)	43,847,866
11. Article 4.5 Adjustment (5.0% of Line 10)	(20,580)		
12. Article 4 Adjustment (Lines 10-11)	(391,019)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,758,002	464,544	4,222,546	(3,371,668)	-	928,224	(8,400)	1,770,702	941,952	2,712,654
Article 4.5	131,401	-	131,401	-	(2,186,915)	2,274,149	(20,580)	198,055	2,307,782	2,505,837
SUBTOTAL	3,889,403	464,544	4,353,947	(3,371,668)	(2,186,915)	3,202,373	(28,980)	1,968,757	3,249,734	5,218,491
Article 4										
SFMTA	(342,053)	342,053	-	(45,004,723)	2,186,915	43,208,827	(391,019)	-	43,847,866	43,847,866
SUBTOTAL	(342,053)	342,053	-	(45,004,723)	2,186,915	43,208,827	(391,019)	-	43,847,866	43,847,866
GRAND TOTAL	\$3,547,349	\$806,597	\$4,353,947	(\$48,376,391)	\$0	\$46,411,200	(\$419,999)	\$1,968,757	\$47,097,600	\$49,066,357

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	57,949,257	13. County Auditor Estimate	60,927,369
2. Revised Revenue (Feb, 26)	57,802,306	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(146,951)	14. MTC Administration (0.5% of Line 13)	304,637
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	304,637
4. MTC Administration (0.5% of Line 3)	(735)	16. MTC Planning (3.0% of Line 13)	1,827,821
5. County Administration (Up to 0.5% of Line 3)	(735)	17. Total Charges (Lines 14+15+16)	2,437,095
6. MTC Planning (3.0% of Line 3)	(4,409)	18. TDA Generations Less Charges (Lines 13-17)	58,490,274
7. Total Charges (Lines 4+5+6)	(5,879)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(141,072)	19. Article 3.0 (2.0% of Line 18)	1,169,805
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	57,320,469
9. Article 3 Adjustment (2.0% of line 8)	(2,821)	21. Article 4.5 (5.0% of Line 20)	2,866,023
10. Funds Remaining (Lines 8-9)	(138,251)	22. TDA Article 4 (Lines 20-21)	54,454,446
11. Article 4.5 Adjustment (5.0% of Line 10)	(6,913)		
12. Article 4 Adjustment (Lines 10-11)	(131,338)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,788,393	383,905	5,172,298	(3,210,467)	-	1,112,626	(2,821)	3,071,636	1,169,805	4,241,441
Article 4.5	(16,410)	54,300	37,890	(2,725,933)	-	2,725,933	(6,913)	30,977	2,866,023	2,897,000
SUBTOTAL	4,771,984	438,205	5,210,189	(5,936,400)	-	3,838,559	(9,734)	3,102,613	4,035,828	7,138,441
Article 4										
SamTrans	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	(131,338)	583,968	54,454,446	55,038,414
SUBTOTAL	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	(131,338)	583,968	54,454,446	55,038,414
GRAND TOTAL	\$4,479,321	\$1,446,173	\$5,925,494	(\$57,729,128)	\$0	\$55,631,287	(\$141,072)	\$3,686,581	\$58,490,274	\$62,176,855

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2025-26 TDA Revenue Estimate					FY2026-27 TDA Revenue Estimate					
<i>FY2025-26 Generation Estimate Adjustment</i>					<i>FY2026-27 County Auditor's Generation Estimate</i>					
1. Original County Auditor Estimate (Feb, 25)			143,704,000		13. County Auditor Estimate					148,123,000
2. Actual Revenue (Feb, 26)			144,369,100		<i>FY2026-27 Planning and Administration Charges</i>					
3. Revenue Adjustment (Lines 2-1)				665,100	14. MTC Administration (0.5% of Line 13)			740,615		
<i>FY2025-26 Planning and Administration Charges Adjustment</i>					15. County Administration (0.5% of Line 13)			740,615		
4. MTC Administration (0.5% of Line 3)			3,326		16. MTC Planning (3.0% of Line 13)			4,443,690		
5. County Administration (Up to 0.5% of Line 3)			3,326		17. Total Charges (Lines 14+15+16)					5,924,920
6. MTC Planning (3.0% of Line 3)			19,953		18. TDA Generations Less Charges (Lines 13-17)					142,198,080
7. Total Charges (Lines 4+5+6)				26,605	<i>FY2026-27 TDA Apportionment By Article</i>					
8. Adjusted Generations Less Charges (Lines 3-7)				638,495	19. Article 3.0 (2.0% of Line 18)			2,843,962		
<i>FY2025-26 TDA Adjustment By Article</i>					20. Funds Remaining (Lines 18-19)					139,354,118
9. Article 3 Adjustment (2.0% of line 8)			12,770		21. Article 4.5 (5.0% of Line 20)			6,967,706		
10. Funds Remaining (Lines 8-9)				625,725	22. TDA Article 4 (Lines 20-21)					132,386,412
11. Article 4.5 Adjustment (5.0% of Line 10)			31,286							
12. Article 4 Adjustment (Lines 10-11)				594,439						
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	10,727,225	575,552	11,302,777	(10,901,281)	-	2,759,117	12,770	3,173,383	2,843,962	6,017,345
Article 4.5	29,454	7,220	36,674	(6,759,836)	-	6,759,836	31,286	67,960	6,967,706	7,035,666
SUBTOTAL	10,756,679	582,773	11,339,451	(17,661,117)	-	9,518,953	44,056	3,241,343	9,811,668	13,053,011
Article 4										
VTA	559,616	137,184	696,800	(128,436,887)	-	128,436,887	594,439	1,291,239	132,386,412	133,677,651
SUBTOTAL	559,616	137,184	696,800	(128,436,887)	-	128,436,887	594,439	1,291,239	132,386,412	133,677,651
GRAND TOTAL	\$11,316,295	\$719,956	\$12,036,251	(\$146,098,004)	\$0	\$137,955,840	\$638,495	\$4,532,582	\$142,198,080	\$146,730,662

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	28,521,091	13. County Auditor Estimate	28,508,356
2. Revised Revenue (Feb, 26)	28,508,356	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(12,735)	15. MTC Administration (0.5% of Line 14)	142,542
FY2025-26 Planning and Administration Charges Adjustment		16. County Administration (0.5% of Line 14)	142,542
4. MTC Administration (0.5% of Line 3)	(64)	17. MTC Planning (3.0% of Line 14)	855,251
5. County Administration (Up to 0.5% of Line 3)	(64)	18. Total Charges (Lines 15+16+17)	1,140,335
6. MTC Planning (3.0% of Line 3)	(382)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ³	738,937
7. Total Charges (Lines 4+5+6)	(510)	20. TDA Generations Less Charges (Lines 14-18-19)	26,629,084
8. STA Planning (2.7%)	(330)	FY2026-27 TDA Apportionment By Article	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(11,895)	21. Article 3.0 (2.0% of Line 20)	532,582
FY2025-26 TDA Adjustment By Article		22. Funds Remaining (Lines 20-21)	26,096,502
10. Article 3 Adjustment (2.0% of line 9)	(238)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(11,657)	24. TDA Article 4 (Lines 22-23)	26,096,502
12. Article 4.5 Adjustment (5.0% of Line 11)	-		
13. Article 4 Adjustment (Lines 11-12)	(11,657)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4.5										
SUBTOTAL	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(452,913)	-	1,134,738	(507)	4,397,179	1,170,354	5,567,533
Fairfield	1,711,415	147,435	1,858,850	(1,646,331)	-	7,037,740	(3,142)	7,247,117	7,003,327	14,250,444
Rio Vista	2,005,476	93,172	2,098,648	(168,100)	-	585,060	(261)	2,515,347	599,738	3,115,085
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(472)	1,668,646	1,043,538	2,712,184
Suisun City	1,341,923	63,767	1,405,691	(1,400,377)	-	1,686,639	(753)	1,691,200	1,684,465	3,375,665
Vacaville	10,799,522	642,355	11,441,877	(12,090,621)	-	5,975,344	(2,668)	5,323,932	5,985,838	11,309,770
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,949,376)	-	8,631,508	(3,855)	1,805,708	8,609,243	10,414,951
SUBTOTAL	30,187,623	1,776,257	31,963,880	(33,411,254)	-	26,108,161	(11,658)	24,649,129	26,096,502	50,745,631
GRAND TOTAL	\$31,774,848	\$1,864,326	\$33,639,174	(\$35,064,034)	\$0	\$26,640,981	(\$11,896)	\$25,204,225	\$26,629,084	\$51,833,309

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	30,015,000	13. County Auditor Estimate	29,600,000
2. Revised Revenue (Feb, 26)	29,100,000	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(915,000)	14. MTC Administration (0.5% of Line 13)	148,000
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.22% of Line 13)	64,101
4. MTC Administration (0.5% of Line 3)	(4,575)	16. MTC Planning (3.0% of Line 13)	888,000
5. County Administration (0.22% of Line 3)	(1,982)	17. Total Charges (Lines 14+15+16)	1,100,101
6. MTC Planning (3.0% of Line 3)	(27,450)	18. TDA Generations Less Charges (Lines 13-17)	28,499,899
7. Total Charges (Lines 4+5+6)	(34,007)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(880,993)	19. Article 3.0 (2.0% of Line 18)	569,998
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	27,929,901
9. Article 3 Adjustment (2.0% of line 8)	(17,620)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(863,373)	22. TDA Article 4 (Lines 20-21)	27,929,901
11. Article 4.5 Adjustment (5.0% of Line 10)	-		
12. Article 4 Adjustment (Lines 10-11)	(863,373)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,234,719	135,864	3,370,583	(2,581,400)	-	577,990	(17,620)	1,349,553	569,998	1,919,551
Article 4.5										
SUBTOTAL	3,234,719	135,864	3,370,583	(2,581,400)	-	577,990	(17,620)	1,349,553	569,998	1,919,551
Article 4/8										
GGBHTD ³	5,411	28,294	33,705	(3,680,778)	-	3,761,729	(114,656)	-	1,382,530	1,382,530
Petaluma	2,021,606	197,534	2,219,141	(1,938,956)	-	2,994,483	(91,518)	3,183,150	3,248,247	6,431,397
Santa Rosa	13,505,454	468,794	13,974,248	(16,358,536)	-	8,965,109	(273,862)	6,306,959	9,811,774	16,118,733
Sonoma County	17,458,977	679,394	18,138,371	(23,043,975)	-	12,600,165	(383,338)	7,311,222	13,487,349	20,798,571
SUBTOTAL	32,991,448	1,374,016	34,365,464	(45,022,245)	-	28,321,485	(863,373)	16,801,331	27,929,901	44,731,232
GRAND TOTAL	\$36,226,167	\$1,509,881	\$37,736,048	(\$47,603,645)	\$0	\$28,899,475	(\$880,993)	\$18,150,884	\$28,499,899	\$46,650,783

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

FY 2026-27 FUND ESTIMATE STATE TRANSIT ASSISTANCE REVENUE-BASED FUNDS (PUC 99314)				Attachment A Res No. 4742 Page 11 of 19 2/25/2026		
FY2025-26 STA Revenue Estimate			FY2026-27 STA Revenue Estimate			
1. State Estimate (Aug, 25) ³			\$213,117,399	4. Projected Carryover (Jan, 26)		\$13,487,896
2. Actual Revenue (Sept, 26)				5. State Estimate (Jan, 26) - DRAFT		\$192,335,694
3. Revenue Adjustment (Lines 2-1)				6. Total Funds Available (Lines 4+5)		\$205,823,590
STA REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	-	(311,072)	311,072	-	280,738	280,738
Caltrain	685,812	(10,101,529)	10,101,529	685,812	9,116,499	9,802,311
CCCTA	709,585	(1,000,000)	885,616	595,201	799,257	1,394,458
City of Dixon	83,292	-	8,648	91,940	7,804	99,744
ECCTA	-	(428,182)	428,182	-	386,429	386,429
City of Fairfield	-	-	157,146	157,146	141,822	298,968
GGBHTD	-	(9,692,845)	9,692,845	-	8,747,667	8,747,667
LAVTA	-	(424,810)	424,810	-	383,386	383,386
Marin Transit	1,569,216	(2,500,000)	1,656,536	725,752	1,495,002	2,220,754
NVTA	-	(120,265)	120,265	-	108,538	108,538
City of Petaluma	553	-	51,600	52,153	46,569	98,722
City of Rio Vista	28,409	-	2,749	31,158	2,480	33,638
SamTrans	537,646	(10,131,176)	10,131,176	537,646	9,143,255	9,680,901
SMART	184	(2,094,129)	2,094,129	184	1,889,925	1,890,109
City of Santa Rosa	-	(159,976)	173,394	13,418	156,487	169,905
Solano County Transit	-	(369,349)	369,349	-	333,333	333,333
Sonoma County Transit	-	(241,541)	241,541	-	217,987	217,987
City of Union City	9	-	131,223	131,232	118,427	249,659
Vacaville City Coach	239,211	-	28,125	267,336	25,382	292,718
VTA	-	(28,329,054)	30,706,526	2,377,472	27,712,242	30,089,714
VTA - Corresponding to ACE	-	(165,571)	179,464	13,893	161,965	175,858
WCCTA	-	(561,691)	561,691	-	506,919	506,919
WETA	11,157,923	(7,987,907)	2,754,515	5,924,531	2,485,915	8,410,446
SUBTOTAL	15,011,839	(74,619,097)	71,212,131	11,604,874	64,268,028	75,872,902
AC Transit	-	(25,206,579)	27,089,601	1,883,022	24,448,014	26,331,036
BART	4,381	(42,453,821)	42,449,440	-	38,310,070	38,310,070
SFMTA	21	(72,366,248)	72,366,227	-	65,309,582	65,309,582
SUBTOTAL	4,402	(140,026,648)	141,905,268	1,883,022	128,067,666	129,950,688
GRAND TOTAL	\$15,016,242	(\$214,645,745)	\$213,117,399	\$13,487,896	\$192,335,694	\$205,823,590

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
5. FY2026-27 STA revenue estimates based on January 2026 State Controller's Office (SCO) forecast.

**FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate				
1. State Estimate (Aug, 25) ³	\$77,115,439	4. Projected Carryover (Jan, 26)	\$102,199,076			
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	\$69,595,684			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$171,794,760			
STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT						
Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2025	FY2024-26	FY2025-26	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant⁶						
Alameda	2,226,007	(8,550,980)	9,542,245	3,217,272	8,611,752	11,829,024
Contra Costa	1,504,533	(12,016,700)	11,974,307	1,462,140	10,806,657	12,268,797
Marin	151,199	(3,081,290)	3,080,386	150,295	2,780,009	2,930,304
Napa	-	(1,884,278)	1,884,278	-	1,700,537	1,700,537
San Francisco	2,547,440	(5,755,937)	4,564,339	1,355,842	4,119,257	5,475,099
San Mateo	7,649,211	(4,527,390)	2,732,788	5,854,609	2,466,306	8,320,915
Santa Clara	-	(7,087,177)	7,606,983	519,806	6,865,204	7,385,010
Solano	16,742,718	(11,709,894)	5,669,048	10,701,872	5,116,242	15,818,114
Sonoma	183,913	(6,326,203)	6,926,433	784,143	6,251,015	7,035,158
SUBTOTAL	31,005,022	(60,939,849)	53,980,807	24,045,979	48,716,979	72,762,958
Regional Program	59,561,009	(35,767,623)	23,134,632	46,928,018	12,878,705	59,806,723
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund⁷	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	\$129,791,109	(\$104,707,471)	\$77,115,439	\$102,199,076	\$69,595,684	\$171,794,760

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/2026.
3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.
4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.
5. FY2026-27 STA revenue estimates are based on January 2026 State Controller's Office (SCO) forecast.
6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.
7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2026-27 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,003,393	(2,285,162)	1,000,000	5,718,231	1,000,000	6,718,231
Bay Trail	893,309	(1,343,309)	450,000	-	450,000	450,000
Studies	543,075	(252,236)	-	290,839	-	290,839
SUBTOTAL	8,439,777	(3,880,707)	1,450,000	6,009,070	1,450,000	7,459,070
5% State General Fund Revenues						
Ferry	29,083,217	(24,982,396)	3,256,581	7,357,402	3,283,254	10,640,656
Bay Trail	533,679	(823,921)	290,242	-	299,037	299,037
SUBTOTAL	29,616,896	(25,806,317)	3,546,823	7,357,402	3,582,291	10,939,693

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2026-27 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2025-26 AB1107 Revenue Estimate				FY2026-27 AB1107 Revenue Estimate					
1. Original MTC Estimate (Feb, 25)			\$104,000,000	4. Projected Carryover (Feb, 26)					\$0
2. Revised Revenue (Feb, 26)			\$104,000,000	5. MTC Estimate (Feb, 26)					\$105,000,000
3. Revenue Adjustment (Lines 2-1)			\$0	6. Total Funds Available (Lines 4+5)					\$105,000,000
AB1107 APPORTIONMENT BY OPERATOR									
Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
SFMTA	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
TOTAL	\$0	\$0	\$0	(\$104,000,000)	\$104,000,000	\$0	\$0	\$105,000,000	\$105,000,000

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

FY 2026-27 FUND ESTIMATE TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES & IMPLEMENTATION OF OPERATOR AGREEMENTS			Attachment A Res No. 4742 Page 15 of 19 2/25/2026	
ARTICLE 4.5 SUBAPPORTIONMENT				
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5		
Total Available	\$5,852,344	\$3,266,642		
AC Transit	\$5,261,982	\$1,039,431		
LAVTA	\$164,045			
Pleasanton	\$89,260			
Union City	\$337,057			
CCCTA		\$1,396,492		
ECCTA		\$601,207		
WCCTA		\$229,512		
IMPLEMENTATION OF OPERATOR AGREEMENTS				
Apportionment of BART Funds to Implement Transit Coordination Program				
Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2026-27			
CCCTA	\$0			
LAVTA	\$0			
ECCTA	\$0			
WCCTA	\$0			
Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$38,310,070	
STA Revenue-Based	BART	CCCTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ²	\$0	BART Feeder Bus
Total Payment			\$0	
Remaining BART STA Revenue-Based Funds			\$38,310,070	
Total Available BART TDA Article 4 Funds²			\$329,789	
TDA Article 4	BART-Alameda	LAVTA	\$0	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	\$0	BART Feeder Bus
Total Payment			\$0	
Remaining BART TDA Article 4 Funds			\$329,789	
Total Available SamTrans STA Revenue-Based Funds			\$9,680,901	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$8,879,877	
Total Available Union City TDA Article 4 Funds			\$14,793,969	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$14,677,270	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years
 2. Feeder Bus program will be deprecated at the end FY2025-26, please see February 2026 Programming and Allocations Committee staff memo for more information.

**FY 2026-27 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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FY2025-26 LCTOP Revenue Estimate¹		FY2026-27 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 26)	\$150,700,000	5. Estimated Statewide Appropriation (Jan, 26)	\$141,696,000
2. MTC Region Revenue-Based Funding	\$40,375,981	6. Estimated MTC Region Revenue-Based Funding	\$37,963,604
3. MTC Region Population-Based Funding	\$14,675,919	7. Estimated MTC Region Population-Based Funding	\$13,799,065
4. Total MTC Region Funds	\$55,051,900	8. Estimated Total MTC Region Funds	\$51,762,669

1. The FY 2025-26 LCTOP revenue generation is based on the \$150 million revised estimate included in the FY 2025-26 Governor's Proposed State Budget.

2. The FY 2026-27 LCTOP revenue generation is based on the \$141 million estimated in the FY 2026-27 Governor's Proposed State Budget.

FY 2026-27 FUND ESTIMATE STATE OF GOOD REPAIR (SGR) PROGRAM REVENUE-BASED FUNDS				Attachment A Res No. 4742 Page 17 of 19 2/25/2026		
FY2025-26 SGR Revenue-Based Revenue Estimate			FY2026-27 SGR Revenue-Based Revenue Estimate			
1. State Estimate (Aug, 25)			\$36,960,765	4. Projected Carryover (Jan, 26)		\$22
2. Actual Revenue (Aug, 26)				5. State Estimate (Jan, 26)		\$37,690,857
3. Revenue Adjustment (Lines 2-1)				6. Total Funds Available (Lines 4+5)		\$37,690,879
STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	2,946	(56,895)	53,949	-	55,015	55,015
Caltrain	95,612	(1,847,511)	1,751,900	1	1,786,506	1,786,507
CCCTA	8,385	(161,976)	153,592	1	156,626	156,627
City of Dixon	82	(1,581)	1,500	1	1,530	1,531
ECCTA	45,609	(119,867)	74,259	-	75,726	75,726
City of Fairfield	1,486	(28,740)	27,254	-	27,792	27,792
GGBHTD	91,744	(1,772,764)	1,681,022	2	1,714,228	1,714,230
LAVTA	4,022	(77,696)	73,674	-	75,129	75,129
Marin Transit	15,680	(302,961)	287,292	11	292,967	292,978
NVTA	1,137	(21,994)	20,857	-	21,269	21,269
City of Petaluma	490	(9,438)	8,949	1	9,126	9,127
City of Rio Vista	27	(504)	477	-	486	486
SamTrans	95,891	(1,852,930)	1,757,040	1	1,791,747	1,791,748
SMART	19,821	(383,004)	363,183	-	370,357	370,357
City of Santa Rosa	1,640	(31,711)	30,072	1	30,666	30,667
Solano County Transit	3,497	(67,552)	64,056	1	65,321	65,322
Sonoma County Transit	2,286	(44,176)	41,890	-	42,717	42,717
City of Union City	1,242	(24,000)	22,758	-	23,208	23,208
Vacaville City Coach	268	(5,145)	4,878	1	4,974	4,975
VTA	290,639	(5,616,044)	5,325,406	1	5,430,600	5,430,601
VTA - Corresponding to ACE	1,699	(32,823)	31,124	-	31,739	31,739
WCCTA	5,314	(102,728)	97,414	-	99,338	99,338
WETA	26,071	(503,784)	477,713	-	487,149	487,149
SUBTOTAL	715,588	(13,065,824)	12,350,259	22	12,594,216	12,594,238
AC Transit	256,397	(4,954,523)	4,698,126	-	4,790,929	4,790,929
BART	401,775	(7,763,744)	7,361,969	-	7,507,391	7,507,391
SFMTA	460,718	(13,011,129)	12,550,411	-	12,798,321	12,798,321
SUBTOTAL	1,118,889	(25,729,396)	24,610,506	-	25,096,641	25,096,641
GRAND TOTAL	\$1,834,477	(\$38,795,220)	\$36,960,765	\$22	\$37,690,857	\$37,690,879

1. FY2025-26 State of Good Repair Program revenue generation is based on August 2025 actuals report from the State Controller's Office (SCO).

2. FY2026-27 State of Good Repair Program revenue generation based on January 2026 State Controller's Office (SCO) forecast.

**FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

*Attachment A
Res No. 4742
Page 18 of 19
2/25/2026*

FY2025-26 SGR Population-Based Revenue Estimate		FY2026-27 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 25)	\$13,374,065	4. Projected Carryover (Feb, 26)	\$1,811,643			
2. Actual Revenue (Sept, 26)		5. State Estimate (Feb, 26)	\$13,638,244			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$15,449,887			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment³	Balance (w/interest)	Outstanding Commitments	Revenue Estimate¹	Projected Carryover	Revenue Estimate²	Available For Allocation
Clipper®/Clipper® 2.0/Green Transit Capital Priorities⁴	16,603,360	(27,972,076)	13,180,360	1,811,643	13,638,244	15,449,887
GRAND TOTAL	\$16,603,360	(\$27,972,076)	\$13,180,360	\$1,811,643	\$13,638,244	\$15,449,887

1. FY2025-26 State of Good Repair Program revenue generation is based on September 2025 actuals report from the State Controller's Office (SCO).
2. FY2026-27 State of Good Repair Program revenue generation is based on August 2025 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.
4. Specific projects will be identified through the annual State of Good Repair Programming Resolution.

**FY 2026-27 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUND ING**

*Attachment A
Res No. 4742
Page 19 of 19
2/25/2026*

FY2025-26 SB 125 Funding			FY2026-27 SB 125 Funding			
1. Estimate (Feb, 25)		\$374,742,049	1. Estimate (Feb, 26)			\$0
2. Actual Revenue			2. Actual Revenue			
3. Revenue Adjustment (Lines 2-1)			3. Revenue Adjustment (Lines 2-1)			
SB 125 FUNDING DISTRIBUTION						
Column	A	B	C	D=Sum(A:C)	E	F
	6/30/2025	FY2024-26	FY25-26 Distribution	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Distribution	Projected Carryover	Distribution ¹	Available For Allocation
SFMTA	-	(117,263,296)	117,263,296	-	-	-
BART	-	(224,390,775)	224,390,775	-	-	-
AC Transit	-	-	-	-	-	-
Caltrain	-	(10,448,973)	10,448,973	-	-	-
GGBHTD	-	(20,810,168)	20,810,168	-	-	-
ACE	-	(1,828,837)	1,828,837	-	-	-
ECCTA	-	-	-	-	-	-
LAVTA	-	-	-	-	-	-
NVTA	-	-	-	-	-	-
SolTrans	-	-	-	-	-	-
WCCTA	-	-	-	-	-	-
MTC (Regional Network Management)	1,786,333	(591,320)	-	1,195,013	-	1,195,013
GRAND TOTAL	\$1,786,333	(\$375,333,369)	\$374,742,049	\$1,195,013	\$0	\$1,195,013

1. SB 125 funding to be deprecated at the end of FY2025-26. All operating commitments outlined in MTC Resolution 4619, Revised have been disbursed to operators as of 1/31/2026

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RESOLUTION NO. 14-2026

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE FILING OF A CLAIM WITH THE
METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF
TRANSPORTATION DEVELOPMENT ACT ARTICLE 4.0, STATE TRANSIT
ASSISTANCE, REGIONAL MEASURE 2, AND REGIONAL MEASURE 3 FUNDS
FOR FISCAL YEAR 2026-2027**

WHEREAS, the Transportation Development Act (TDA), (Pub. Utilities Code 992200 et. seq. provides for the disbursement of funds from the Local Transportation Fund of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin, Livermore and Pleasanton; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code 99310 (et. seq.); and

WHEREAS, the STA fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA and STA funds pursuant to PUC Section 99260 and Article 4 funds pursuant to PUC Section 99260A, as attested by the Livermore Amador Valley Authority's opinion of counsel dated March 2, 2026; and

WHEREAS, TDA funds from the Local Transport Fund of Alameda County and STA funds will be required by claimant in Fiscal Year 2026-2027 for transit service;

WHEREAS, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 3, Expenditure Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors as follows:

1. That the Executive Director or his designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA/STA funds in Fiscal Year 2026-2027; and be it further resolved
2. That a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein; and be it further resolved
3. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's, "Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures," (MTC Resolution No. 3636, Amended April 28, 2010); and be it further resolved
4. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's "Regional Measure 3 Policies and Procedures," (MTC Resolution No. 4404, Amended October 25, 2023); and be it further resolved
5. That LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP) and is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.); and be it further resolved
6. That LAVTA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further resolved
7. That LAVTA approves the certification of assurances, attached to this resolution; and be it further resolved
8. 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
9. 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 and RM3 funds; and be it further resolved

10. That LAVTA authorizes its Executive Director, or his designee to execute and submit an allocation request for operating or planning costs for Fiscal Year 2026-2027 with MTC for Regional Measure 2 funds, and Regional Measure 3 funds, for the project, purposes and amounts included in the project application attached to this resolution; and be it further resolved
11. That the Executive Director, or her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the OAP as he/she deems appropriate.

PASSED AND ADOPTED this 6th day of April 2026.

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director

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RESOLUTION NO. 15-2026

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF
A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION
FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE
4.5 FUNDS FOR THE FISCAL YEAR 2026-2027**

WHEREAS, the Transportation Development Act (TDA), Pub Util. Code 99200 et. seq. provides for the disbursement of funds from the Local Transportation Funds of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin and Livermore; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, TDA funds from the Local Transportation Fund of Alameda County will be required by claimant in Fiscal Year 2026-2027 for paratransit services; and

WHEREAS, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA funds pursuant to PUC Section 99275 funds as attested by the Livermore Amador Valley Transit Authority’s opinion of counsel dated March 2, 2026; and

RESOLVED, that the Executive Director or his/her designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents with the Metropolitan Transportation Commission for an allocation of TDA funds in Fiscal Year 2026-2027; and be it further

NOW, THEREFORE, LET IT BE RESOLVED, that a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

PASSED AND ADOPTED this 6th day of April 2026.

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director

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STAFF REPORT

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

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: April 6, 2026

Action Requested

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

Background

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

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

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

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

Discussion

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

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

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

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

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

Fiscal Impact

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

Next Steps

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

Recommendation

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

Strategic Plan Goals

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

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

Attachments:

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

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RESOLUTION 16-2026

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

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

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

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

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

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

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

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

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

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

Project Name: LAVTA Atlantis Facility Construction

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

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

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

Amount of Priority Populations benefits: \$25,747

Contributing Sponsor: Metropolitan Transportation Commission

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

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

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

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

Amount of Priority Populations benefits: \$0

Contributing Sponsor: Metropolitan Transportation Commission

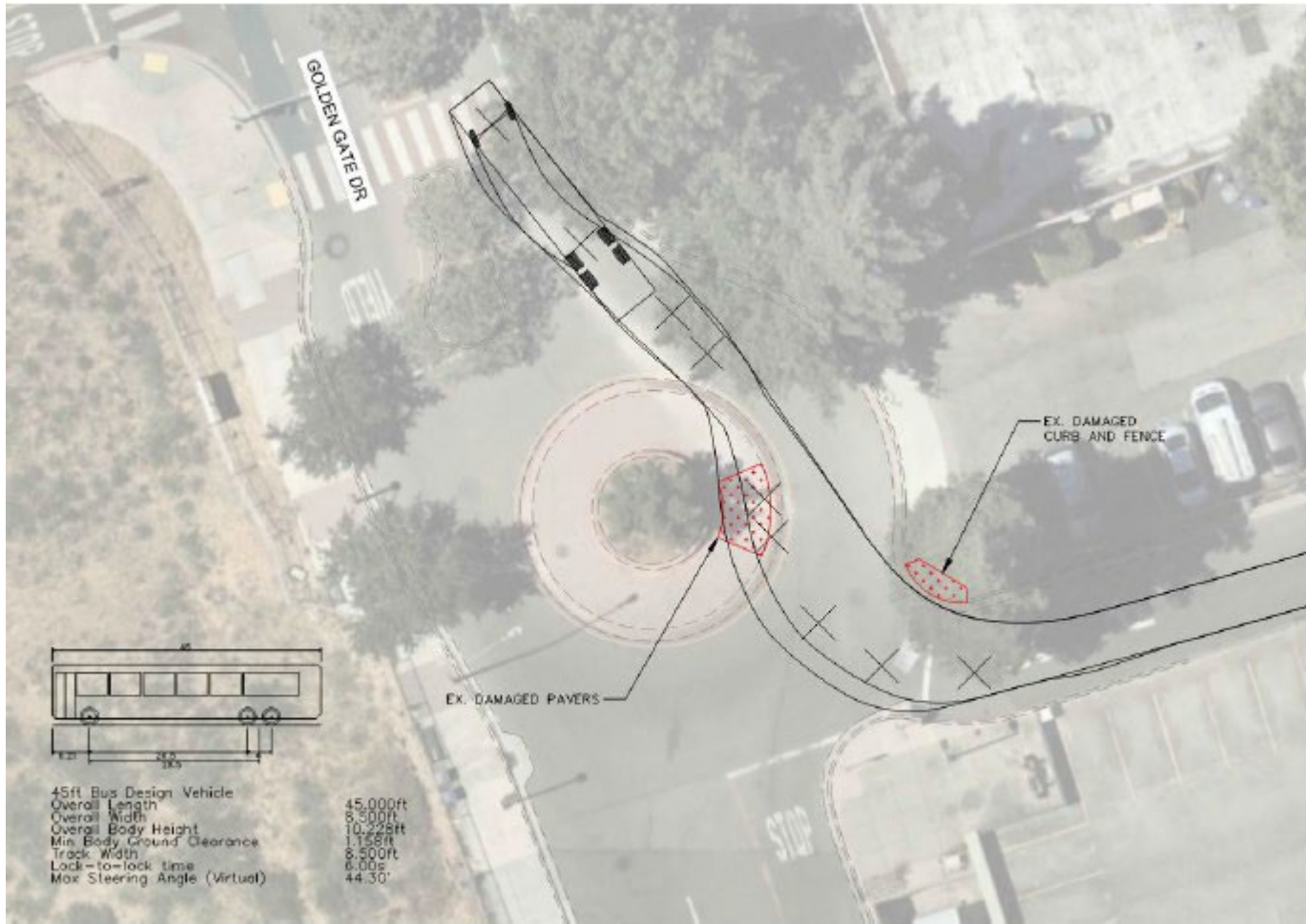
PASSED AND ADOPTED BY the governing board of the Livermore Amador Valley Transit Authority on this 7th day of April 2026.

Julie Testa, Chair

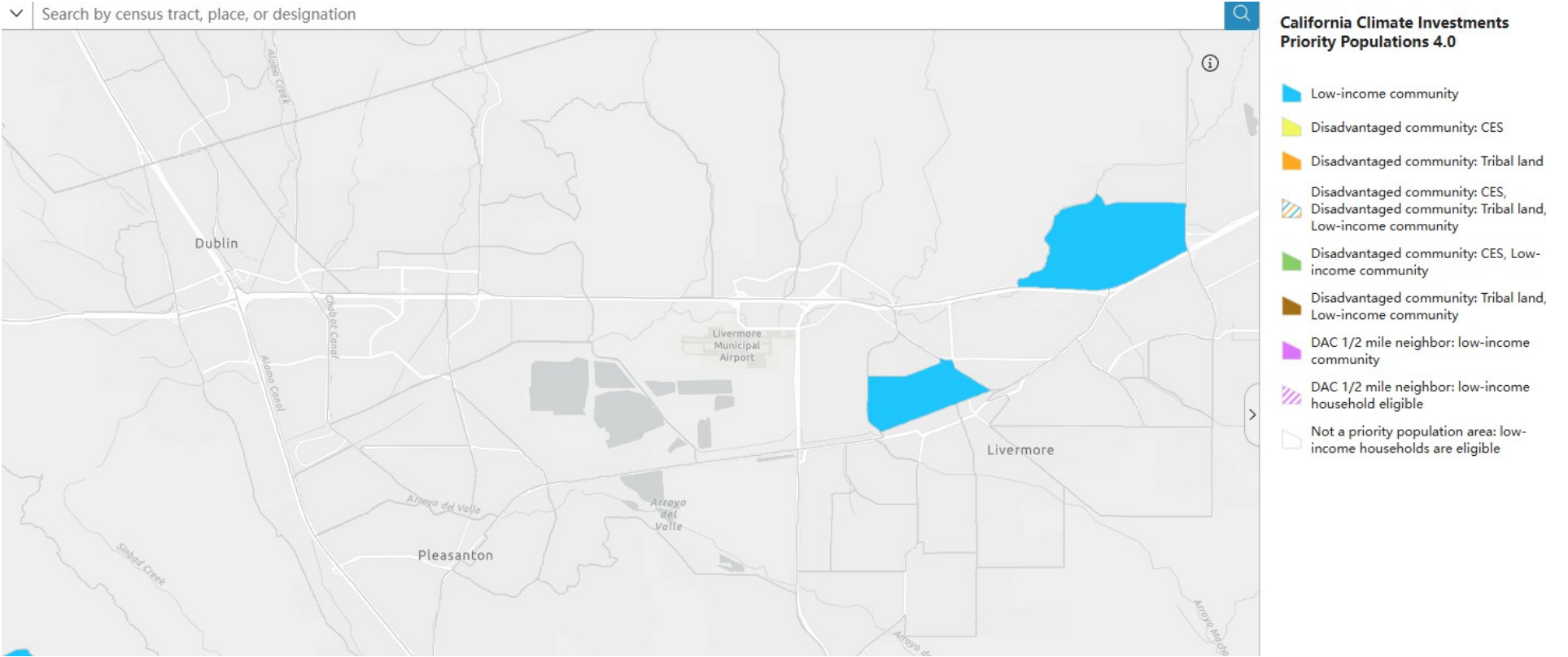
Attest:

Christy Wegener, Executive Director

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



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



S T A F F R E P O R T

SUBJECT: LAVTA Annual Salary Band Review

FROM: Tamara Edwards, Director of Finance

DATE: April 6, 2026

Action Requested

The Finance and Administration Committee recommends Board adoption of Resolution 12-2026, adjusting the LAVTA salary bands as required by the LAVTA Human Resources Policy.

Background

LAVTA’s Human Resources Policy states that “As part of the annual budget approval process, salary ranges will be established. A salary survey for all established positions within the Authority will be completed every three years using comparator agencies. The years in between Salary Surveys the Salary Bands will be increase by the year over year CPI for the region in which the authority falls published by the Bureau of Labor Statistics (BLS) for February of that year.” LAVTA also reviews the organization for any changes that have occurred over the last fiscal year or that are recommended to the Board for the next fiscal year. The FY 2026 org chart is included as Attachment 1.

Discussion

A salary study was completed for Fiscal Year 2026, therefore, for Fiscal Year 2027 CPI increases will be used.

The Bureau of Labor Statistics Consumer Price index for the San Francisco Area February 2026 is 2.5% and is included as Attachment 2. Staff recommendations for increases in the salary bands to ensure that the bands stay competitive in the labor market are summarized below.

Please note: Changes to the Salary Bands do not affect individual salaries which are increased based solely on performance and in accordance with the adopted budget.

Table of Proposed Monthly Salary Range Changes

Band	Current FY2026 Monthly Salary Range		Proposed FY2027 Monthly Salary Range	
1	\$4,503	\$6,526	\$4,616	\$6,689
2	\$5,222	\$7,568	\$5,353	\$7,757
3	\$6,056	\$8,776	\$6,207	\$8,995
4	\$7,023	\$10,178	\$7,199	\$10,432
5	\$7,946	\$11,515	\$8,145	\$11,803

6	\$9,923	\$14,381	\$10,171	\$14,741
7	\$12,393	\$17,960	\$12,703	\$18,409

Proposed Salary Band Ranges

Monthly Salary Ranges

<u>Band 1</u>		<u>\$4,616 - \$6,689</u>
	Customer Service Representative I	
<u>Band 2</u>		<u>\$5,353-7,757</u>
	Customer Service Representative II	
<u>Band 3</u>		<u>\$6,207-8,995</u>
	Executive Assistant	
<u>Band 4</u>		<u>\$7,199-10,432</u>
	Accounting Analyst	
	Customer Service Supervisor	
<u>Band 5</u>		<u>\$8,145-11,803</u>
	Senior Transit Planner	
	Senior Grants, and Management Specialist	
	Senior Marketing and Outreach Coordinator	
	Senior Paratransit Specialist	
	Senior Operations Analyst	
<u>Band 6</u>		<u>\$10,171-14,741</u>
	Manager of Capital Projects	
	Manager of Administrative Services	
<u>Band 7</u>		<u>\$12,703-18,409</u>
	Director of Finance	
	Director of Customer Experience	
	Director of Operations and Planning	

Budget Impact

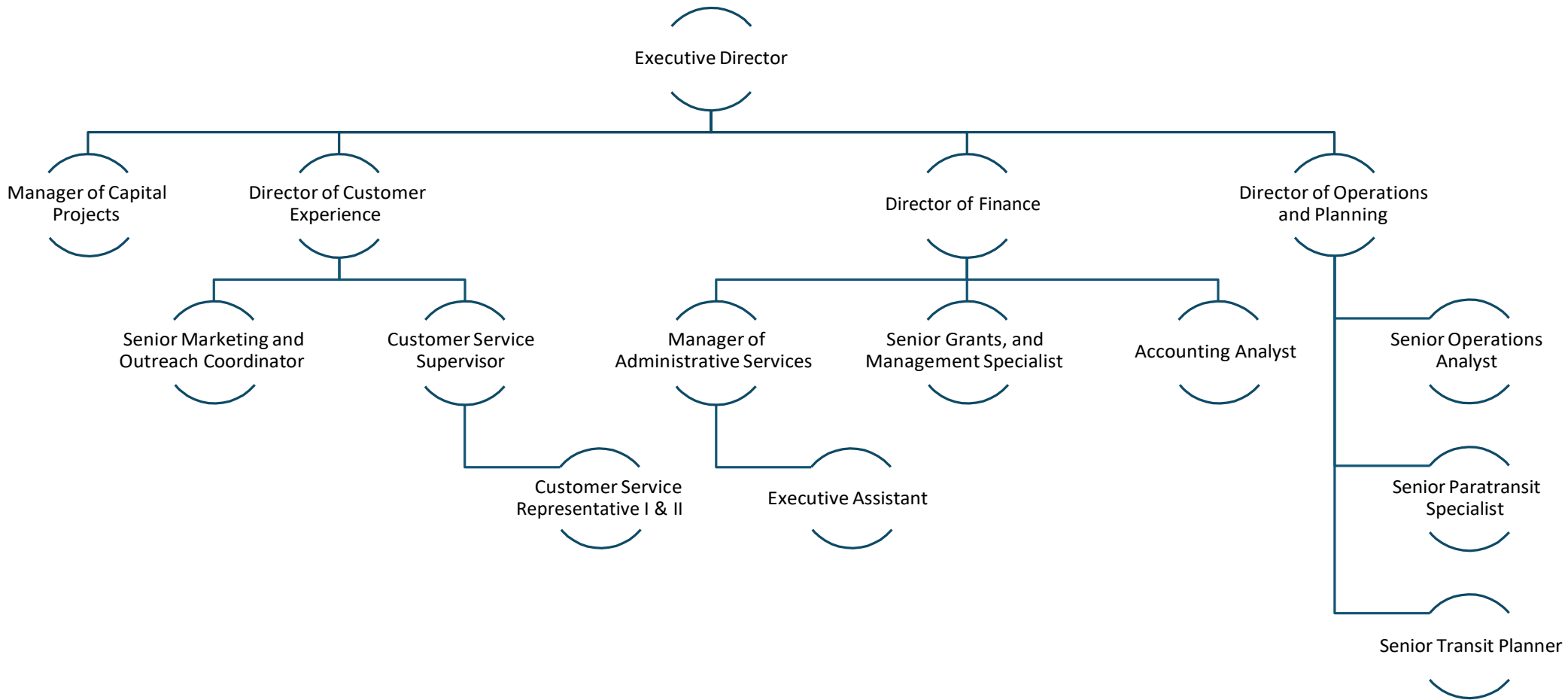
These Salary Band Ranges and the Organizational Chart are consistent with the proposed FY 2027 operating budget which will be presented to the committee in April.

Recommendation

The Finance and Administration Committee recommends Board adoption of Resolution 12-2026, adjusting the LAVTA salary bands as required by the LAVTA Human Resources Policy.

Attachments:

1. LAVTA Organization Chart
2. Bureau of Labor Statistics
3. Resolution 12-2026



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Contacts

Technical information:

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BLInfoSF@bls.gov
www.bls.gov/regions/west

Media contact:

(415) 625-2270

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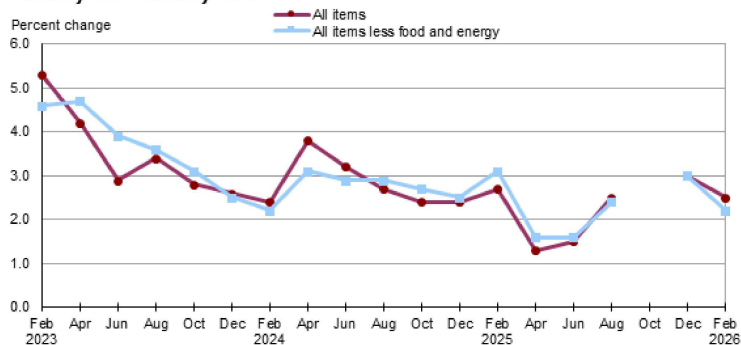
Consumer Price Index, San Francisco Area - February 2026

Area prices were up 1.3 percent over the past two months, up 2.5 percent from a year ago

The Consumer Price Index for All Urban Consumers (CPI-U) for San Francisco-Oakland-Hayward advanced 1.3 percent for the two months ending in February 2026, the U.S. Bureau of Labor Statistics (BLS) reported today. Regional Commissioner Chris Rosenlund noted that the index for all items less food and energy increased 1.1 percent. The food index increased 1.5 percent, and the energy index increased 5.0 percent. (Data in this report are not seasonally adjusted. Accordingly, bi-monthly changes may reflect seasonal influences.)

The San Francisco area all items CPI-U increased 2.5 percent for the 12 months ending in February. The index for all items less food and energy rose 2.2 percent over the year. Food prices rose 4.8 percent. Energy prices increased 1.3 percent.

Chart 1. Over-the-year percent change in CPI-U, San Francisco-Oakland-Hayward, CA, February 2023–February 2026



Note: The October 2025 data values are not available due to the 2025 lapse in appropriations.
Source: U.S. Bureau of Labor Statistics.

[View Chart Data](#)

Food

Food prices advanced 1.5 percent for the two months ending in February. Prices for food at home (grocery store purchases) increased 1.9 percent, with higher prices in all 6 major grocery store food groups. Prices for food away from home (restaurant, cafeteria, and vending purchases) rose 1.1 percent for the same period.

Food prices rose 4.8 percent over the year. Prices for food at home advanced 5.8 percent, and prices for food away from home rose 3.8 percent.

Energy

Energy prices increased 1.3 percent over the year. Gasoline prices decreased 4.3 percent.

All items less food and energy

The index for all items less food and energy rose 1.1 percent during the two-month period. Among the index's components, prices were higher for apparel (+12.0 percent) and shelter (+1.1 percent). In contrast, prices were lower for used cars and trucks (-4.3 percent) and education and communication (-0.3 percent).

The index for all items less food and energy rose 2.2 percent over the year. Components contributing to the increase included household furnishings and operations (+3.5 percent) and shelter (+2.3 percent). In contrast, prices were lower for used cars and trucks (-3.9 percent).

Table A. San Francisco-Oakland-Hayward, CA, CPI-U 2-month and 12-month percent changes, all items index, not seasonally adjusted

Month	2022		2023		2024		2025		2026	
	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month	2-month	12-month
February	1.4	5.2	1.8	5.3	1.5	2.4	1.6	2.7	1.3	2.5
April	1.5	5.0	0.4	4.2	1.8	3.8	0.4	1.3		
June	1.7	6.8	0.5	2.9	-0.1	3.2	0.2	1.5		
August	-0.5	5.7	0.0	3.4	-0.5	2.7	0.4	2.5		
October	1.0	6.0	0.3	2.8	0.0	2.4				
December	-0.3	4.9	-0.4	2.6	-0.4	2.4		3.0		

Note: The October 2025 data values are not available due to the 2025 lapse in appropriations

The April 2026 Consumer Price Index for the San Francisco area is scheduled to be released on May 12, 2026.

Technical Note

The [Consumer Price Index](#) (CPI) is a measure of the average change in prices over time in a fixed market basket of goods and services. The Consumer Price Index for San Francisco is published bi-monthly. The set of components and sub-aggregates published for regional and metropolitan indexes is more limited than at the U.S. city average level; these indexes are byproducts of the national CPI program. Each local index has a much smaller sample size than the national or regional indexes and is, therefore, subject to substantially more sampling and other measurement error. As a result, local-area indexes are more volatile than the national or regional indexes. In addition, local indexes are not adjusted for seasonal influences. **NOTE: Area indexes do not measure differences in the level of prices between cities; they only measure the average change in prices for each area since the base period.**

A full all-items data series history for the original index value and for 1-month, 2-month, 3-month, 6-month, and 12-month percent changes can be accessed via BLS data query tools. A direct link to the all-items series is provided in Table 1 of this release under historical data.

The San Francisco-Oakland-Hayward, CA. metropolitan area covered in this release is comprised of Alameda, Contra Costa, Marin, San Francisco, San Mateo Counties in the State of California.

Refer to the national [CPI news release technical note](#) or the [Handbook of Methods](#) for more information.

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Table 1. San Francisco-Oakland-Hayward, CA, CPI-U by expenditure category for February 2026, not seasonally adjusted (1982-84=100 unless otherwise noted)

Expenditure category	Indexes				Percent change from •		
	Historical data	Dec. 2025	Jan. 2026	Feb. 2026	Feb. 2025	Dec. 2025	Jan. 2026
All Items		358.568		363.211	2.5	1.3	
All items (1967=100)		1,102.336		1,116.612			
Food and beverages		387.302		393.314	4.8	1.6	-
Food		390.239		396.173	4.8	1.5	-
Food at home		348.464	351.327	355.141	5.8	1.9	1.1
Cereals and bakery products		341.405	344.120	345.751	3.8	1.3	0.5
Meats, poultry, fish, and eggs		348.208	360.494	358.194	-4.8	2.9	-0.6
Dairy and related products		332.475	334.047	332.754	-0.1	0.1	-0.4
Fruits and vegetables		431.707	438.949	433.502	-1.0	0.4	-1.2
Nonalcoholic beverages and beverage materials(1)		233.625	246.778	246.941	-0.6	5.7	0.1
Other food at home		345.463	335.609	351.167	22.5	1.7	4.6
Food away from home		444.093		448.850	3.8	1.1	-
Alcoholic beverages		352.815		359.688	3.9	1.9	-

Footnotes

- (1) Index is on a December 1977=100 base.
- (2) Index is on a December 1982=100 base.
- (3) Indexes on a December 1997=100 base.
- (4) Special index based on a substantially smaller sample.
- (5) Indexes on a December 1993=100 base.

- Data not available.

NOTE: Index applies to a month as a whole, not to any specific date. Data not seasonally adjusted.

Expenditure category	Indexes				Percent change from -		
	Historical data	Dec. 2025	Jan. 2026	Feb. 2026	Feb. 2025	Dec. 2025	Jan. 2026
Housing	📊	414.107		419.057	2.7	1.2	-
Shelter	📊	458.100	458.201	462.932	2.3	1.1	1.0
Rent of primary residence	📊	524.777	526.399	527.201	1.9	0.5	0.2
Owners' equiv. rent of residences(2)	📊	495.633	495.691	499.373	2.4	0.8	0.7
Owners' equiv. rent of primary residence(2)	📊	495.633	495.691	499.373	2.4	0.8	0.7
Household furnishings and operations	📊	182.004		184.713	3.5	1.5	-
Apparel	📊	121.374		135.945	4.2	12.0	-
Transportation	📊	265.573		271.286	0.8	2.2	-
Private transportation	📊	262.821		265.276	-1.9	0.9	-
New and used motor vehicles(3)	📊	119.066		117.273	-2.0	-1.5	-
New vehicles(1)	📊	192.164		193.434	0.4	0.7	-
Used cars and trucks(1)	📊	331.608		317.192	-3.9	-4.3	-
Motor fuel	📊	313.472	307.939	335.457	-4.0	7.0	8.9
Gasoline (all types)	📊	310.712	305.224	332.858	-4.3	7.1	9.1
Unleaded regular(4)	📊	309.351	303.844	331.820	-4.5	7.3	9.2
Unleaded midgrade(4)(5)	📊	291.889	286.546	311.679	-4.3	6.8	8.8
Unleaded premium(4)	📊	299.406	294.288	319.337	-3.8	6.7	8.5
Medical Care	📊	608.020		608.192	1.9	0.0	-
Recreation(3)	📊	155.962		155.403	2.5	-0.4	-
Education and communication(3)	📊	168.375		167.838	0.5	-0.3	-
Tuition, other school fees, and child care(1)	📊	2,120.215		2,125.439	4.5	0.2	-
Other goods and services	📊	653.067		646.564	2.4	-1.0	-

Footnotes
(1) Index is on a December 1977=100 base.
(2) Index is on a December 1982=100 base.
(3) Indexes on a December 1997=100 base.
(4) Special index based on a substantially smaller sample.
(5) Indexes on a December 1993=100 base.

- Data not available.
NOTE: Index applies to a month as a whole, not to any specific date. Data not seasonally adjusted.

Table 2. San Francisco-Oakland-Hayward, CA, CPI-U by special aggregate index for February 2026, not seasonally adjusted (1982-84=100 unless otherwise noted)

Special aggregate index	Indexes				Percent change from -		
	Historical data	Dec. 2025	Jan. 2026	Feb. 2026	Feb. 2025	Dec. 2025	Jan. 2026
All items	📊	358.568	-	363.211	2.5	1.3	
Food	📊	390.239	-	396.173	4.8	1.5	
Energy	📊	428.035	431.157	449.344	1.3	5.0	4.2
All items less food and energy	📊	355.664	-	359.478	2.2	1.1	
All items less energy	📊	359.459	-	363.546	2.5	1.1	
All items less medical care	📊	348.212	-	353.029	2.5	1.4	
All items less shelter	📊	320.125	-	324.766	2.6	1.4	
Commodities	📊	237.857	-	242.750	2.0	2.1	
Commodities less food	📊	171.061	-	175.299	0.1	2.5	
Commodities less food & beverages	📊	163.208	-	167.309	0.0	2.5	
Durables	📊	115.145	-	114.820	0.0	-0.3	
Nondurables	📊	301.519	-	310.361	2.8	2.9	
Nondurables less food & beverages	📊	213.063	-	224.806	-0.2	5.5	
Nondurables less food	📊	223.471	-	234.817	-0.1	5.1	
Services	📊	460.528	-	464.872	2.7	0.9	
Services less rent of shelter(1)	📊	492.789	-	496.676	3.2	0.8	
Services less medical care services	📊	449.325	-	453.693	2.6	1.0	

Footnotes
(1) Indexes on a December 1982=100 base.

- Data not available.
NOTE: Index applies to a month as a whole, not to any specific date.

Last Modified Date: Wednesday, March 11, 2026

U.S. BUREAU OF LABOR STATISTICS Western Information Office Attn: EA & I, 90 Seventh Street Suite 14-100 San Francisco, CA 94103-6715

Telephone: 415-625-2270. www.bls.gov/regions/west [Contact Western Region](#)

RESOLUTION NO. 12-2026

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
ESTABLISHING FY2026 SALARY BANDS**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority adopted Resolution No. 30-2025 which established the current Human Resources Policy; and

WHEREAS, Section 4.2, Rates of Pay, of the Human Resources Policy requires an annual review of the Salary Ranges as part of the annual budget process; and

WHEREAS, it is desirable and necessary to revise the Salary Bands.

NOW, THEREFORE, BE IT RESOLVED that the Salary Bands for FY2027 are revised as follows:

Salary Bands

The following salary bands represent the categories of employment within the agency. Bands will be adjusted annually as part of the budget process. Periodically, the Board of Directors may make additional one-time adjustments to the bands based on market conditions, or other relevant factors indicating that the bands have become non-competitive. The Executive Director will have the authority to set salaries for positions within each band based on adopted budget constraints.

Monthly salary ranges as of July 1, 2026.

	<u>Monthly Salary Ranges</u>
<u>Band 1</u> Customer Service Representative I	<u>\$4,616 - \$6,689</u>
<u>Band 2</u> Customer Service Representative II	<u>\$5,353-7,757</u>
<u>Band 3</u> Executive Assistant	<u>\$6,207-8,995</u>
<u>Band 4</u> Accounting Analyst Customer Service Supervisor	<u>\$7,199-10,432</u>
<u>Band 5</u> Senior Transit Planner Senior Grants, and Management Specialist Senior Marketing and Outreach Coordinator Senior Paratransit Specialist Senior Operations Analyst	<u>\$8,145-11,803</u>

Band 6

\$10,171-14,741

Manager of Capital Projects
Manager of Administrative Services

Band 7

\$12,703-18,409

Director of Finance
Director of Customer Experience
Director of Operations and Planning

PASSED AND ADOPTED this 6th day of April 2027.

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director

Approved as to form:

Michael Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Resolution of the Board of Directors Appreciating the Services of Cyrus Sheik

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

DATE: April 6, 2026

Action Requested

Staff requests that the Board of Directors adopt the Resolution 17-2026, recognizing and appreciating the dedicated service of Cyrus Sheik, who has served with the Livermore Amador Valley Transit Authority (LAVTA) for Twenty-Five years.

Discussion

Mr. Sheik has been employed with LAVTA since April 2001 and has provided consistent, reliable service to the community in his role as Planner and Senior Planner throughout his tenure. During his time at LAVTA he has navigated an economic recession and a global pandemic and has been responsible for recommending and implementing ongoing service adjustments to respond to residential growth in the Tri-Valley, as well as ridership and budgetary challenges. Most recently, Mr. Sheik has managed all the schedule adjustments necessary to continue to connect Wheels with BART.

Staff seek to acknowledge Mr. Sheik’s dedication and service as the staff member responsible for managing the service planning activities at Wheels for Twenty-Five years.

Recommendation

Staff recommend the Board adopt Resolution 17-2026, recognizing and appreciating the dedicated service of Cyrus Sheik, who has served as a Senior Transit Planner with the Livermore Amador Valley Transit Authority (LAVTA) for Twenty-Five years

Strategic Plan Goal Area

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

Attachment:

1. Resolution 17-2026

RESOLUTION NO. 17-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
RECOGNIZING THE SERVICES OF CYRUS SHEIK**

WHEREAS, Mr. Cyrus Sheik has served the Livermore Amador Valley Transit Authority with dedication and professionalism, most recently in the role of Senior Transit Planner responsible for the service planning of the Wheels Fixed Route bus system; and

WHEREAS, as of April 2026, Mr. Sheik has admirably served the Tri-Valley community and Wheels bus riders for twenty-five years; and

WHEREAS, during his time at LAVTA, Mr. Sheik was responsible for planning and modifying fixed route bus service to respond to significant residential growth in the Tri-Valley; and

WHEREAS, throughout his time at LAVTA Mr. Sheik has navigated several major events, including an economic recession and the global COVID-19 pandemic; and

WHEREAS, during those historic moments, Mr. Sheik was responsible for determining the appropriate bus service levels and planning for the restoration of service; and

WHEREAS, Mr. Sheik has contributed to significant changes and advancements in public transit in the Tri-Valley, consistently demonstrating leadership, collaboration, and resilience; and

WHEREAS, throughout his tenure, Mr. Sheik has demonstrated a strong commitment to meeting the needs of riders, improving services and advancing mobility in the Tri-Valley.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that it hereby recognizes Mr. Cyrus Sheik's commitment and dedication to public transportation and expresses its sincere appreciation for his twenty-five years of service; and

BE IT FURTHER RESOLVED that a copy of this resolution be presented to Cyrus Sheik in recognition of his dedicated service and with the Board's sincere gratitude.

PRESENTED, PASSED AND ADOPTED this 6th day of April 2026:

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director

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STAFF REPORT

SUBJECT: Approval of Route 74: Shuttle to the City of Livermore's Fourth of July Celebration

FROM: Michael Tobin, Director of Operations & Planning

DATE: April 6, 2026

Action Requested

The Projects and Services Committee recommends that the Board approve the operation of Route 74, which will provide service to/from Las Positas College and the Livermore Municipal Airport during the City of Livermore's Fourth of July Celebration.

Background and Discussion

For the past several years, the City of Livermore has hosted a large Independence Day celebration at the Livermore Municipal Airport that attracts thousands of attendees from throughout the Tri-Valley region and beyond. Due to the limited parking capacity at the airport and the significant traffic congestion associated with the event, the City has requested LAVTA's assistance in providing shuttle service to help transport attendees between remote parking areas and the event site.

In response to this request, staff developed a plan for temporary shuttle service designated as Route 74 that would operate between Las Positas College and the Livermore Municipal Airport during the event. Las Positas College is providing satellite parking lots for attendees. The shuttle would operate from 9:00 a.m. to 1:00 p.m., transporting passengers from Las Positas College to the airport event site. Buses would board and alight passengers on Terminal Circle, which has been identified as a safe and accessible location for passenger loading.

To help ensure safe and orderly operations, LAVTA will station a field supervisor at the Terminal Circle stop, as well as Las Positas, to assist with passenger management, coordinate bus movements, and address any operational issues that may arise during the event, including unexpected overcrowding.

The proposed shuttle service will help reduce congestion around the event site, provide an alternative to driving directly to the airport, build ridership on Wheels, and support the City of Livermore's efforts to manage transportation for the July 4th celebration.

Staff will coordinate closely with the City of Livermore and event organizers to ensure that service operates safely and efficiently, as well as is marketed throughout the Tri-Valley.

Fiscal Impact

The cost of operating Route 74 is approximately 12 revenue hours and is included in the FY27 operating budget.

The City of Livermore will sponsor passenger fares for the Route 74 shuttle service.

Recommendation

The Projects and Services Committee recommends that the Board approve the operation of Route 74, which will provide service to/from Las Positas College and the Livermore Municipal Airport during the City of Livermore's Fourth of July Celebration.

Strategic Plan Goals

Service Development: Develop and implement new services to support high priority transit markets.

Advocacy and Partnerships: Continue to build and grow relationships with adjacent cities and counties, and State and Federal delegations.

STAFF REPORT

SUBJECT: Modifications to the Go Tri-Valley Program

FROM: Christy Wegener, Executive Director

DATE: April 6, 2026

Action Requested

Discuss and provide direction to staff regarding potential modifications to the Go Tri-Valley program.

Background

Go Tri-Valley is a Transportation Network Company (TNC) rideshare program with Uber and Lyft that offers a 50% subsidy up to \$4 per trip for trips that start and end within the LAVTA service area. The program launched in 2017 as *Go Dublin* and was originally designed to offer an alternative transportation service to the City of Dublin after low-ridership routes were eliminated as a part of the 2016 Wheels Forward planning project. The *Go Dublin* program was expanded during the COVID pandemic to include Livermore and Pleasanton to offset temporary service reductions and mandated travel restrictions, and was subsequently rebranded as *Go Tri-Valley*.

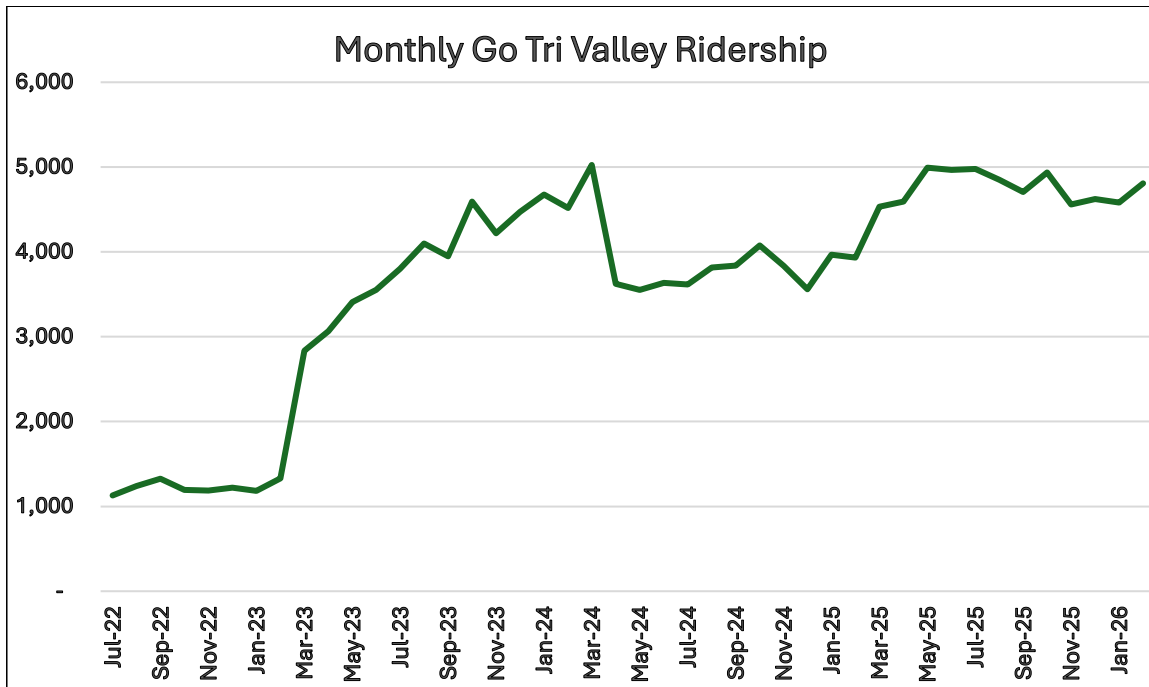
Ridership was relatively steady with 1,000-1,200 trips taken per month, and an average annual program spend of under \$60,000 in FY22.

At the end of February 2023, a Tik-Tok style social media marketing campaign was released to advertise the program since many customers were still unaware of this supplemental transportation option. Ridership unexpectedly grew exponentially and ridership reached over 3,000 trips in April 2023, and program costs were in danger of exceeding contract budgets with both service providers.

In March 2024, the Board approved changes to the Go Tri-Valley program and implemented a trip-cap of 10 trips per TNC (Uber/Lyft) per month. The trip cap was implemented in April 2024 and resulted in an immediate 27% drop in ridership (trips taken) the following month; however, ridership gains over the subsequent 13 months erased all savings implemented by the trip cap.

In August 2025, the Board approved another modification to the program, reducing the maximum subsidy from \$5 to \$4 per trip. This modification had no impact on ridership but did reduce the average subsidy by \$1. Program costs reduced 2.6% the following month, but

ridership continued to grow and all savings from that program change have been erased. A ridership chart depicting monthly ridership since July 2022 is provided below.



The FY26 LAVTA budget assumed a programmatic cap of \$225,600 for Go Tri-Valley. As of the end of February 2026, the FYTD spend was \$150,000. With the current growth of ridership, the program is on track to exceed the FY26 budget by at least \$10,000; staff are estimating that with no changes to the program, the FY27 budget will require at least \$250,000. Given the Agency’s structural deficit, staff seek to make immediate modifications to the program and are seeking Board feedback and approval of one modification.

JEPA Considerations

As stated above, Go Tri-Valley originated as Go Dublin in 2017 to provide an alternative transportation option after unproductive bus service was eliminated in 2016. In March 2024, Wheels restored several routes that were suspended in the pandemic, including restoration of previously eliminated bus service in Dublin (Route 4). However, Dublin continues to be out of the JEPA range of revenue hours based on its share of population, even after the restoration service.

JEPA Range (-/+ 15%)			
City	-15%	+15%	Actual
Dublin	27.0%	36.5%	25.3%
Pleasanton	27.3%	37.0%	35.6%
Livermore	30.7%	41.5%	39.0%

Discussion

In developing alternatives, staff have analyzed the following options:

- 1) Reduce the trip cap from 10 trips/month to 3-5/month per TNC.
 - The average rides taken per user per TNC is 5.22.
 - After implementation of the 10-trip cap in April 2024, there was 27% reduction in ridership/costs the following month. Over the next 13 months, ridership returned to pre-trip cap levels.
 - Implementing a cap of between 3-5 trips is expected to reduce ridership by at least 10% for an annual program savings of \$22,000 for the first year, but the savings would likely only be temporary.
- 2) Reduce the subsidy from \$4 to \$3.
 - The average subsidy is currently \$3.83.
 - After reducing the maximum subsidy from \$5 to \$4 in August 2025, there was a reduction in the average subsidy per trip, but no significant impact on ridership.
 - Month over month costs only decreased 2.6% due to the reduction in the average subsidy.
 - A further reduction in the subsidy to \$3 is expected to reduce the average subsidy from \$3.83 to \$2.99 for an annual program savings of approximately \$50,000, but the savings would likely only be temporary and would not impact rides taken.
- 3) Make the program available from 10pm-5am, when majority of buses aren't operating, and patrons do not have the option of using public transit
 - Approximately 10.42% of Go-Tri Valley trips are taken during the overnight hours of 10pm-5am.
 - This is expected to reduce ridership by approximately 90%, resulting in an annual cost savings of approximately \$200,000.
- 4) Further Geofence the program, making the discount available only when one end of the trip connects to transit stop (bus, rail), making Go Tri-Valley truly first/last mile to transit.
 - Staff are awaiting information from Uber and Lyft regarding current utilization of the program for first/last mile transit connections in order to estimate program savings. An update will be provided during the Board meeting presentation.
- 5) Revert the program back to its original design where all trips must start and end in Dublin.
 - Currently, 18% of Go-Tri Valley Trips start and end in Dublin.
 - This modification would reduce program costs by over \$160,000 per year.
 - Go Tri-Valley would become a supplemental service in Dublin where the fixed route bus service levels do not meet the required JEPAs service levels.
- 6) Modify the eligibility of the program so that it is only available to low-income persons or persons with disabilities
 - This modification requires further exploration and will have an unknown impact on the program ridership and costs. There would be an administrative

cost to LAVTA for this alternative; staff also needs to have conversations with TNC partners to see how this alternative could be operationalized.

Fiscal Impact

Staff are looking to reduce program costs by at least 25%-50% to ensure that sufficient funding can be secured in the FY27 budget.

Next Steps

The Board should discuss and consider one modification for approval. Once program modifications are approved, staff will work with LAVTA's TNC partners on implementing changes in the back-end and will initiate a customer information campaign to inform Go Tri-Valley users of the changes.

Recommendation

Staff recommends the Board discuss and approve modifications to the Go Tri-Valley program.

Strategic Plan Goal

Service Development: Develop recommendations to potentially modify the Go Tri-Valley rideshare voucher service

Organizational and Financial Management: Produce a balanced budget every year.

Attachments: None

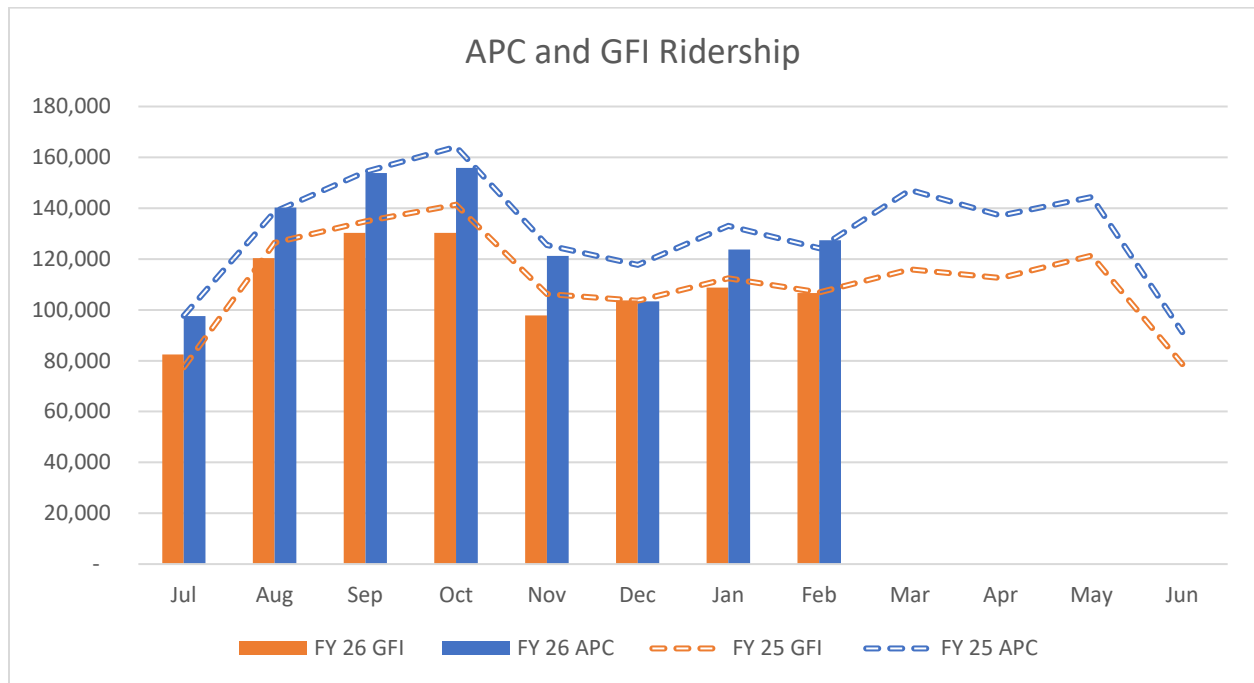
EXECUTIVE DIRECTOR'S REPORT

Service Development

February Ridership Highlights

Looking at farebox data (GFI - Genfare Systems, Inc.), systemwide monthly ridership in February amounted to 106,632 unlinked boardings, steady compared with the 106,897 in same month of last year. Looking at day-of-the week demand, the average daily ridership increased slightly YoY on weekdays (from 4,810 to 4,978), while Saturdays held steady (from 1,541 to 1,543), and Sundays trended down (from 1,134 to 1,085).

Data from the APCs (automatic passenger counters) indicates slightly more ridership this year than last.



2026 Summer School Service

The Dublin Unified School District (DUSD) will again be offering a summer program in 2026, held at the Dublin High School (DHS) location. This year, the program is High School only and is offered to students who need grade remediation or credit recovery. Based on this, the plan is to operate the existing supplemental routes 501 and 502 during the summer session - both of which connect East Dublin with DHS. This would be the same setup as the summer of 2025. Operating days will be Monday thru Friday, excl holidays, between June 10 and July 9, 2026.

Additionally, as in years past, an extra trip will be provided on Route 18 to accommodate the Livermore Area Recreation and Park District's Extended Student Services (ESS).

EXECUTIVE DIRECTOR'S REPORT

Operational Effectiveness

Fare Increase Implemented April 1

On April 1, 2026 LAVTA implemented a fare increase. This project required substantial public information updates, customer communication, and updates to financial processing systems including Clipper and GFI fare systems. Operators were provided with training materials, and witnessing was conducted on for fare system updates. Rider communications were sent through schools, press releases that local media partners posted, social media and website, and onboard communication with revised fare postings and alerts on LED signs. Paratransit was addressed with an e-blast and a follow-up IVR (phone recording) message.

The image displays three fare schedule charts for the Livermore/Amador Valley Transit Authority, effective April 1, 2026. Each chart is presented in a different language: English (FARES), Spanish (TARIFAS), and Chinese (票价). Each chart includes a table of fare types and prices, along with specific rules and conditions for each fare category. The English chart lists fare types such as Regular, Youth, Senior, Disabled, Children, Regular Day Pass, and Senior/Disabled Day Pass, with corresponding cash and Clipper prices. The Spanish and Chinese charts provide equivalent information in their respective languages. The charts also include contact information for customer service and logos for the transit authority and payment methods like Clipper and contactless cards.

Route 10R Changes

Starting May 1, LAVTA will implement service changes to the 10R that include a permanent reroute off Neal Street to operate via Bernal Avenue and Pleasanton Avenue. This adjustment is intended to improve reliability, streamline operations, and better serve key activity centers along the corridor. Staff have coordinated scheduling and stop updates to ensure a smooth transition, and outreach efforts will be underway in April to inform current riders of the upcoming changes. The 10R continues to serve as a critical rapid route within the system, and these adjustments are expected to improve overall service quality, on-time performance, and safety along the Downtown Pleasanton corridor.

In the meantime, as the Dairy line backs up and prevents the bus from turning onto Neal Street, the westbound 10R will be detouring on an ad-hoc basis to Bernal/Pleasanton Ave. No stops will be missed.

EXECUTIVE DIRECTOR'S REPORT

Transit Employee Appreciation Day

On Wednesday, March 18, 2026 we celebrated the Wheels workforce with a taco party!



Wheels Access Program Rolled Out March 16

The Wheels Access Program, run by LAVTA's contractor ADARides, launched on March 16th with an updated ADA Paratransit application that is available online for the first time. 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 is also working with the contractor to stand up reoccurring mobility outreach events at Tri-Valley senior centers with the first one tentatively scheduled for the last week of April 2026.

EXECUTIVE DIRECTOR'S REPORT

Marketing and Communications

St. Patrick's Day Festival and Parade

Supporting the Dublin Department of Parks and Recreation, LAVTA offered free rides on Route 30 to the Civic Center grounds, bringing revelers to city's Saint Patrick's Day festival. The 30R provided just under 1,000 free rides to/from the festival.

On Saturday, March 14, the 40th Anniversary bus was featured in the St. Patrick's Day Parade.

LAVTA staff operated a booth at the festival, running a popular prize wheel and providing attendees with route and service information. A sling bag was offered to Tri-Valley residents who signed up for the Rolling News e-newsletter, resulting in over 150 new subscribers.



Upcoming Events:

LPC Run for Education April 25

Wheels will staff a booth on Saturday, April 25, 2026 at Las Positas College during their 5k run.

Livermore Downtown Street Fest May 16 - 17

Wheels will be conducting community outreach, once again being a sponsor of the Livermore Downtown Street Fest May 16 – 17. LAVTA will provide on-vehicle advertising and provide fare-free service on Route 10R and 30R. Wheels will staff a booth to educate and engage attendees, and be listed as a sponsor in all festival collateral.

EXECUTIVE DIRECTOR'S REPORT

March Social Media:

This month we feature 2 social posts, a short video that went viral in late February to reach over 6000 views. “We started small... but we’ve been rolling big for 40 years” showed a squishy bus being watered and growing into our 40th anniversary vehicle.



More recently, our collaboration with the City of Dublin promoting free rides on route 30 for the St. Patrick's Day festival got over 3,500 views.

Downtown Businesses Outreach

As part of the Business Outreach program supported by intern Arian Ghani, LAVTA is reaching out to local businesses in the Pleasanton, Dublin, and Livermore downtown areas to introduce employees to bus services and transit pass options. The program connects with individual business owners and retail center management, focussing on reaching employees early in their onboarding process and providing them with the necessary tools and incentives to trial commuting on public transit.

Managers are provided an amenity bag including current collateral and are offered a day pass for all of their employees. With the established relationship, managers can contact Wheels for a Clipper card to provide new employees with 2 days of fare cap credit.

Regional Partnerships and Advocacy

APTA Legislative Conference

Staff and Chair Testa will be attending the American Public Transportation Association's annual Legislative Conference taking place from April 12-14 in Washington D.C. Topics for this year's conference include discussions about the resilient transit systems, Fireside Chat with the Honorable Katherine Scarlett from the White House Council on Environmental Quality, and discussions about Surface Transportation Reauthorization. Staff will be joined by coalition

EXECUTIVE DIRECTOR'S REPORT

partners from County Connection and Tri Delta Transit during visits to the East Bay Federal Delegation.

Legislative Update

In Sacramento, LAVTA continues to follow a variety of bills being amended following introduction in February, many of which are slated for their first policy committee hearings in April and may consider various positions in May or June as bills may progress. Meanwhile, budget committees and subcommittees continue to review departmental proposals and expenditures as part of the Legislature's ongoing evaluation of the Governor's proposed state budget. Bills with fiscal impacts must be approved by policy committees and advance to fiscal committees by April 24, while measures without fiscal implications must clear policy committees by May 1 in order to advance to their respective house floors. The Legislature returns from spring recess April 6.

In Washington, FY27 appropriations efforts are under way. LAVTA submitted Community Project Funding/Congressionally Directed Spending requests to the offices of Congressman Swalwell, Senator Padilla, and Senator Schiff, to purchase and install maintenance shop and other support equipment for the new Atlantis facility, for consideration in the Transportation-Housing and Urban Development (T-HUD) appropriations bill. Congressman Swalwell has posted LAVTA's request on his website as one of the projects he will advance to the Appropriations Committee, while Senate offices' requests are expected to be released at a later date.

JLAC State Audit

On March 25, LAVTA and the State Auditors staff met for an exit conference. The draft report with findings and recommendations will be available for internal agency review and comment between April 20-24, 2026; the final report will be published by May 19, 2026.

Organizational Effectiveness

FY27 Budget Development

The Fiscal Year 27 Budget process has begun. Staff are currently waiting on information from our funding agencies. As always, the budget process began with a kickoff meeting with all of the Directors. Directors then work with their staff to identify needs and expected expenses for the next year, which was completed in March. Once all requests are received, the Directors again meet to go over the line items to ensure nothing was missed and that requests are reasonable before going through and making any necessary cuts to line items to meet revenue expectations.

LAVTA is receiving additional express lanes revenues secured from Alameda CTC and RM3 money from MTC in FY27; however, there remains a structural imbalance and LAVTA is projecting having to utilize reserves to balance this year's operating budget.

EXECUTIVE DIRECTOR'S REPORT

Clipper 2.0 Rollout

Clipper 2.0 rollout continues to be slow, with on-demand migration of cards still ongoing and bulk migration on hold. The Clipper team is preparing the FY27 budget which will include substantial cost increases for the call center and credit card processing fees, as well as ongoing costs to support the Clipper 1.0 operating system.

TAAC Recruitment

The TAAC Recruitment for FY27 has begun. Members and alternates are being recruited for all three cities, the County, and Social Services; LAVTA Board Members are encouraged to spread the word. Applications are due April 26, 2027

1. Board Statistics February 2026



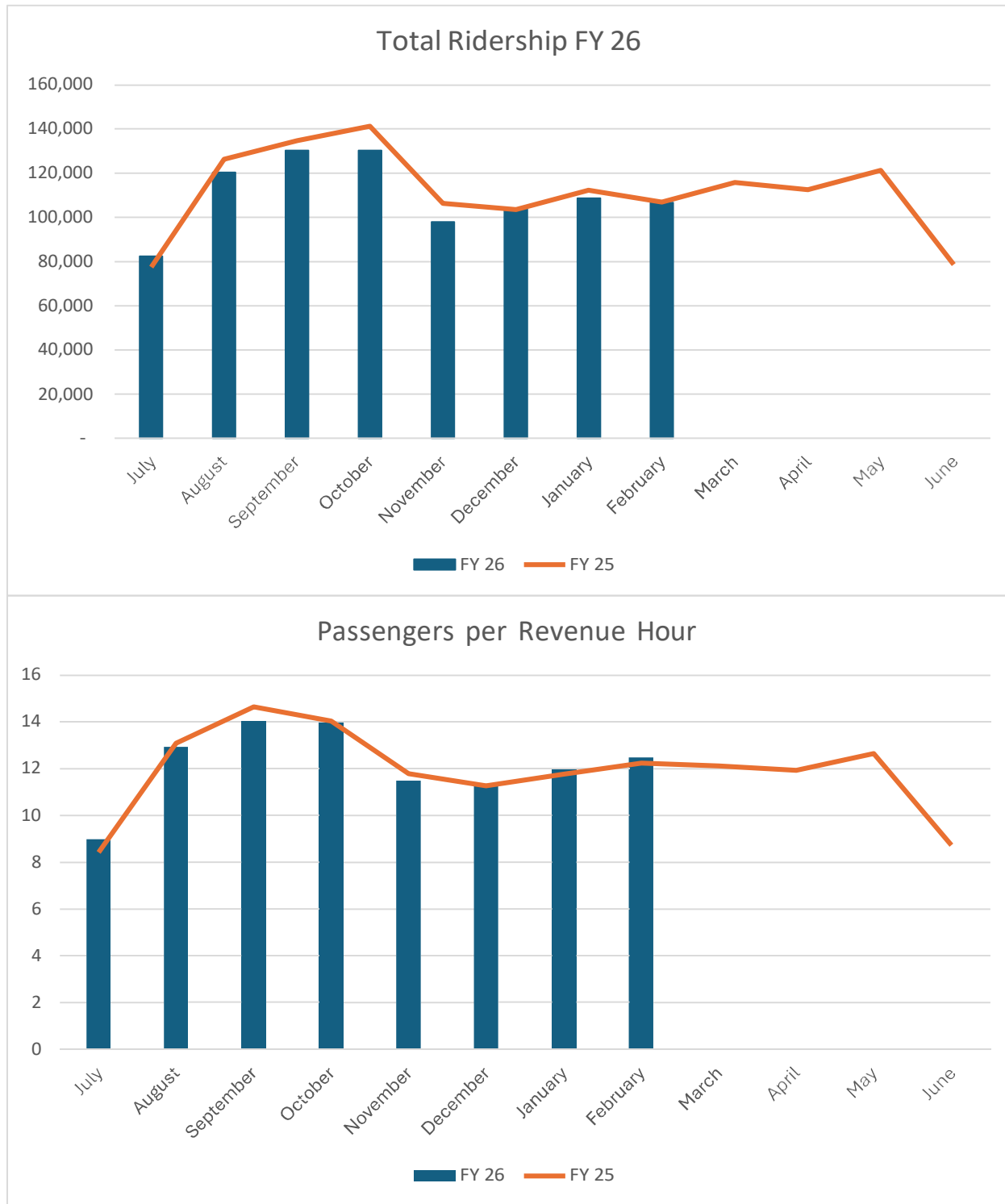
Fixed Route

Performance Indicator	Feb-25	Feb-26	Month Over Month % Change		Year Over Year % Change	
Total Ridership	106,897	106,632	-2%	↓	0%	↓
Total Ridership FY To Date	909,101	880,331	N/A	–	-3.2%	↓
Fully Allocated Cost Per Passenger	\$13.76	\$16.62	-5%	↓	21%	↑
Average Weekday Ridership	4,810	4,978	5%	↑	3.5%	↑
Average Saturday Ridership	1,541	1,543	0%	↑	0%	↑
Average Sunday Ridership	1,134	1,085	4.0%	↑	-4.3%	↓
Passengers Per Revenue Hour	12.25	12.48	5%	↑	1.9%	↑
System-wide On-Time Performance	82.7%	83.0%	-0.1%	↓	0.4%	↑
Preventable Accidents Per 100k Miles	2.13	0.00	-100%	↓	-100%	↓
Customer Complaints Per 100k Boardings	11.23	8.44	-39%	↓	-25%	↓
Miles Between Mechanical Failures	14,090	13,675	21%	↑	-3%	↓

Wheels System Performance
FY 2026 –February



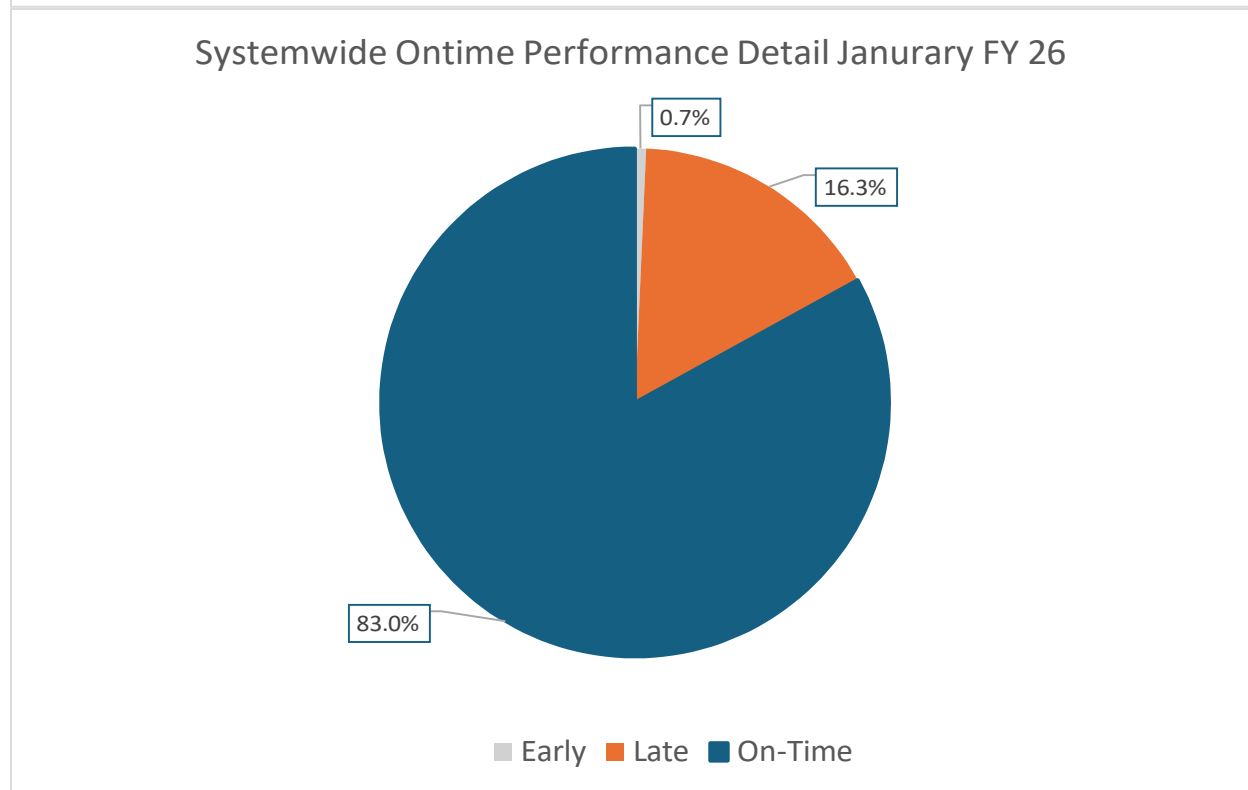
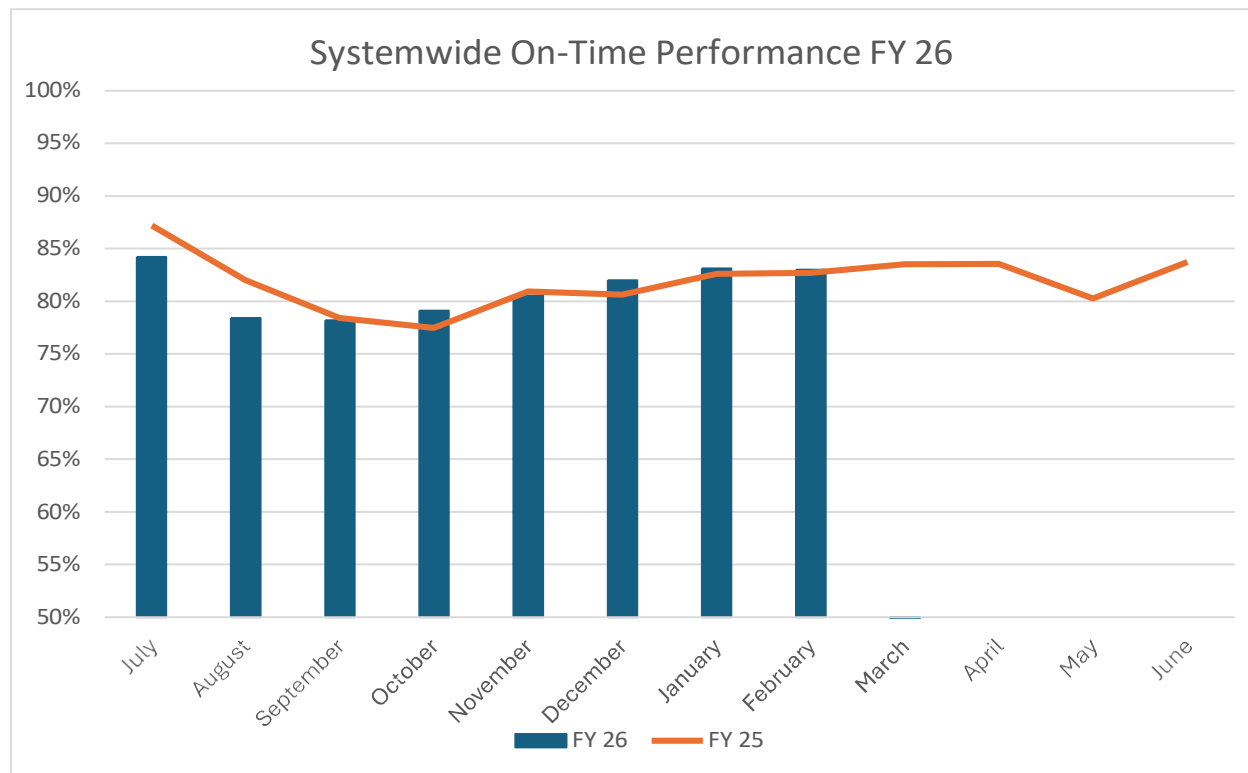
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Wheels System Performance
FY 2026 –February



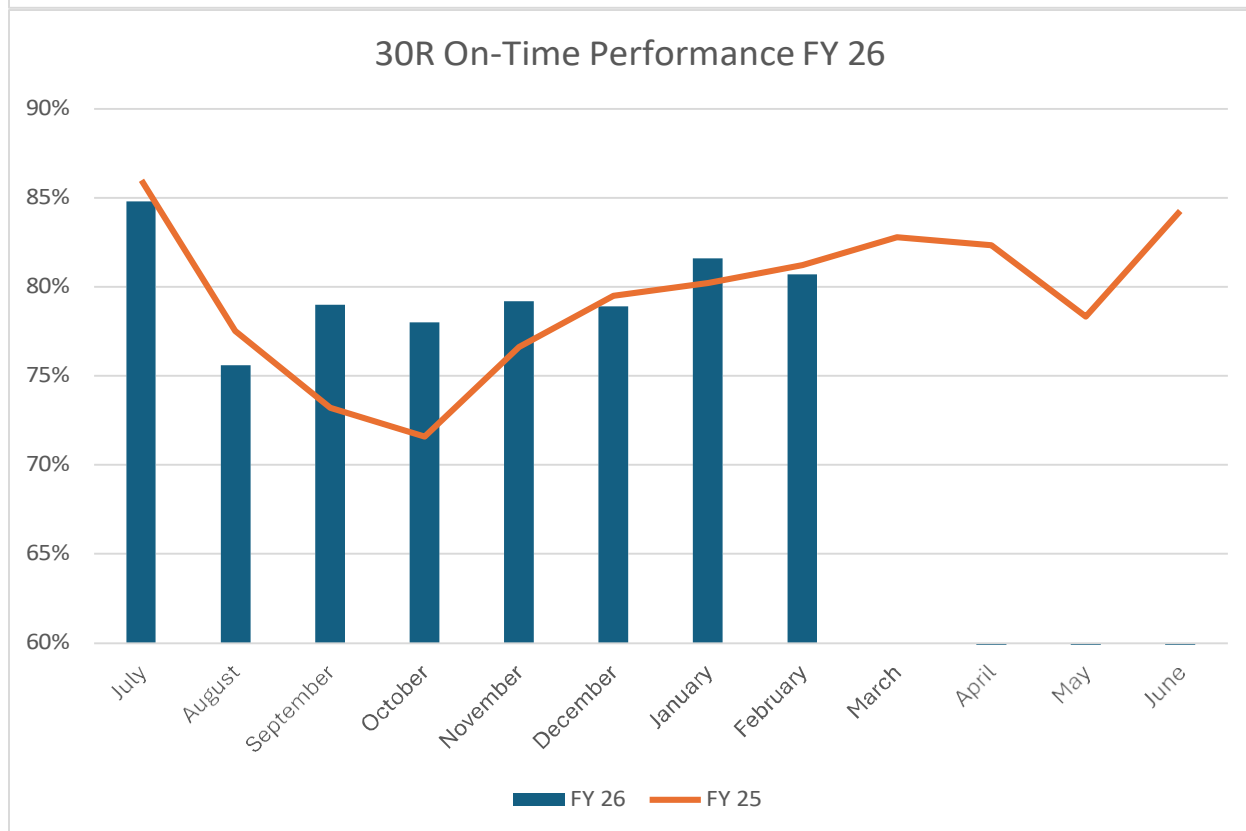
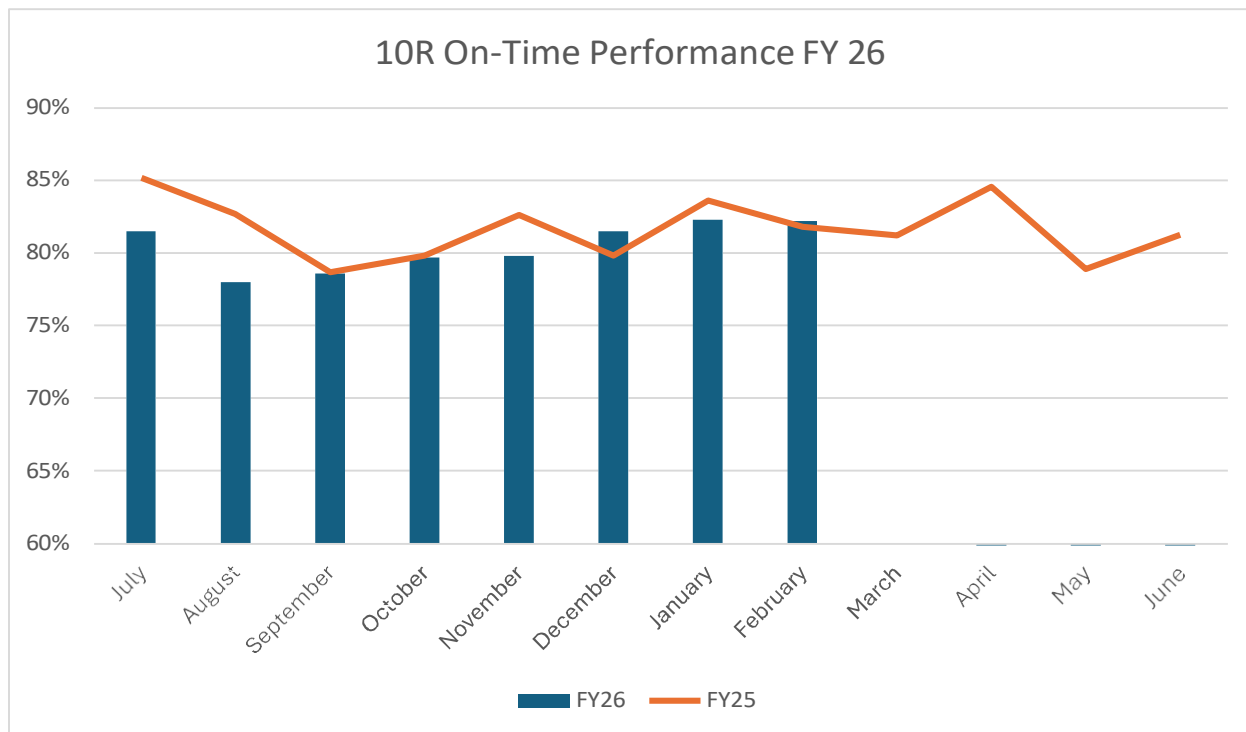
Fixed Route



Wheels System Performance
FY 2026 –February



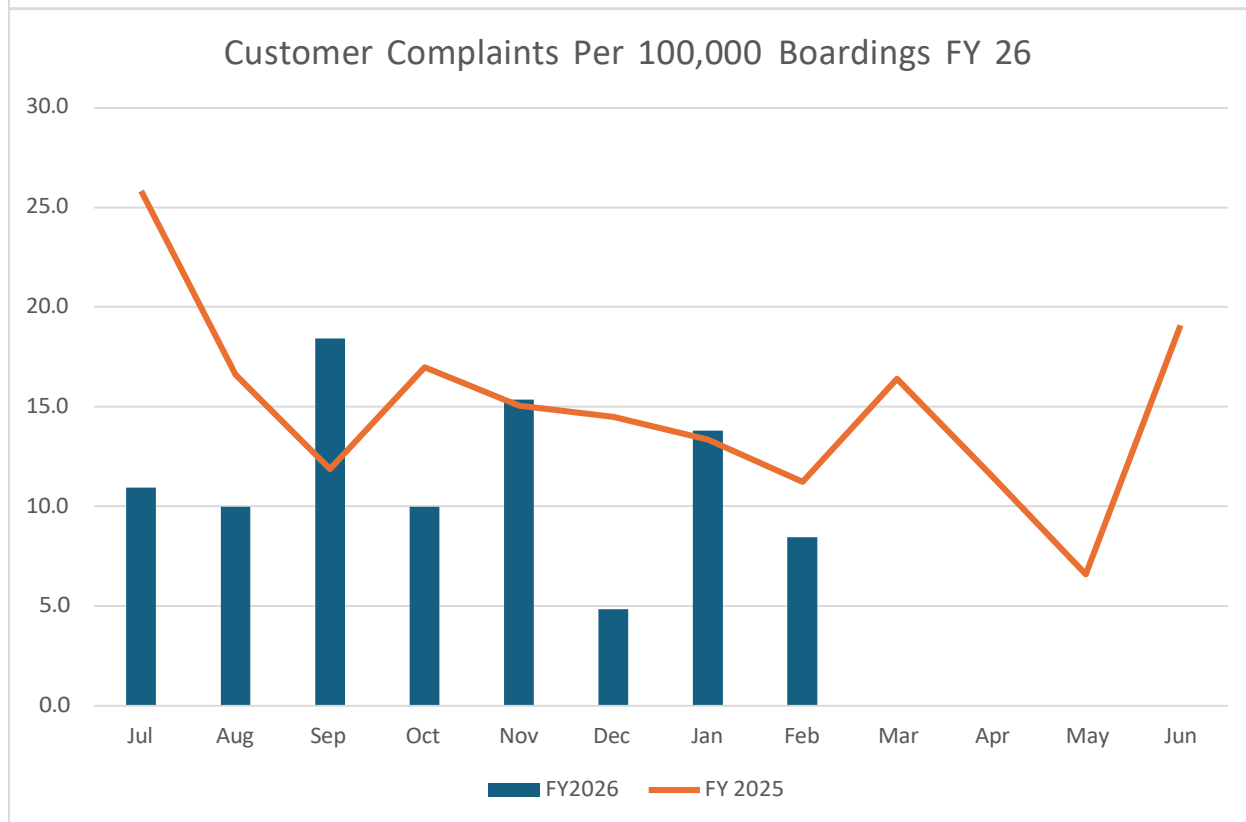
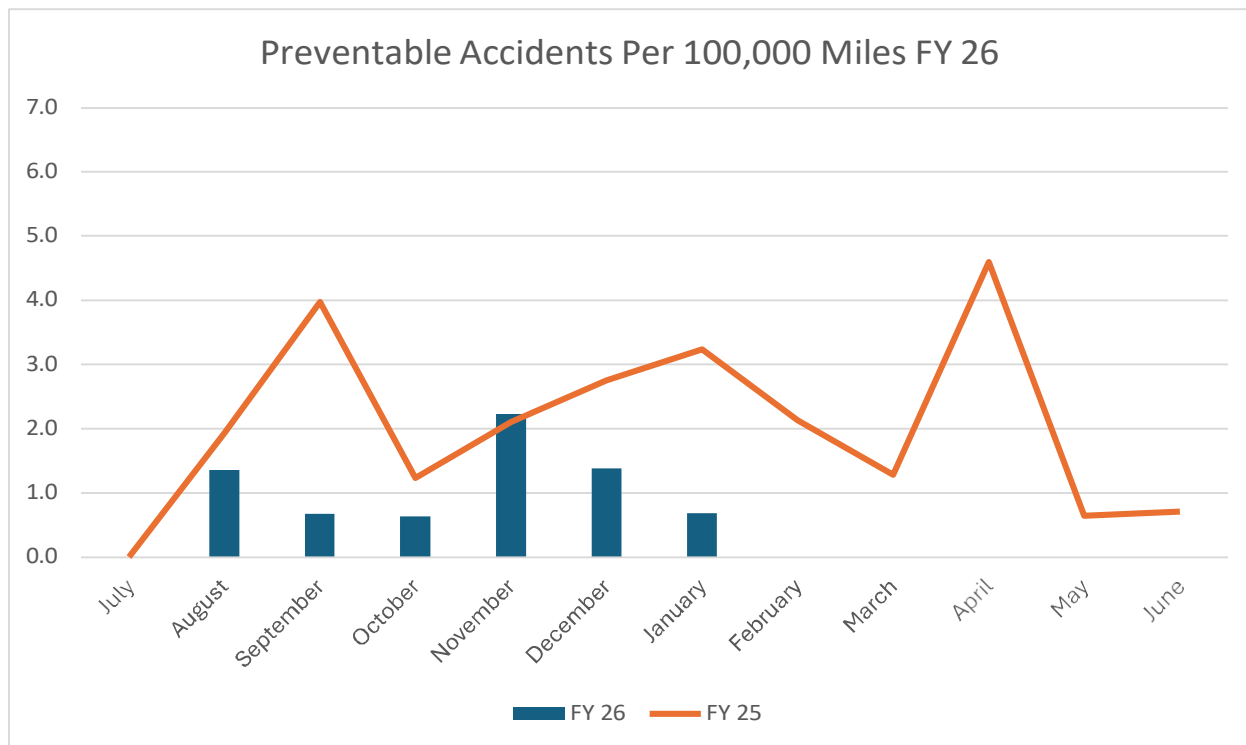
Fixed Route



Wheels System Performance
FY 2026 –February



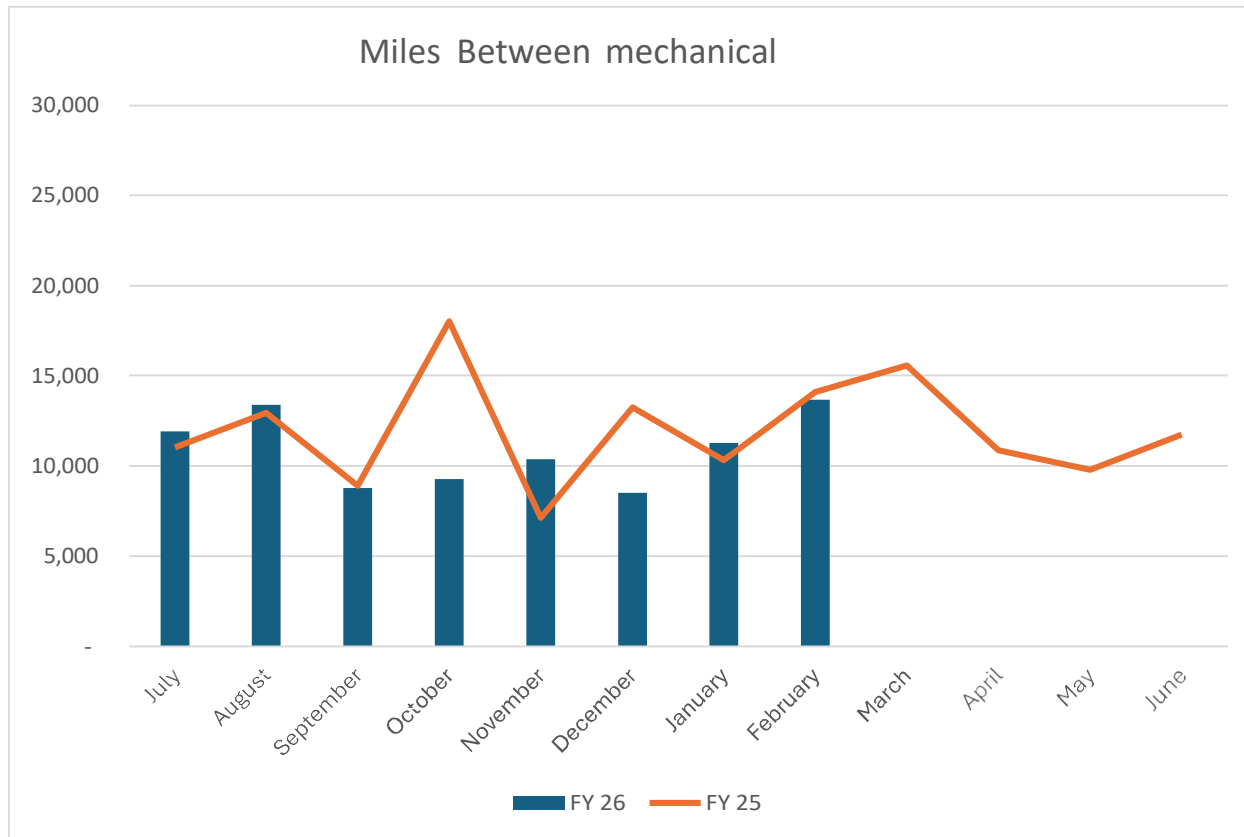
Fixed Route



Wheels System Performance
FY 2026 –February



Fixed Route



Wheels System Performance
FY 2026 –February



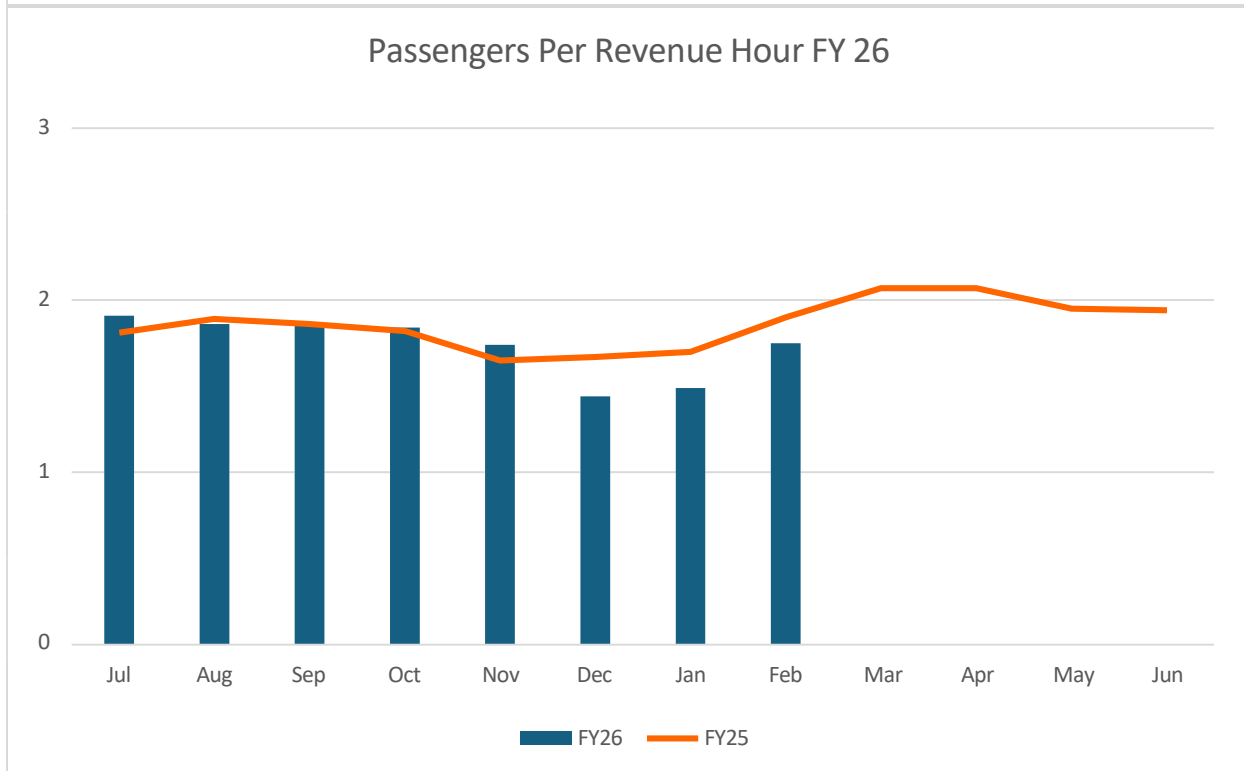
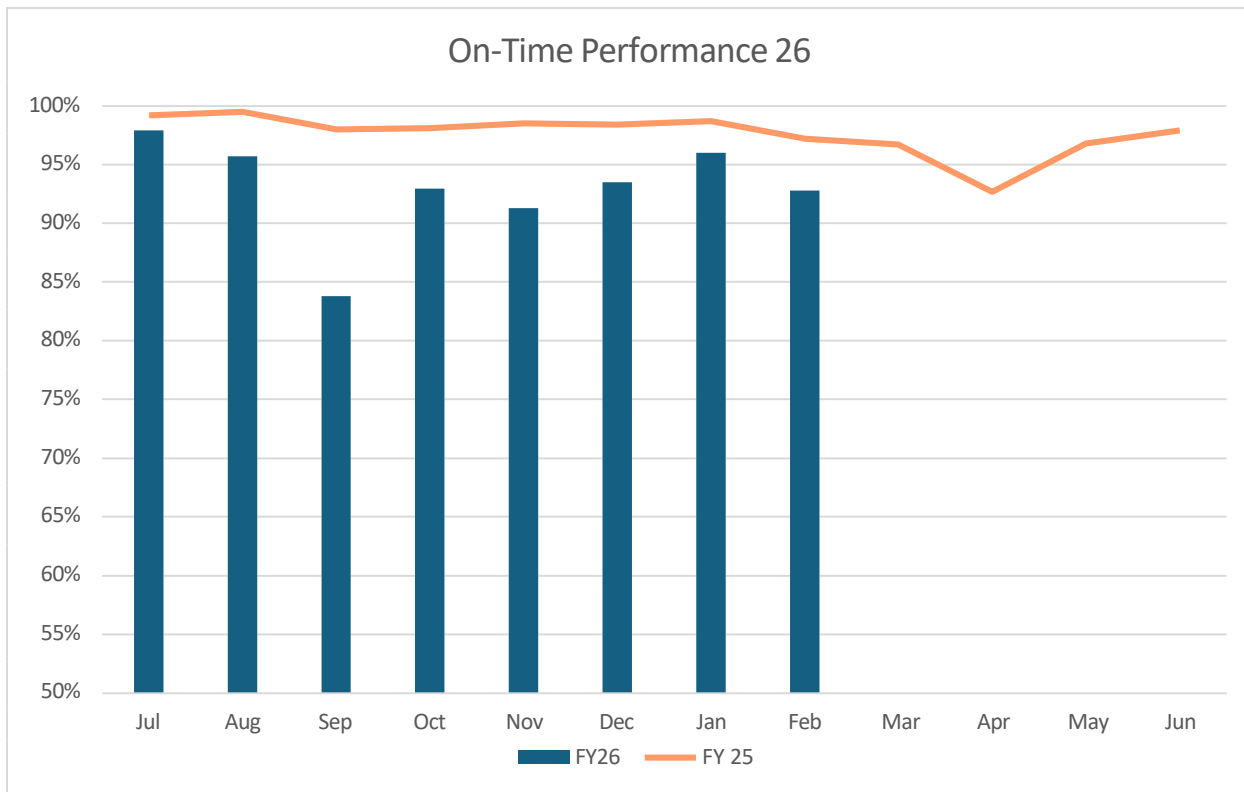
Paratransit

Performance Indicator	Feb-25	Feb-26	MoM % Change		YoY % Change	
On-Time Performance	97.2%	92.8%	-3.3%	↓	-4.5%	↓
Passengers Per Revenue Hour	1.90	1.75	17.4%	↑	-7.9%	↓
Valid Complaints Per 1,000 Passengers	1.47	1.38	-17.7%	↓	-6%	↓
Phone Holds (% of calls answered within 60 seconds)	64.4%	93.7%	0.8%	↑	45.6%	↑
Average Phone Hold Time	0:01:28	0:00:33	-5.7%	↓	-62.5%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0.0%	–	0%	–
Dial-A-Ride Cost Per Trip	\$55.91	\$71.12	-3.8%	↓	27.2%	↑
Dial-A-Ride Ridership	2,723	2,176	-8.9%	↓	-20.1%	↓
One Seat Ride Ridership	258	146	-37.9%	↓	-43%	↓

Wheels System Performance
FY 2026 –February



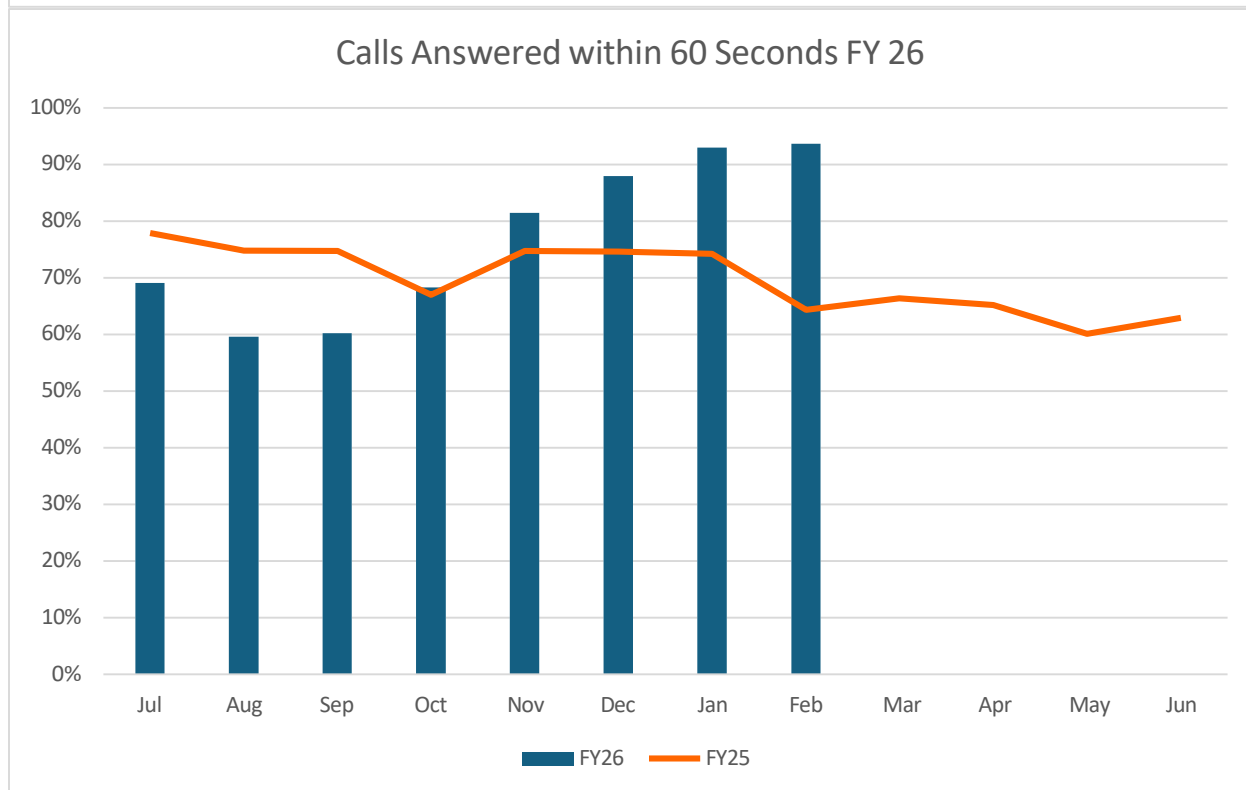
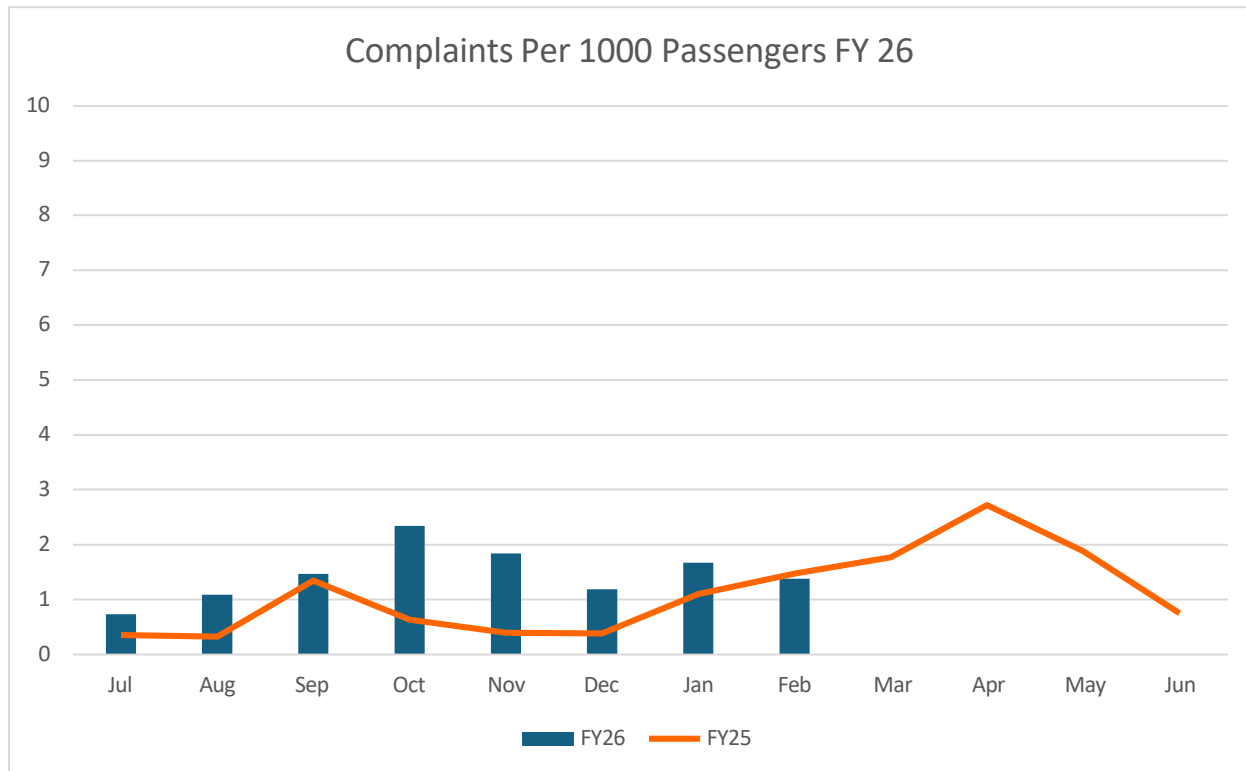
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Wheels System Performance
FY 2026 –February



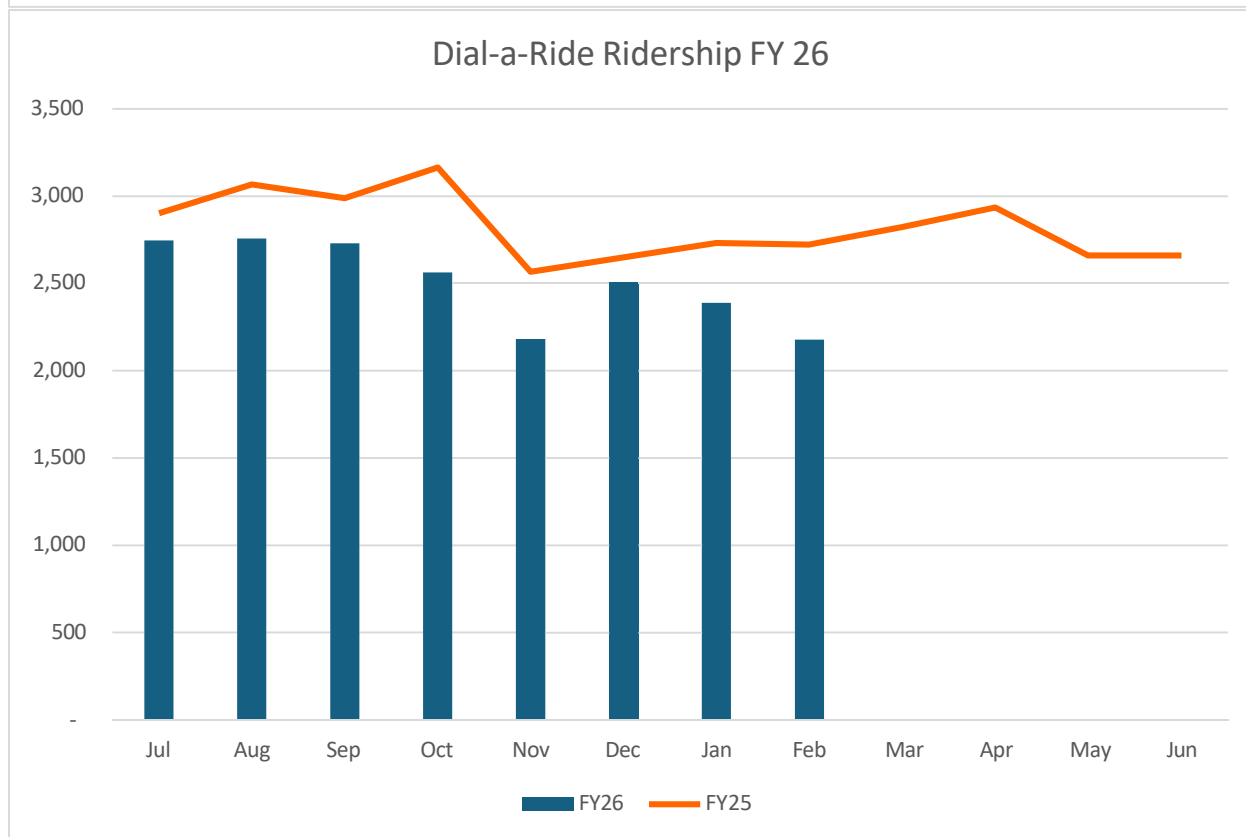
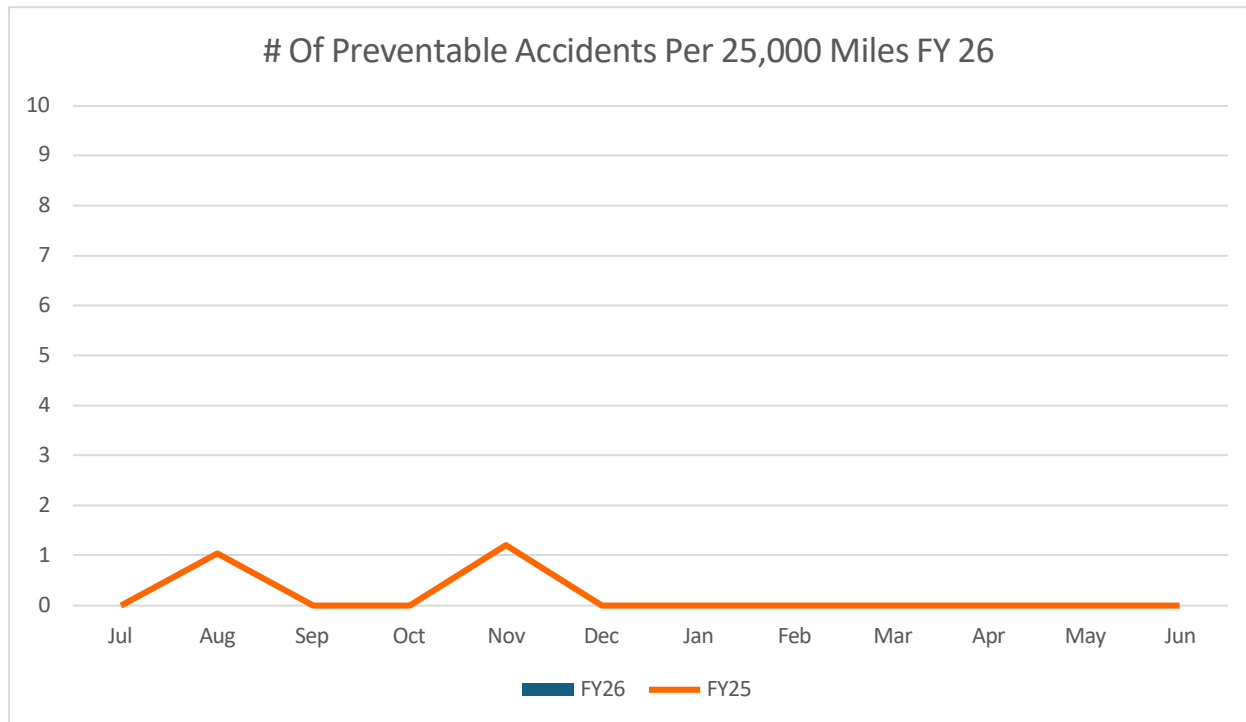
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Wheels System Performance
FY 2026 –February



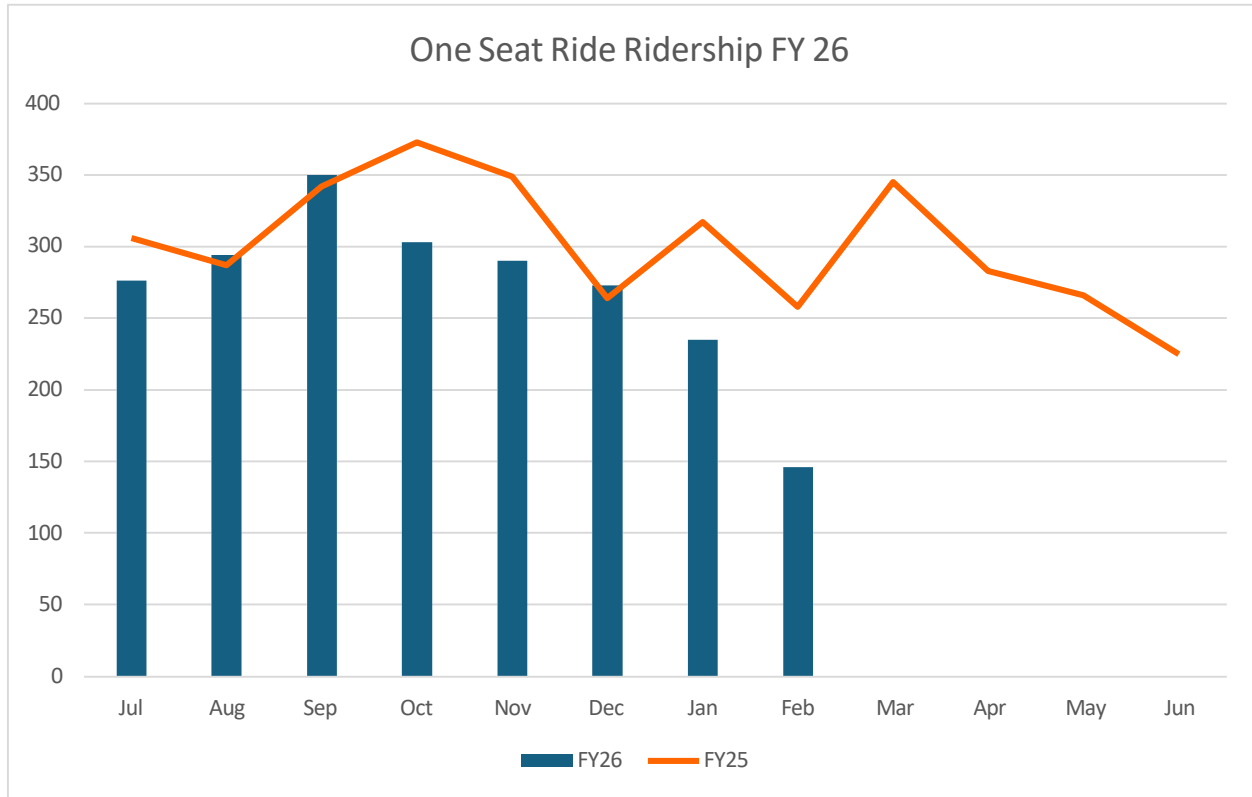
Paratransit



Wheels System Performance
FY 2026 –February



Paratransit

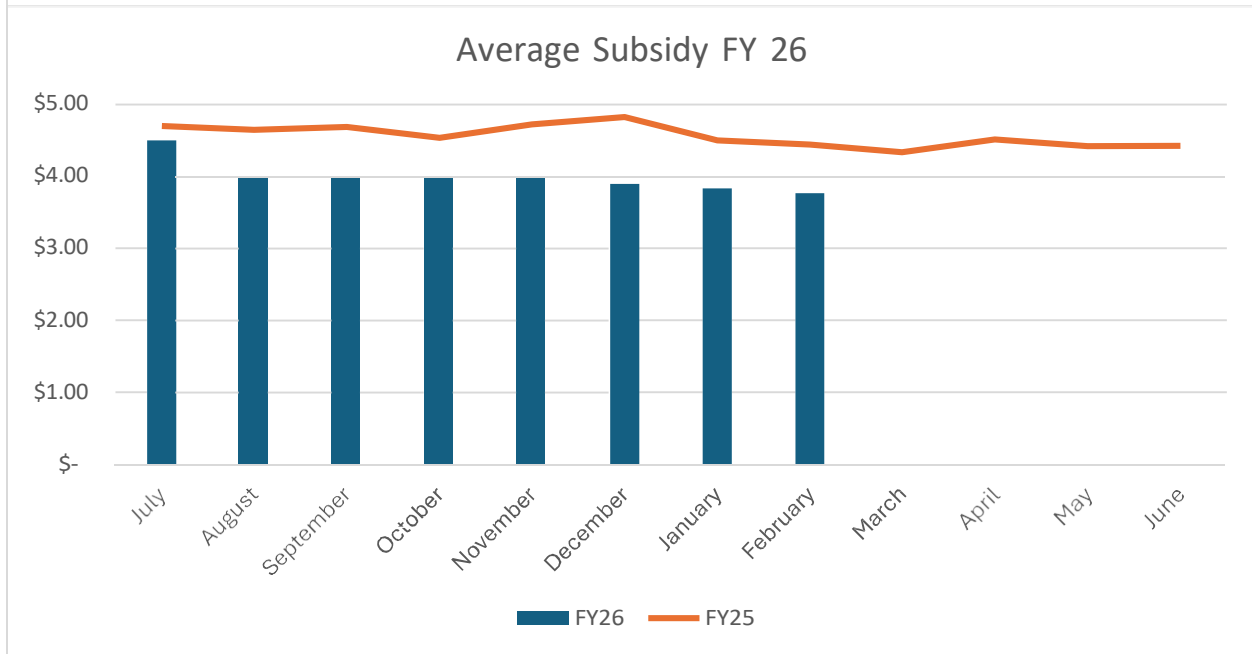
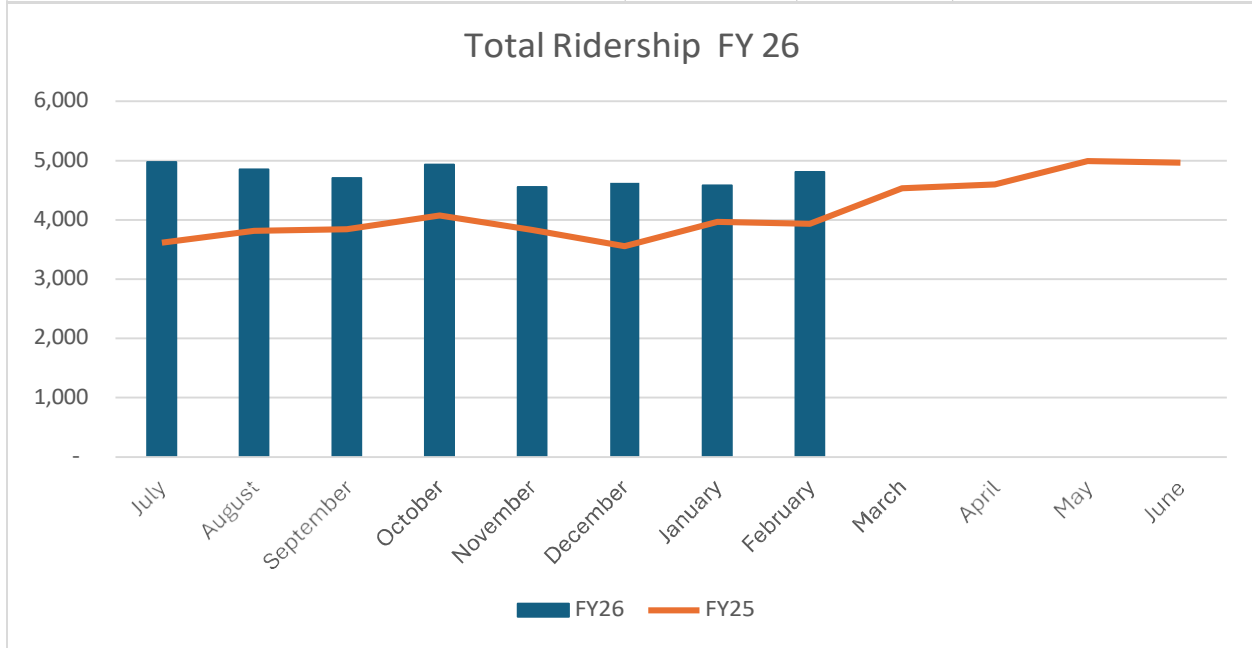


Wheels System Performance
FY 2026 –February



Go Tri-Valley

Performance Indicator	Feb-25	Feb-26	Year Over Year % Change
Total Ridership	3,933	4,807	22%
Average Subsidy	\$4.44	\$3.76	-15%



Wheels System Performance
FY 2026 –February

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