

**EXECUTIVE DIRECTOR'S REPORT**

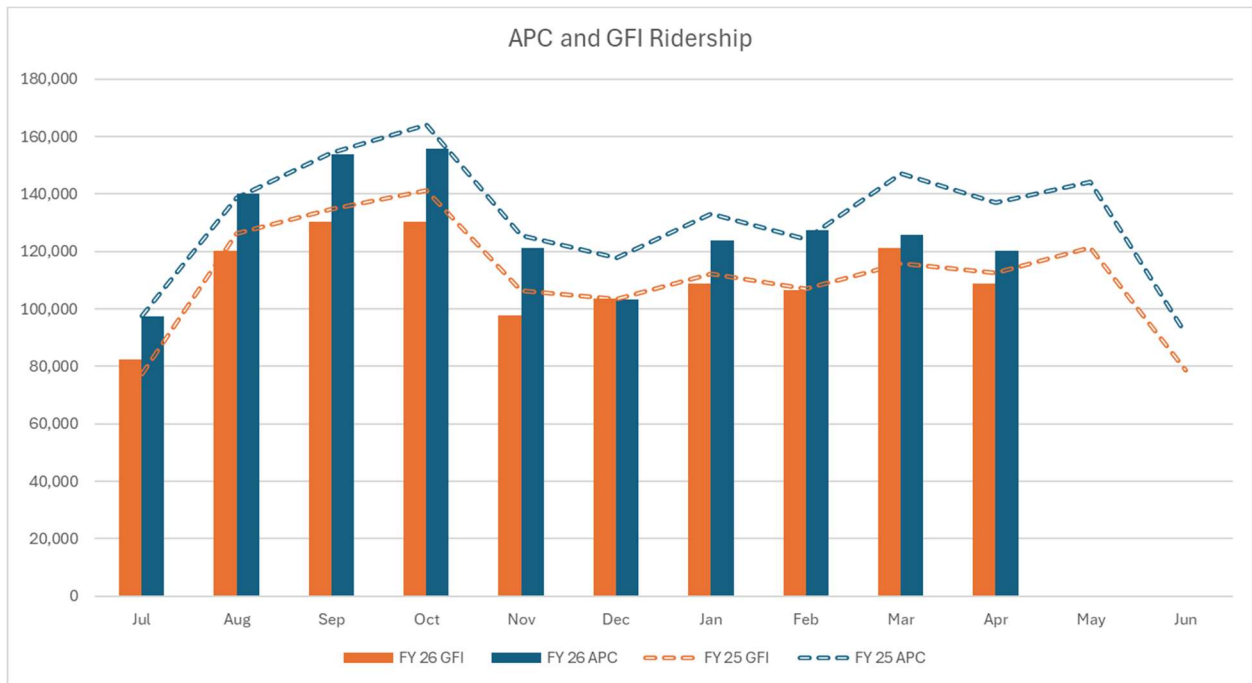
**Service Development**

April Ridership Highlights

Using farebox (GFI) data, systemwide ridership in April amounted to 108,898 unlinked boardings, a decrease of 3.2% compared with the same month of last year. This continues a trajectory so far this year of alternating uptrends and downtrends by month, on a year-on-year (YoY) basis.

Looking instead at automatic passenger counter (APC) data, the total April ridership amounted to 120,306 - about 10% higher than the counts recorded at the farebox.

At the individual route level, the main trunk line 10R continued to trend down, while the 30R was just about stationary, YoY. All of the routes that were new or restarted as part of the Wheels-in-Motion changes in the spring of 2024 continued trending up. Route 3 (Stoneridge) trended down, while Route 8 (Hopyard) continued a (multi-month) run of trending upward.



Summer Sign-Up

The summer sign up takes effect May 30. The summer schedule includes summer school service on Routes 501 and 502, and an additional trip on Route 18.

## EXECUTIVE DIRECTOR'S REPORT

### Senior Outreach Event May 7

On May 7, LAVTA staff, in partnership with our mobility management partners at ADAride, hosted the first Mobility Outreach Event at the Robert Livermore Community Center. The event provided a valuable opportunity to connect directly with seniors and community members to share information about the transportation and mobility resources available throughout the Tri-Valley.

Wheels staff and ADAride representatives answered questions, provided information about available services, and helped attendees better understand the transportation options designed to support independence and community connectivity. Attendees also had the opportunity to tour a Wheels bus, learn more about fixed-route transit services, and receive information on accessible transportation options.

In addition, participants were able to enroll in Wheels Dial-A-Ride with assistance from a medical professional. The next Mobility Management Outreach Event will be held at the Pleasanton Senior Center on June 18.



### Route 74: Fourth of July Shuttle

LAVTA, in coordination with the City of Livermore, will be operating a shuttle for the City's 4<sup>th</sup> of July celebration on July 4. The annual event takes place at the Livermore Municipal Airport. The shuttle will run continuously every 10-15 minutes from 9am to 1pm, with service operating between Las Positas College and the event site. Very limited parking will be available at the event site, and therefore the City is encouraging attendees to utilize the shuttle service to get to and from the event. The City will be sponsoring the fares for the event.

## EXECUTIVE DIRECTOR'S REPORT

### Operational Effectiveness

#### MV Highlights

MV Transportation recently completed its annual employee engagement survey for the 2025/26 fiscal year. The survey saw a significant increase in employee participation, rising to 71%, compared to 47% the previous year. The division also achieved an overall engagement score of 85, exceeding management's target goal of 80 and representing a substantial improvement over prior years.

According to MV Transportation management, the results reflect continued efforts to improve workplace culture, communication, and employee engagement across the operation. Survey responses indicated strong employee sentiment in areas such as teamwork and collaboration, leadership communication, employee recognition, and training and support. MV Transportation management noted that they are particularly proud of the noticeable increase in employee morale reflected in this year's survey results.

### Marketing and Communications

#### Livermore Downtown Street Festival

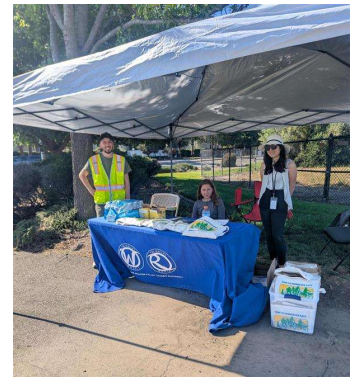
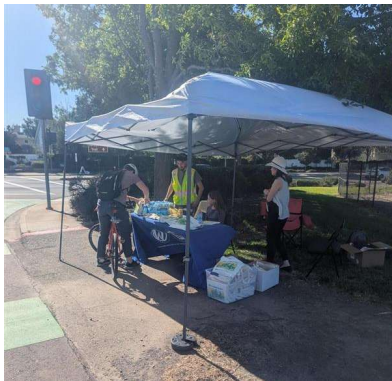
Wheels sponsored the annual Livermore Downtown Street Fest, receiving a booth and media in exchange for fare free Rapid Route services over the weekend. Over 700 attendees visited the booth, promotional items were distributed with a prize wheel, and newsletter signup was incentive with hats and lunch bags. Routes 10R, 30R, and 15 were fare free for the weekend with extensive support from Livermore Downtown. Total passenger count for these routes was 2,117 passengers.



## EXECUTIVE DIRECTOR'S REPORT

### Bike to Wherever Day

LAVTA partnered with City of Livermore to host an Energizer Station for Bike to Wherever Day. LAVTA volunteers joined City of Livermore Transportation Engineering at the entrance of Lawrence Livermore and Sandia Laboratories. Over 125+ riders stopped by to rest, learn about Wheels services, and receive promotional giveaways. The event supported sustainable transit options while engaging with our local cycling community.



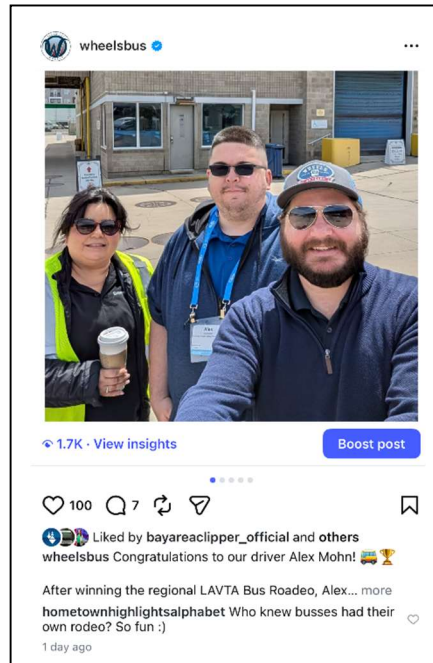
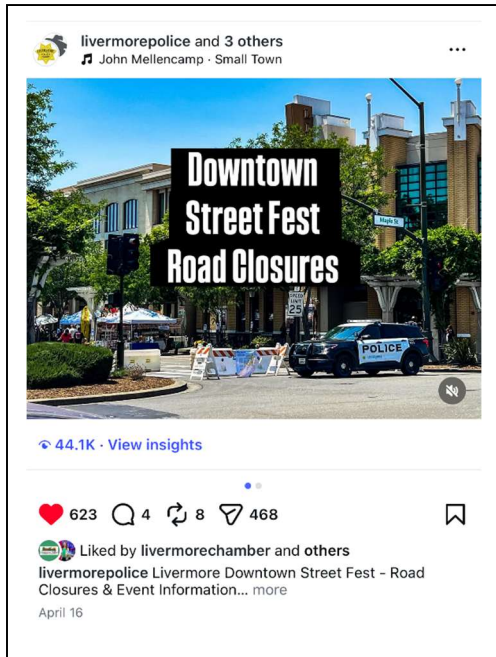
### Summer Youth Ride Free:

The Summer Youth Ride Free promotion is a fare free period for students from May 29th – August 31, 2026. This initiative supports choice ridership and public transit trial by youth over the summer school break leading up to and during the first weeks of the 2026/2027 school year.



**EXECUTIVE DIRECTOR'S REPORT**

May Social Media Highlights:



**Regional Partnerships and Advocacy**

California Transit Association Legislative Conference

Staff attended the California Transit Association's Spring Legislative Conference held in Sacramento on May 21. Topics included an update on the California State Budget, the California Air Resources Board (CARB) amendments to the Cap and Invest Program, Revisiting the Innovative Clean Transit (ICT) regulation, and navigating transit funding uncertainty.

JLAC State Audit

The final report was made available on May 28th. Staff will provide more information during the Board meeting.

California Budget

The Governor released the May Revise on May 14th. The Governor is proposing \$246.6 billion in General Fund expenditures for FY 2026–2027, approximately \$1.8 billion below the January proposal. The revised budget reflects the Administration's effort to maintain budget balance while addressing longer-term fiscal challenges, including eliminating the projected structural deficit through July 2028 as part of a broader fiscal stabilization strategy. Transportation investments prioritize highway maintenance, homeless encampment cleanup, emergency communication upgrades, and preparation for the 2028 Los Angeles Olympics. The budget also supports modernization projects for Caltrans, CHP, and DMV operations.

## EXECUTIVE DIRECTOR'S REPORT

Separately, the California Air Resources Board held a hearing on May 28th to consider proposed amendments to the Cap-and-Invest framework. On May 21, LAVTA along with East Bay Coalition Partners sent in a letter expressing concern with the proposed amendments. The letter is included as Attachment 1.

### H.R. 8870 - BUILD America 250 Act

On May 17th, the House Transportation & Infrastructure Committee unveiled a bipartisan draft bill titled the Building Unrivaled Infrastructure and Long-term Development for America's 250<sup>th</sup> Act or the BUILD America 250 Act. The bill reauthorizes federal surface transportation programs from FY 2027 – FY 2031 that expire on September 30, 2026. LAVTA staff sent a letter to Congressman DeSaulnier, who sits on the T&I Committee, in response to the proposed bill language. The letter is included as Attachment 2.

### Trip to Washington DC

Staff will be traveling back to DC June 2nd-4th for meetings with the Federal Transit Administration, staff from LAVTA's Federal Delegation, the American Public Transportation Association.

### Zero Emissions Summit

On Thursday, May 21st, staff attended an event at Jacobs Engineering - *From High Ambition to Zero-Emissions: Shared Insights for the Future of Transportation in the Bay Area*. Staff participated on a panel with partners from Caltrain and SamTrans to highlight each agency's zero emission transition status.



## Organizational and Financial Management

### Staffing Update:

Recruitment continues for the Operations Analyst Position that will be vacated at the end of June.

### **Attachments:**

1. Comment Letter to CARB
2. Comment Letter Regarding H.R. 8870
3. Board Statistics April 2026



May 22, 2026

The Honorable Lauren Sanchez, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95811

**Re: Proposed Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation**

Dear Chair Sanchez:

On behalf of the Central Contra Costa Transit Authority (CCCTA), the Livermore Amador Valley Transit Authority (LAVTA), the Eastern Contra Costa Transit Authority (Tri Delta Transit), and the Western Contra Costa Transit Authority (WestCat) we are write to express opposition to the Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments) released by the California Air Resources Board (CARB) on April 14, 2026. Specifically, LAVTA is concerned that the Proposed Amendments will significantly impact up to \$1.65 billion in annual investments from the Greenhouse Gas Reduction Fund (GGRF) to programs that support public transit, without any plan from the state to backfill these losses.

In 2025, the Legislature reauthorized the state's Cap-and-Trade program, renaming it Cap-and-Invest and establishing annual investments from the GGRF to key programs that support public transit such as the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), and the Affordable Housing and Sustainable Communities Program (AHSC). Together, these programs have supported transformational investments in Alameda County that reduce greenhouse gas emissions, improve air quality, and support affordable housing development near transit.

We understand that the Proposed Amendments will significantly reduce available funding in the GGRF, effectively ending future appropriations for "Tier 3" programs in the new Cap-and-Invest Expenditure plan codified by Senate Bill 840 (Chapter 121, Statutes of 2025). As a result of this proposal, programs including TIRCP, LCTOP, and AHSC, which are central to the state's efforts to combat climate change, will likely see annual funding from the GGRF significantly reduced below anticipated levels with no plan in place to backfill these losses.

LAVTA and CCCTA were joint recipients of a 2022 TIRCP grant award to support future express bus service along the I-680 corridor. As a result of this proposal, LAVTA and CCCTA's previously awarded grant from TIRCP is risk and the future of the 680 express service will be in question.

Tri Delta has received approximately \$4M from LCTOP since FY22. While this is a relatively small part of the Agency's ~\$35m annual budget, it's an important source of funding for programs, including operational support of our on-demand service, Tri MyRide, innovative partnerships, and local match needed to purchase zero-emission buses. We often say that we are "capital rich" but



“operational poor” due to the large amount of federal funding available for bus and infrastructure purchases. The flexibility of LCTOP has allowed Tri Delta Transit to support the expansion of Tri MyRide into Brentwood, the One Seat Ride program for the ADA population, as well as providing free rides for youth in the summer. All of these programs would be at risk if the proposed amendments are approved.

At CCCTA, LCTOP funds free fares on the Monument Corridor routes 11, 14, 16, 311, 314 and partly funds operation on the 99x, connecting Martinez Amtrak to North Concord BART. These services benefit disadvantaged communities and will result in a decrease in transit service and ridership if the amendments are approved.

We urge CARB to revisit the Proposed Amendments and maintain robust funding in the GGRF for TIRCP, LCTOP, and AHSC. These programs serve a critical role in addressing affordability for all Californians by supporting high quality public transit, reducing harmful air pollution, and increasing access to affordable housing.

Sincerely,

Bill Churchill  
General Manager, CCCTA

Rashidi Barnes  
General Manager/CEO Tri Delta Transit

Christy Wegener  
Executive Director, LAVTA

Rob Thompson  
General Manager, WestCat

cc:

Members, California Air Resources Board  
The Honorable Avila Farias, California State Assembly  
The Honorable Buffy Wicks, California State Assembly  
The Honorable Liz Ortega, California State Assembly  
The Honorable Lori Wilson, California State Assembly  
The Honorable Rebecca Bauer-Kahan, California State Assembly  
The Honorable Christopher Cabaldon, California State Senate  
The Honorable Jesse Arreguin, California State Senate  
The Honorable Tim Grayson, California State Senate  
The Honorable Jerry McNerny, California State Senate  
Office of California Governor Gavin Newsom

Livermore Amador Valley  
TRANSIT AUTHORITY



May 19, 2026

The Honorable Mark DeSaulnier  
U.S. House of Representatives  
2134 Rayburn House Office Building  
Washington, D.C. 20515

Dear Representative DeSaulnier:

On behalf of the Livermore Amador Valley Transit Authority (LAVTA), which provides fixed-route bus and complementary ADA paratransit services to more than 1.3 million riders per year in Dublin, Pleasanton, Livermore, and eastern Alameda County, I am writing to provide input on the Transportation & Infrastructure Committee's consideration of the BUILD America 250 Act in advance of the scheduled markup on May 21. LAVTA appreciates the Committee's bipartisan work to advance a long-term surface transportation reauthorization and strongly supports timely enactment of legislation that sustains and strengthens federal transit investments.

To deliver federal investments in public transportation to our communities, LAVTA directly supports approximately 150 high-quality, local jobs to operate and maintain our 60-bus fleet, which is 100% manufactured locally by GILLIG LLC. As a direct recipient of Federal Transit Administration (FTA) funds that make up 57 percent of our recently adopted FY27 capital budget, we respectfully urge the Committee to consider the following modifications to ensure the bill maintains stable, flexible, and effective funding for transit agencies in the years ahead:

1. **Remove or significantly revise the proposed federal bus procurement cost caps.** We are concerned that the bill's proposed per-unit federal funding caps and declining federal share would shift significant financial burden onto transit agencies, particularly for zero-emission buses. We urge the Committee to remove this provision or delay implementation and direct DOT to study cost impacts, as it risks undermining state-of-good-repair efforts and state-mandated transitions to zero-emission technologies, and will directly impact the biggest share of our long-term capital funding need.
2. **Maintain overall transit funding levels at least consistent with the Infrastructure Investment and Jobs Act (IIJA).** The proposed bill represents a reduction from IIJA levels. LAVTA urges the Committee to restore funding levels to at least IIJA-authorized amounts, ensuring that transit agencies, particularly in high-population, high-cost states like California, do not experience reductions in formula or discretionary funding during the current period of sustained cost inflation.
3. **Restore dedicated funding for low- and no-emission transit vehicles.** The elimination of the stand-alone Low or No Emission Grant Program risks slowing transit fleet decarbonization mandated in California by the California Air Resources Board (CARB).

The Honorable Mark DeSaulnier  
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We recommend the Committee restore a dedicated funding stream or establish clear set-asides within the bus program to maintain progress toward zero-emission fleet transitions.

4. **Eliminate or make optional the 1 percent crime prevention and security spending requirement.** While LAVTA supports investments in rider and operator safety and reducing crime, a mandated set-aside reduces already constrained formula funding flexibility and is both disproportionately burdensome and costly on small, suburban operators like LAVTA who deal with different security concerns from large, urban operators. We request the Committee consider making this provision optional or provide additional dedicated funding rather than requiring reallocation of formula funds.
5. **Remove the fare evasion funding penalty.** The provision requiring FTA to withhold formula funding based on local fare enforcement policies introduces federal mandates into local policy decisions and could jeopardize essential operating funds available to deliver transit service to riders. We urge the Committee to strike this provision and preserve local flexibility, particularly for those smaller, suburban operators who are neither directly connected with nor able to direct the activities of local law enforcement.
6. **Refine expanded rolling stock and supply chain restrictions.** We support strong supply chain security policies; however, expanded restrictions on components and related infrastructure will increase procurement costs and complexity. We urge the Committee to clarify and streamline these requirements to avoid unintended impacts on project delivery timelines and costs.
7. **Preserve flexibility in partnerships with innovative mobility providers.** Requirements governing partnerships with transportation network companies may unintentionally limit transit agencies' ability to deploy cost-effective mobility solutions. We recommend the Committee maintain flexibility for local agencies to structure partnerships that best meet community needs.

More broadly, LAVTA urges the Committee to advance a final bill that maximizes funding certainty, preserves local control of formula funds, supports zero-emission transit transition, and ensures public transit agencies can deploy valuable federal funding efficiently and effectively.

Thank you for your leadership on this critical legislation and for your consideration of these recommendations. We look forward to working with you as the bill advances.

Sincerely,



Christy Wegener  
Executive Director  
Livermore Amador Valley Transit Authority



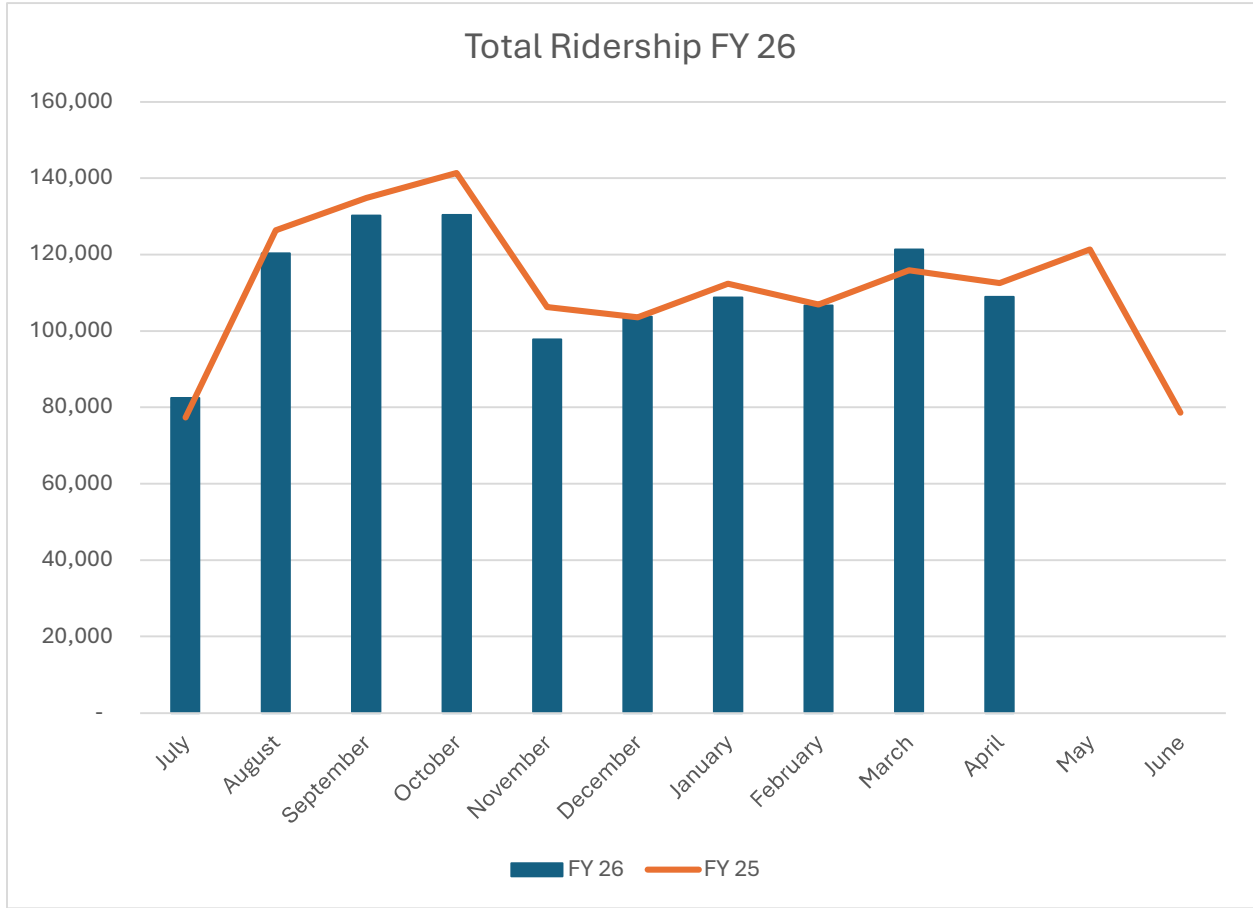
## Fixed Route

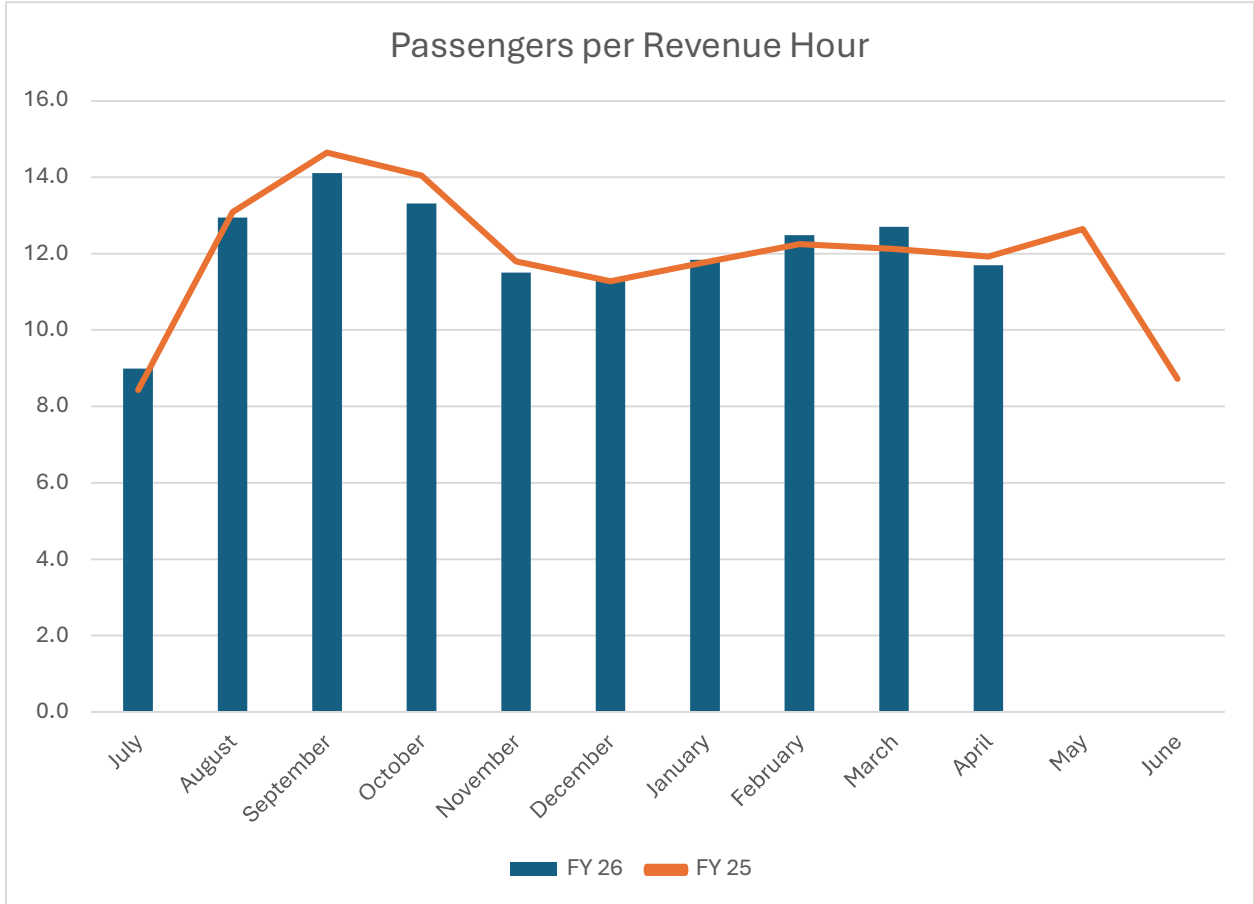
| Performance Indicator                  | Apr-25    | Apr-26    | Month Over<br>Month %<br>Change |   | Year Over<br>Year %<br>Change |   |
|--|-----------|-----------|---------------------------------|---|-------------------------------|---|
| Total Ridership                        | 112,514   | 108,898   | -10%                            | ↓ | -3.2%                         | ↓ |
| Total Ridership FY To Date             | 1,137,494 | 1,110,567 | N/A                             | – | -2.4%                         | ↓ |
| Fully Allocated Cost Per Passenger     | \$14.14   | \$17.73   | 21%                             | ↑ | 25%                           | ↑ |
| Average Weekday Ridership              | 4,593     | 4,474     | -9%                             | ↓ | -2.6%                         | ↓ |
| Average Saturday Ridership             | 1,666     | 1,573     | -9%                             | ↓ | -5.6%                         | ↓ |
| Average Sunday Ridership               | 1,200     | 1,043     | -11.8%                          | ↓ | -13.1%                        | ↓ |
| Passengers Per Revenue Hour            | 11.92     | 11.70     | -8%                             | ↓ | -1.9%                         | ↓ |
| System-wide On-Time Performance        | 83.6%     | 81.8%     | -1.1%                           | ↓ | -2.0%                         | ↓ |
| Preventable Accidents Per 100k Miles   | 4.60      | 1.35      | N/A                             | – | -71%                          | ↓ |
| Customer Complaints Per 100k Boardings | 11.55     | 8.26      | -23%                            | ↓ | -28%                          | ↓ |
| Miles Between Mechanical Failures      | 10,865    | 18,536    | -3%                             | ↓ | 71%                           | ↑ |

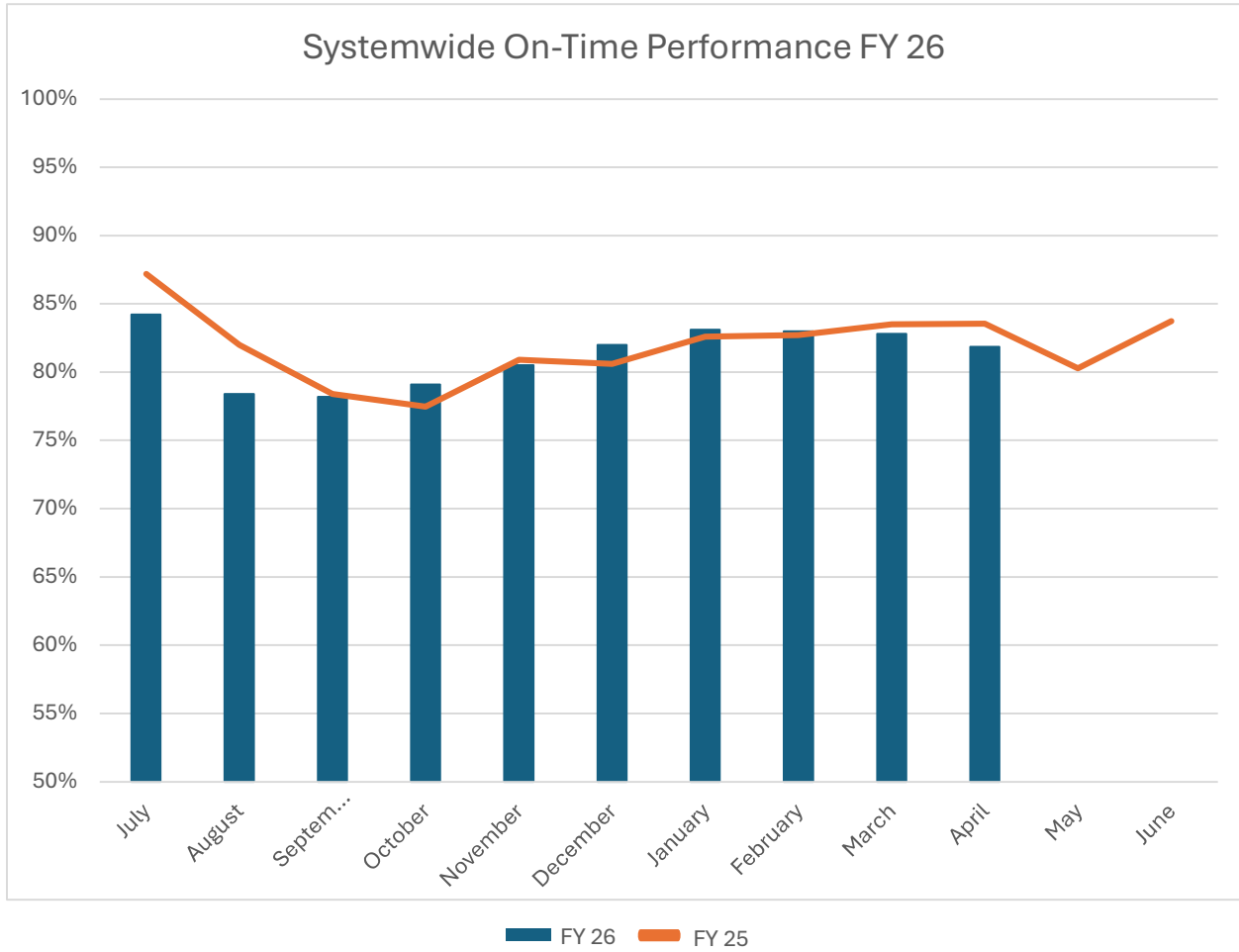
Wheels System Performance  
FY 2026 –April

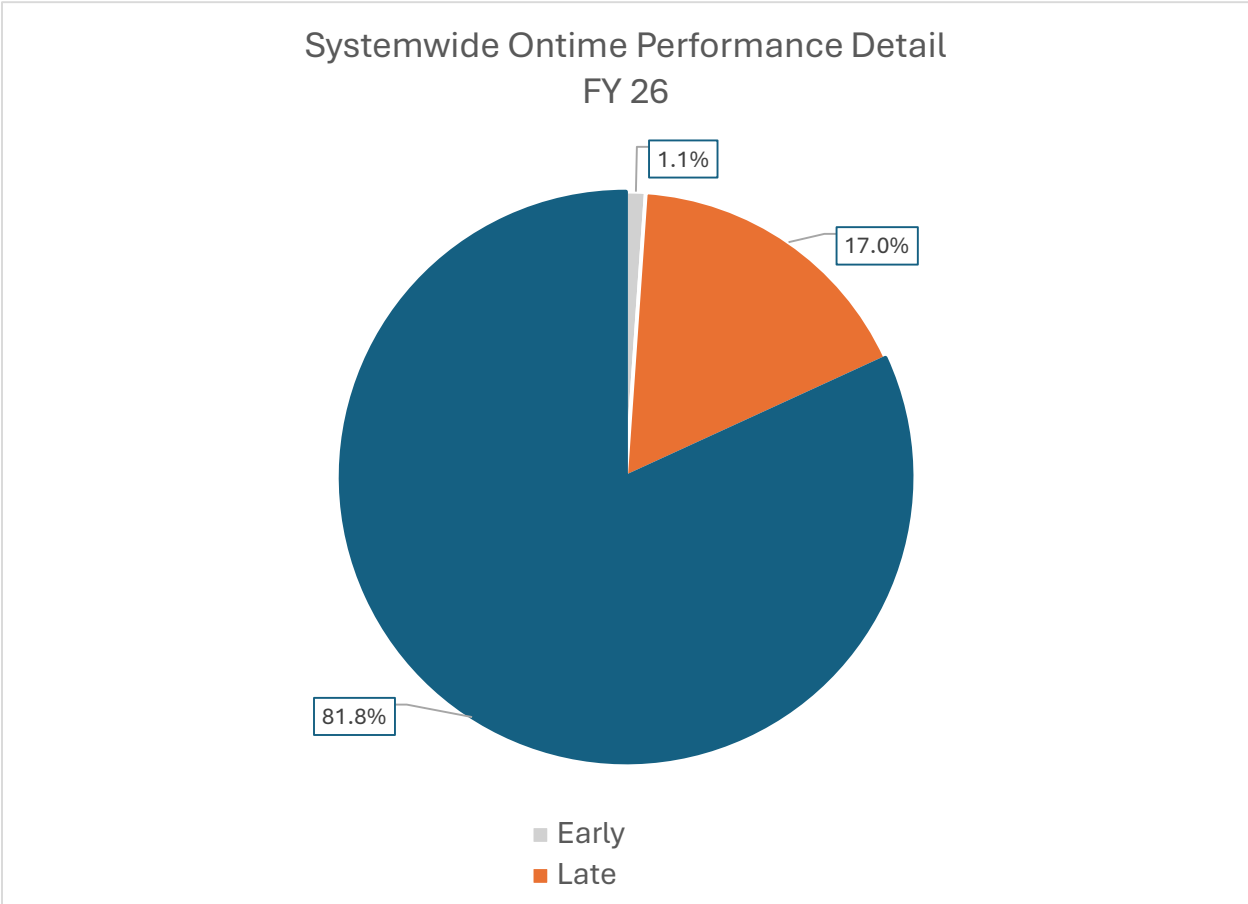


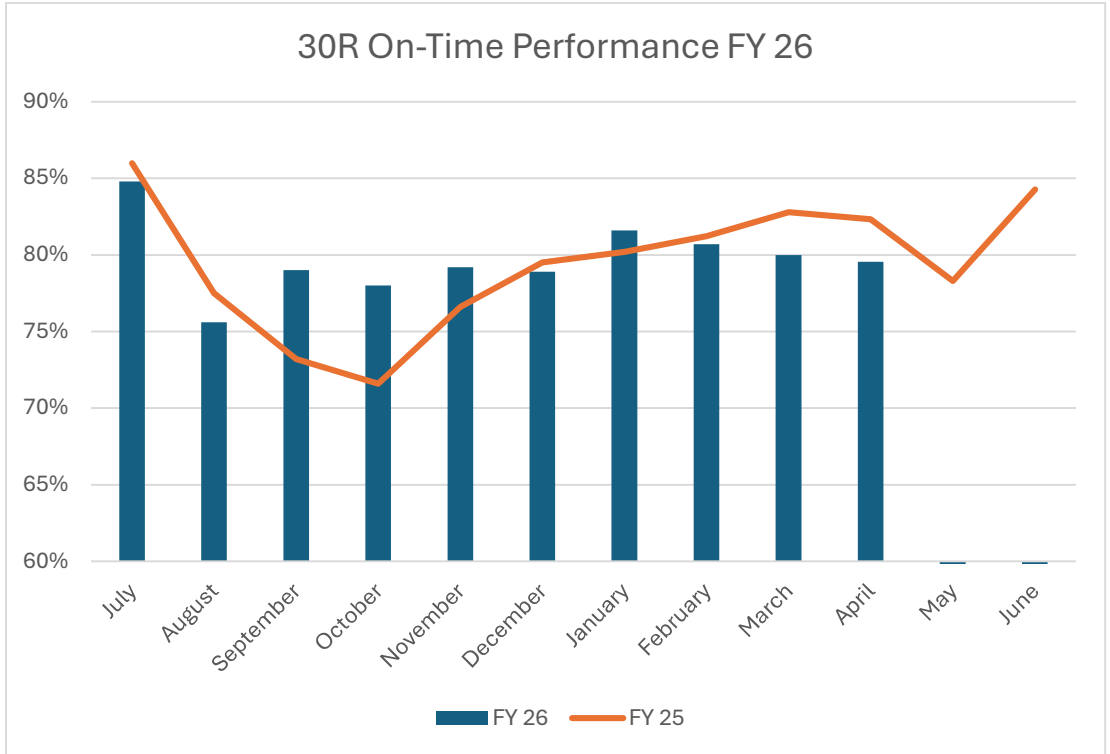
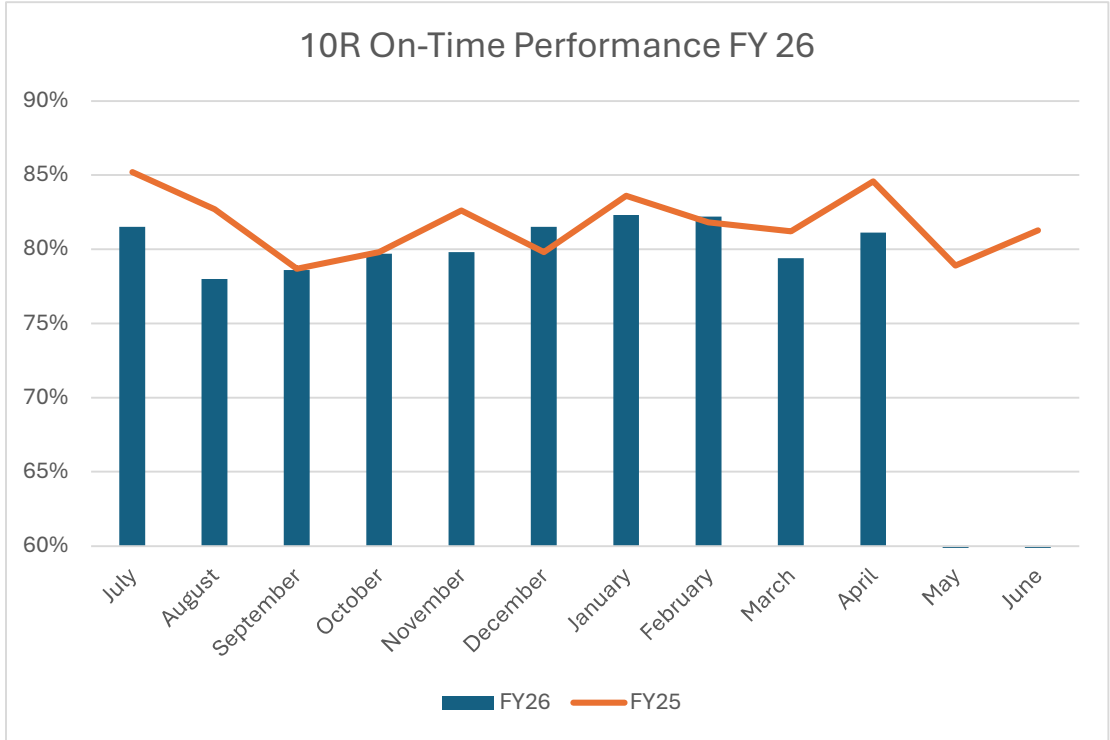
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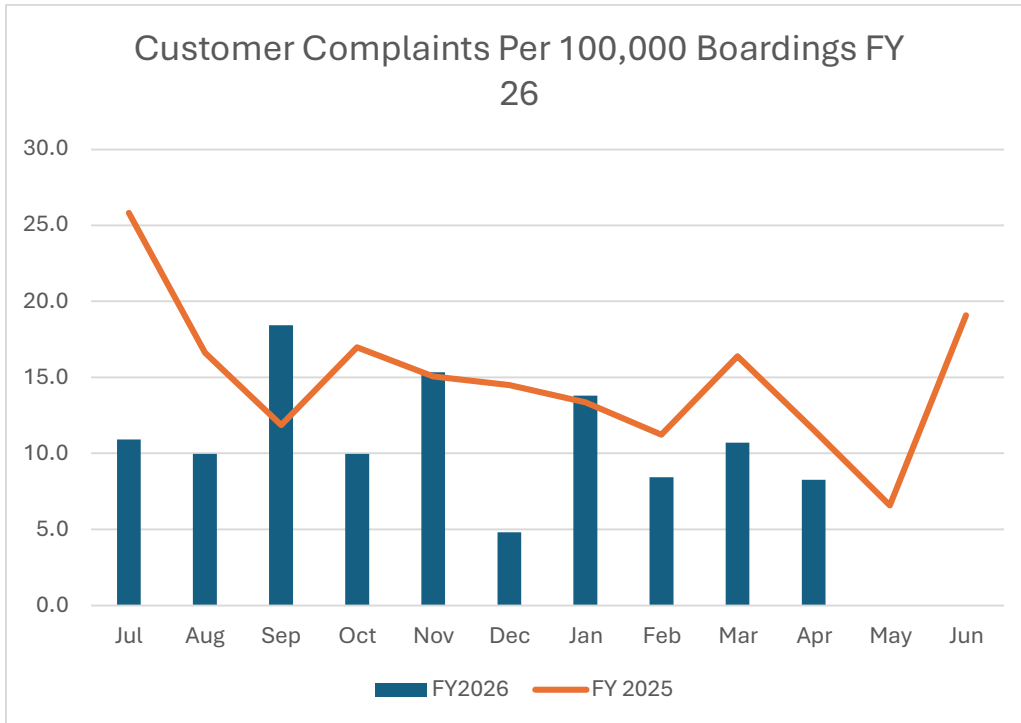
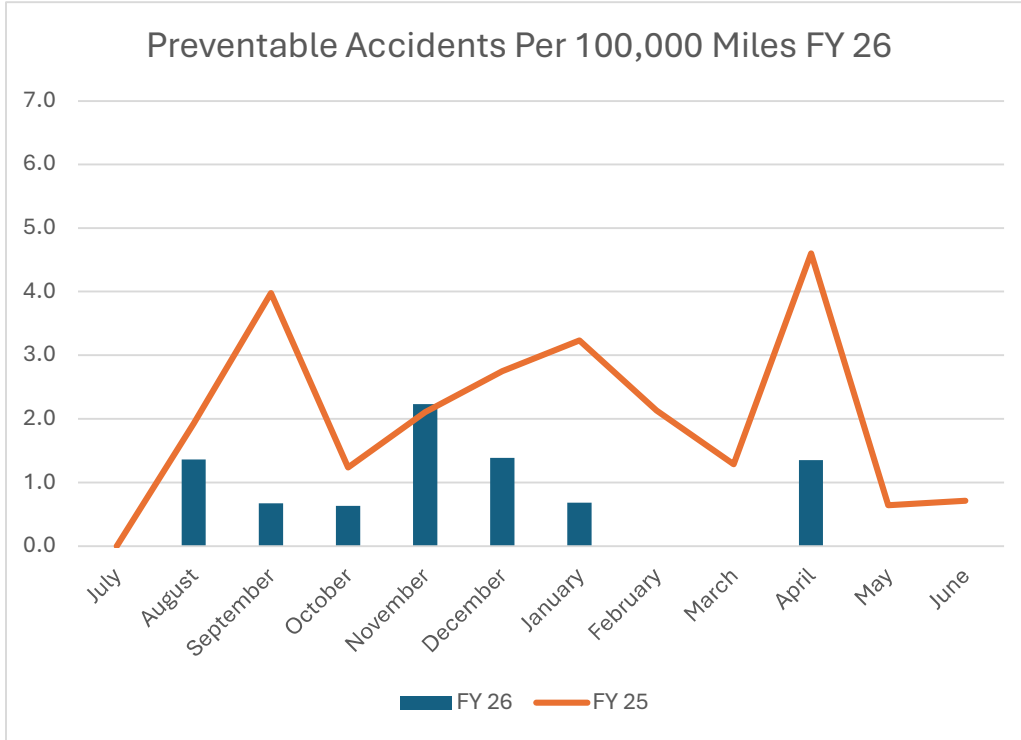


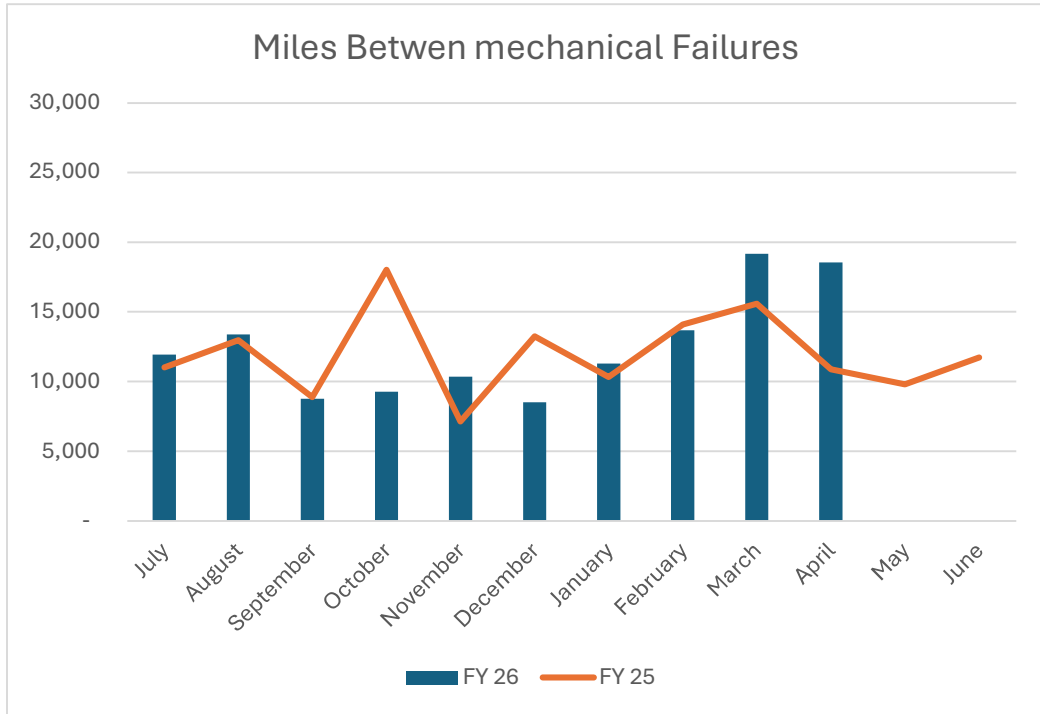










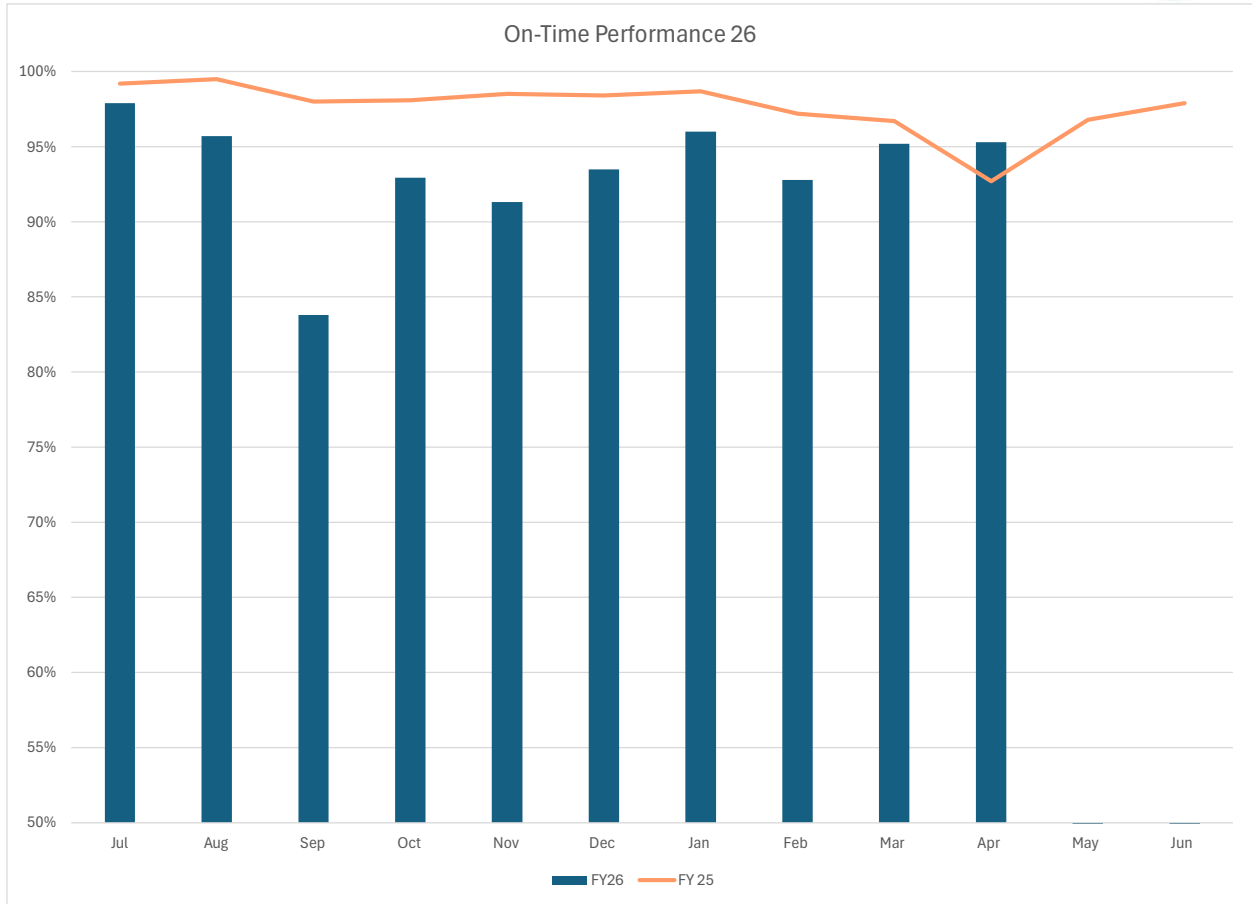




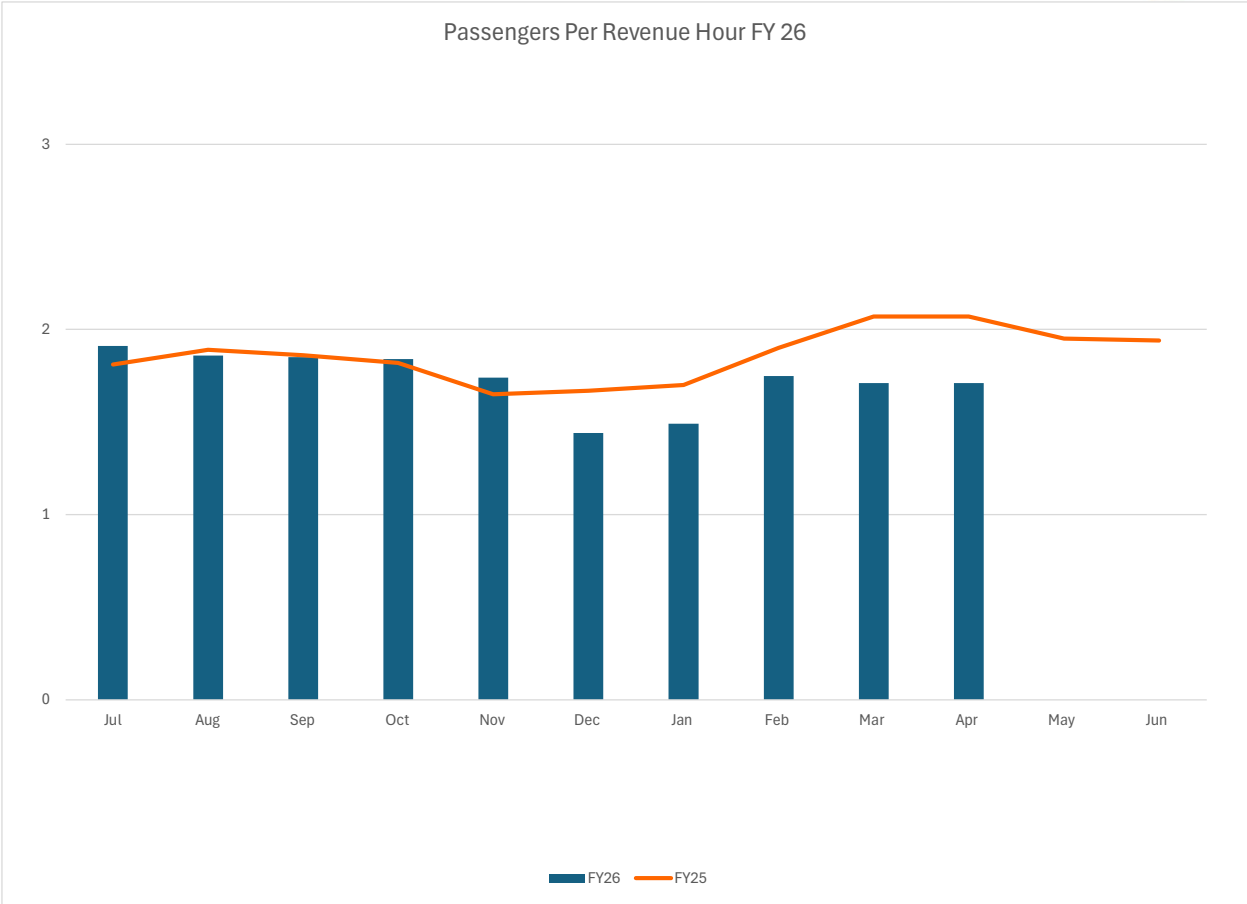
## Paratransit

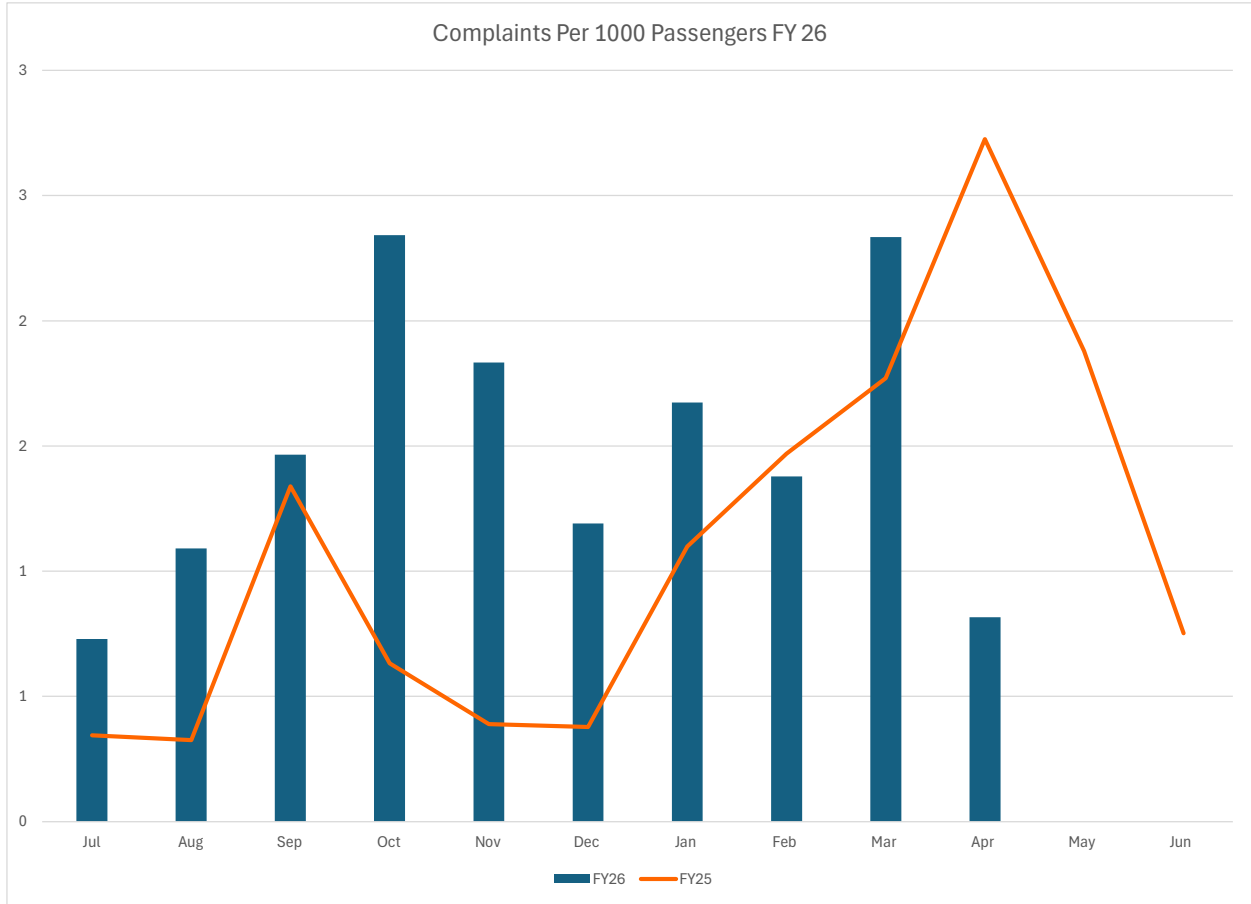
| Performance Indicator                      | Apr-25  | Apr-26  | MoM % Change |   | YoY % Change |   |
|--|---------|---------|--------------|---|--------------|---|
| On-Time Performance                        | 92.7%   | 95.3%   | 0.1%         | ↑ | 2.8%         | ↑ |
| Passengers Per Revenue Hour                | 2.07    | 1.71    | 0.0%         | — | -17.4%       | ↓ |
| Valid Complaints Per 1,000 Passengers      | 2.73    | 0.82    | -65.1%       | ↓ | -70%         | ↓ |
| Phone Holds (% answered within 60 seconds) | 65.1%   | 91.2%   | 0.4%         | ↑ | 40.0%        | ↑ |
| Average Phone Hold Time                    | 0:01:24 | 0:00:41 | 10.8%        | ↑ | -51.2%       | ↓ |
| Preventable Accidents Per 25,000 Miles     | 0.0     | 0.0     | 0.0%         | — | 0%           | — |
| Dial-A-Ride Cost Per Trip                  | \$52.37 | \$65.77 | 7.5%         | ↑ | 25.6%        | ↑ |
| Dial-A-Ride Ridership                      | 2,935   | 2,453   | -4.6%        | ↓ | -16.4%       | ↓ |
| One Seat Ride Ridership                    | 283     | 278     | 39.7%        | ↑ | -2%          | ↓ |

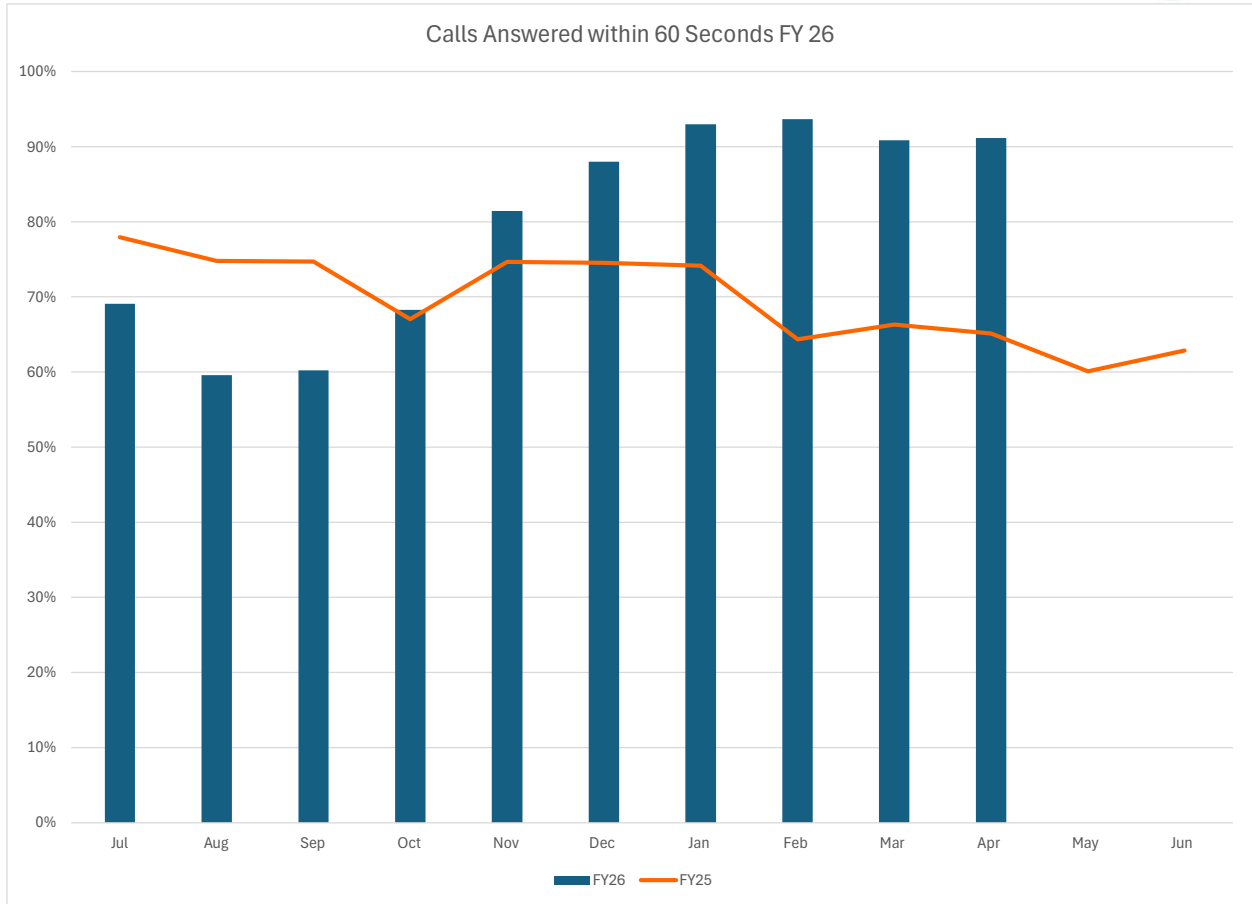
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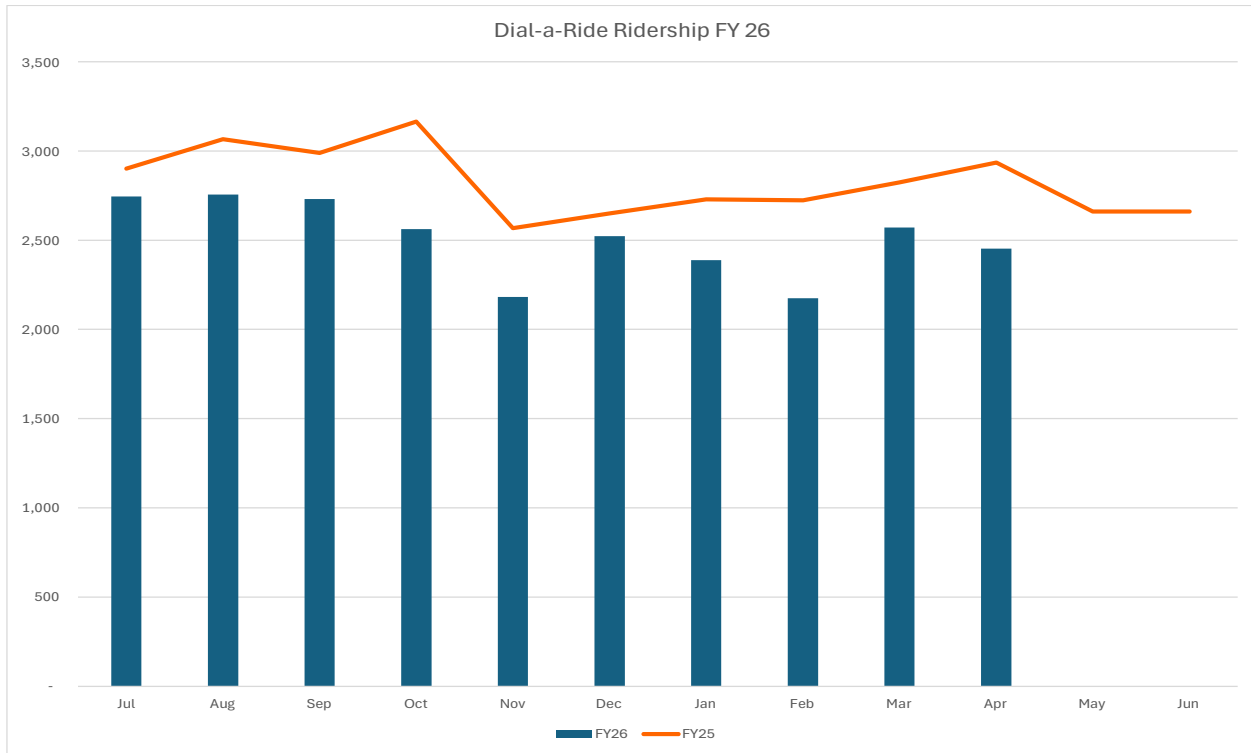
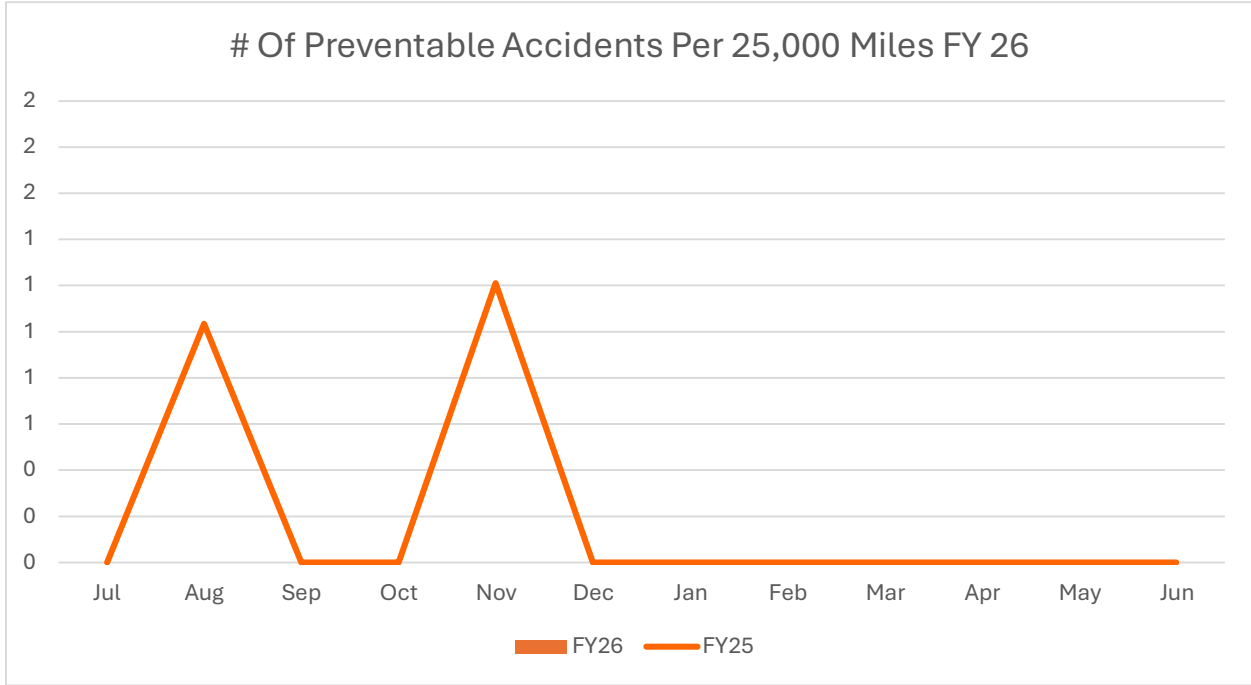


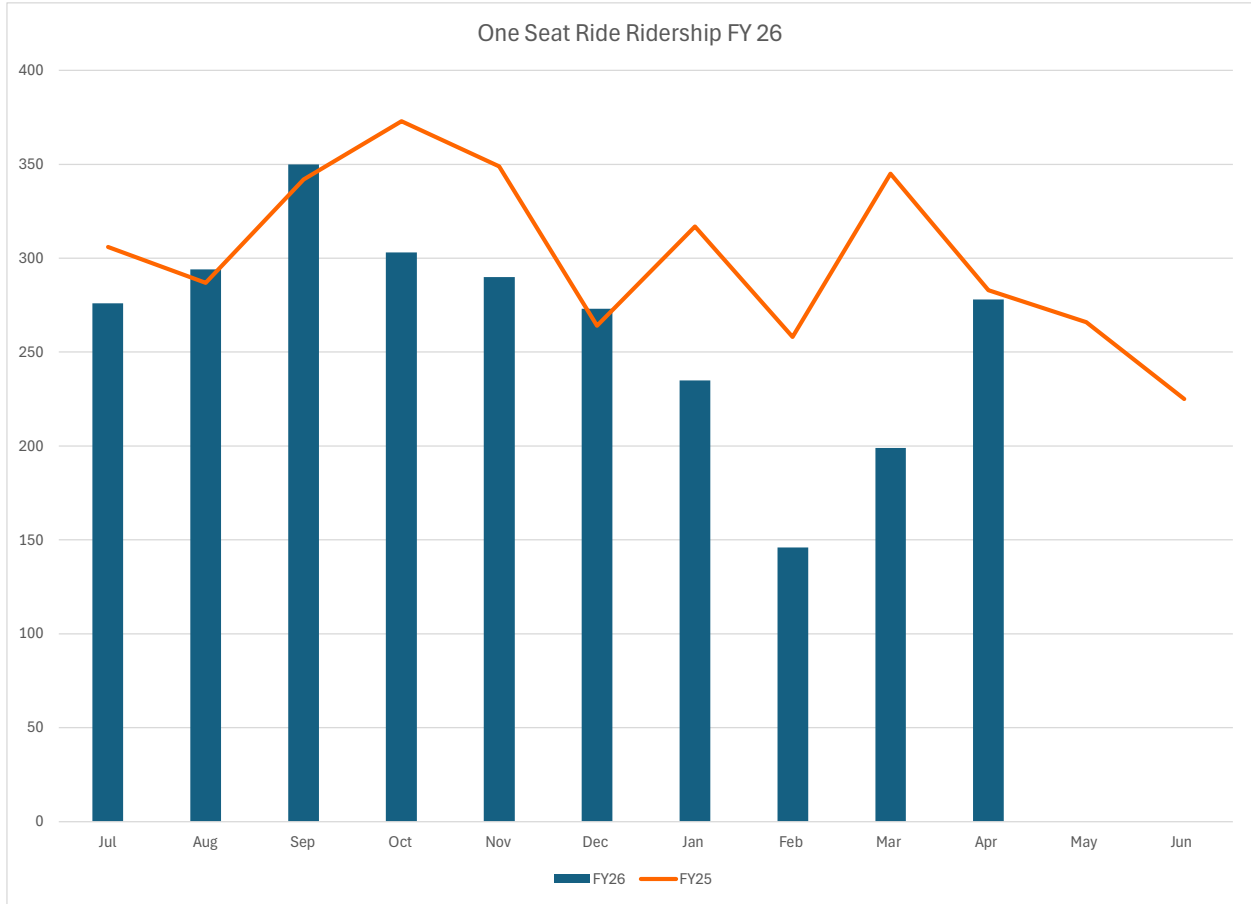
Wheels System Performance  
FY 2026 –April













## Go Tri-Valley

| Performance Indicator | Apr-25 | Apr-26 | Year Over Year % Change |
|-----------------------|--------|--------|-------------------------|
| Total Ridership       | 4,593  | 4,880  | 6%                      |
| Average Subsidy       | \$4.51 | \$3.88 | -14%                    |

