

STAFF REPORT

SUBJECT: Cloud Based Transit Signal Priority Upgrade and Expansion Project – Approval of Software License and System Implementation Services with SINWAVES, Inc. DBA as LYT

FROM: Christy Wegener, Executive Director
Salomon Abdel-Aziz, Manager of Administrative Services

DATE: June 23, 2026

Action Requested

Staff requests that the Finance and Administration Committee refer Resolution 31-2026 to the Board of Directors for approval, authorizing the Executive Director to execute an Agreement between LAVTA and SINWAVES, Inc. DBA as LYT (LYT), in a form approved by legal counsel, for installation and licensing of their cloud-based Transit Signal Priority (TSP) software solution at 67 intersections in Livermore, Pleasanton, and Dublin for a five-year term for \$1,297,863, with a contingency of \$20,911.30, for a total not-to-exceed amount of \$1,318,774.30.

Background

TSP is an increasingly important tool used by transit agencies to improve operating efficiency of buses in mixed traffic, helping them better compete with personal automobile travel times. Rather than preemptively changing a red light to green, TSP extends a green phase by several seconds when it detects an approaching transit vehicle, adding up to substantial travel time savings over the course of a day. TSP is distinct from the high-priority Emergency Vehicle Preemption (EVP) system, which bypasses normal signal operations entirely to clear intersections for emergency vehicles.

LAVTA is an early adopter of TSP, first implementing an infrared system on the original Rapid line in 2011 and upgrading to a GPS-enabled system in 2019. LAVTA's current "low-priority" TSP configuration allows Rapid buses to request an extended green phase only when running more than three minutes behind schedule, helping buses recover and meet On-Time Performance (OTP) goals on the agency's highest-ridership routes. No TSP request is made if the bus is on schedule.

In 2023, LAVTA staff identified a need to upgrade the existing TSP system utilized at 67 intersections on Routes 10R and 30R. The current GPS-based system was procured in 2019 and is no longer supported by the manufacturer. Additionally, the effectiveness of the system is unclear as there are no regular reporting capabilities from the system, leaving LAVTA without visibility into whether or how effectively the system is functioning. Since LAVTA's conversion to GPS technology, cloud based technology has become more popular and at least one new cloud-based TSP vendor has entered the market with very promising results.

In late 2023, the LAVTA Board approved a request to MTC to reallocate RM2 funding from the prior LAVTA "Shared Autonomous Vehicle" project to the "Cloud-Based Transit Signal Priority Upgrade and Expansion Project"(Project) including a total budget of \$2.860M funding for design and construction/installation. MTC subsequently approved the request, releasing the first tranche of funding for design in 2024 and the second for construction/installation in 2026 (Attachment 2).

After approval from MTC to utilize the first tranche of RM2 funding for design, in 2024, the LAVTA Board of Directors authorized a task-order contract with Kimley-Horn and Associates, Inc. to deliver project management and design services for the project. Kimley-Horn completed all design work in early 2026. The scope of work encompassed:

- Field Assessments: Systemwide data collection, field reviews, and detailed evaluations of controller hardware, firmware, and communications infrastructure.
- Agency Coordination: Extensive outreach with the cities of Livermore, Dublin, and Pleasanton to align on IT, cybersecurity, and operational requirements.
- Design Engineering: Engineering submittals at the 65%, 95%, and final 100% (signed and stamped) phases, alongside corresponding cost estimates.
- System Modernization: Plans for removing outdated queue jumps, retiring obsolete equipment, and fully integrating the cloud-based TSP system.

The Project spans 67 total intersections: 33 in Livermore, 26 in Dublin, and 8 in Pleasanton; a map of the intersections is included as Attachment 3. The work completed by Kimley Horn will guide the construction phase of the Project including assisting staff in developing the field elements solicitation documents.

Discussion

In reviewing the vendors that offer a cloud-based TSP solution, SINWAVES, Inc. DBA as LYT (LYT) stands out from its competitors for its system performance, operational effectiveness and reporting capabilities. LYT's system uses proprietary AI/Machine-learning to power its system and has achieved several patents for its technology. Agencies that are currently using the LYT system, such as the VTA in the City of San Jose, have seen up to 20% reduction in running time along corridors with the technology. At SamTrans, the agency piloted the LYT system at three intersections in East Palo Alto; during the three-month pilot, the agency saw a 94% reduction in dwell time at a single left turn. Lastly, at TriMet in Portland Oregon, where LYT's system was first deployed in 2022, the system experienced a 67% reduction in transit delay at intersections.

In May 2026, LYT furnished LAVTA with a proposal for the installation, testing, deployment and licensing for the software, and related services required to complete the project, exclusive of installation of field equipment. Staff conducted an analysis using similar contracts with two other transit agencies and determined that the price proposal received from LYT for the software system license and installation services is both reasonable and fair. LYT also received very high remarks from its current customers.

Sole Source Justification and Cost Analysis

Consistent with LAVTA's Procurement Policy and FTA third-party contracting guidance, staff recommend utilizing a sole-source method of procurement for LYT's Cloud-Based TSP Software License and System Implementation Services. Sole-source procurements are permissible in limited circumstances, including when an offeror demonstrates a unique or innovative capability not available from another source and/or to avoid substantial duplication of costs that are not expected to be recovered through competition.

A sole source procurement is justified because SINWAVES, Inc. DBA as LYT is the only vendor capable of providing a cloud-based, AI- and machine learning-driven Transit Signal Priority (TSP) platform that meets LAVTA's technical and operational requirements. LYT's system utilizes proprietary, patent-pending algorithms to generate real-time signal priority requests based on dynamic vehicle movement rather than fixed detection points, functionality not available from other providers. All system monitoring, analytics, configuration, and performance management are exclusively delivered through LYT's Travel Analytics Portal, and only LYT can provide the necessary setup, updates, and ongoing support for the platform. The system is designed to integrate seamlessly with multiple jurisdictions, traffic signal controllers, and National Transportation Communications for Intelligent Transportation Systems Protocol (NTCIP) itpcip1211-compliant infrastructure, and has demonstrated successful deployment at other transit agencies. Procuring an alternative vendor would require replacing core system architecture, resulting in significant technical risks, potential incompatibility, project delays, and additional costs.

LYT is the exclusive developer and provider of the proprietary AI/Machine Learning-driven cloud TSP platform required by the Project, which cannot be replicated or substituted by any other vendor. The platform's patent-pending algorithms, Travel Analytics Portal, and bundled operations, maintenance, and licensing services are integral to the project design. The platform is designed to integrate across multiple jurisdictions and with various signal controllers, firmware, and National Transportation Communications for Intelligent Transportation Systems Protocol (NTCIP) 1211-compliant systems, with proven deployment at other transit agencies. Using another vendor would require replacing core system architecture, introducing technical risks, incompatibility, project delays, and additional costs.

Fiscal Impact

This Project is included in LAVTA's FY27 budget. The Project budget in the construction phase is funded by a combination of RM2 and FY24-25 Transportation Funds for Clean Air (TFCA) funds programmed for the project by Alameda CTC, as shown below:

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

Next Steps

After this contract is approved, LAVTA will work with LYT to finalize the field elements for the 67 intersections in each of the three jurisdictions, which will be coordinated with our city partners. The construction of the field elements portion of this project will be performed by a licensed contractor to be procured via a separate contract in accordance with LAVTA's Procurement Policy.

Recommendation

Staff recommend that the Finance and Administration Committee refer Resolution 31-2026 to the Board of Directors for approval, authorizing the Executive Director to execute an Agreement between LAVTA and SINWAVES, Inc. DBA as LYT for Software License and System Implementation Services of their cloud-based Transit Signal Priority software solution at 67 intersections in Livermore, Pleasanton, and Dublin for a five-year term for \$1,297,863, with a contingency of \$20,911.30, for a total not-to-exceed amount of \$1,318,774.30.

Attachments:

1. Resolution 31-2026
2. MTC Resolution #3664
3. Map of Project Locations

RESOLUTION NO. 31-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN
AGREEMENT FOR THE INSTALLATION AND LICENSING OF CLOUD
BASED TRANSIT SIGNAL PRIORITY SOFTWARE WITH SINWAVES, INC.
DBA AS LYT.**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) identified a need to upgrade and expand its Transit Signal Priority (TSP) infrastructure for its two Rapid routes 10R and 30R with modern, more functional, and more reliable technology utilizing cloud-based technology; and

WHEREAS, in March 2026, the Metropolitan Transportation Commission approved Resolution 3664, appropriating \$2.307 million to fund the construction and implementation phase of LAVTA's Cloud Based TSP Upgrade and Expansion Project (Project); and

WHEREAS, the construction and implementation phase of the Project includes the procurement of cloud-based TSP software licensing fees and related installation services, and construction of field elements; and

WHEREAS, LAVTA has identified SINWAVES, Inc. DBA LYT (LYT) as the exclusive developer and provider of the proprietary AI/Machine Learning-driven cloud TSP platform required by the Project, whose system technology, effectiveness and reporting capabilities are unmatched, and whose patent-pending algorithms, Travel Analytics Portal, and bundled operations, maintenance, and licensing services are integral to the Project design; and

WHEREAS, the use of an alternative vendor would require replacing core system architecture, thereby introducing substantial technical risks, system incompatibilities, project delays, and significant additional costs to the Project; and

WHEREAS, installation of field equipment required to complete the Project will be completed through a separate contract with a qualified contractor; and

WHEREAS, this Project was included in the Fiscal Year 2027 budget that was approved by the LAVTA Board of Directors.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of the Livermore Amador Valley Transit Authority that the Executive Director is authorized to execute a contract with SINWAVES, Inc. DBA LYT, in a form approved by legal counsel, for installation and licensing of their cloud-based Transit Signal Priority software solution at 67 intersections in Livermore, Pleasanton, and Dublin for a five-year term for \$1,297,863; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Board of Directors authorizes the Executive Director to expend up to \$20,911.30 in contingency, for a total not-to-exceed amount of \$1,318,774.30.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 6th day of July 2026.

Dave Haubert, Chair

ATTEST:

Christy Wegener, Executive Director

Date: October 27, 2004
 W.I.: 1255
 Referred by: PAC
 Revised: 03/23/05-DA 07/26/06-C
 04/25/07-C 09/28/07-DA
 12/19/07-DA 04/23/08-C
 08/27/08-DA 09/24/08-C
 11/26/08-C 01/28/09-DA
 09/23/09-DA 02/24/10-C
 07/28/10-C 11/16/11-DA
 02/22/12-DA 03/28/12-DA
 06/27/12-DA 10/24/12-C
 10/23/13-C 07/24/19-C
 05/26/21-C 10/27/21-C
 06/26/24-C 03/25/26-C

ABSTRACT

Resolution No. 3664, Revised

This resolution approves the allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project sponsored and implemented by the Alameda County Congestion Management Agency.

This resolution includes the following attachments:

- Attachment A - Allocation Summary Sheet
- Attachment B - Project Specific Conditions for Allocation Approval
- Attachment C - MTC staff's review of the Alameda County Congestion Management Agency's Initial Project Report (IPR) for this project
- Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution was revised through Executive Director Delegated Authority on March 23, 2005 to give ACCMA the flexibility to invoice MTC as frequently as monthly for expenses incurred on this project.

This resolution was revised through Commission action on July 26, 2006 to include additional allocations for Project 32.1, Eastbound I-580 Improvements for \$11.5 million in new RM2 allocations, and Project 32.2, I-580/I-680 Interchange Modifications and Westbound I-580 Improvements for \$1.7 million in new RM2 allocations.

ABSTRACT

MTC Resolution No. 3664, Revised

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This resolution was revised through Commission action on April 25, 2007 to include supplemental allocations for Project 32.1, Eastbound I-580 Improvements for \$3.8 million in new RM2 allocations, and for Project 32.2, Westbound I-580 Improvements for \$10 million in new RM2 allocations.

This resolution was revised through Delegated Authority on September 28, 2007 to provide a \$500,000 supplemental preliminary engineering allocation for Project 32.1, Eastbound I-580 Improvements.

This resolution was revised through Delegated Authority on December 19, 2007 to allocate \$500,000 in final design funds for Project 32.1, Eastbound I-580 HOV Improvements.

This resolution was revised through Commission Action on April 23, 2008 to allocate \$9.182 million in construction funds for Project 32.1, Eastbound I-580 HOV Improvements, in order to backfill TCRP funds, and to add a condition that any TCRP repayments for this amount shall be returned to MTC. This action also rescinds \$800,000 from an allocation for Environmental and reallocates the same amount for environmental under Project 32.2.

This resolution was revised through Delegated Authority on August 27, 2008 to allocate \$100,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on September 24, 2008 to allocate \$400,000 in environmental phase funds for Project 32.1, Eastbound I-580 HOV Improvements, for corridor management activities, and \$900,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on November 26, 2008 to allocate \$500,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Delegated Authority on January 28, 2009 to allocate \$700,000 in environmental and preliminary engineering funds for Project 32.1, Eastbound I-580 HOV Improvements, for the supplemental auxiliary lanes on I-580.

ABSTRACT

MTC Resolution No. 3664, Revised

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This resolution was revised through Delegated Authority on September 23, 2009 to rescind allocation of \$6,000,000 from the construction of Project 32.1d, Eastbound I-580 HOV Improvements, and to allocate \$200,000 in environmental and preliminary engineering funds for Project 32.2, Westbound I-580 HOV Improvements.

This resolution was revised through Commission Action on February 24, 2010 to allocate approximately \$1.7 million for the final design phase and \$2.6 million for the right of way phase for Project 32.2a, I-580 Westbound HOV Lane Improvements, and allocate \$300,000 for the environmental and preliminary engineering phase for Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

This resolution was revised through Commission Action on July 28, 2010 to allocate about \$1.3 million for the environmental mitigation of the I-580 HOV corridor (Project 32.1e).

This resolution was revised through Delegated Authority on November 16, 2011 to rescind \$846,246.81 from the construction allocation of Project 32.1d, I-580 Eastbound HOV Lane Improvements (allocation number 08366416), due to payback from Traffic Congestion Relief Program reimbursement from the State of California.

This resolution was revised through Delegated Authority on February 22, 2012 to allocate \$800,000 for the final design and \$200,000 for right-of-way for Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on March 28, 2012 to allocate \$200,000 in RM2 funds for the final design phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements.

This resolution was revised through Delegated Authority on June 27, 2012 to allocate \$585,000 in RM2 funds for the environmental phase of Project 32.1e, I-580 HOV Corridor Environmental Mitigation.

This resolution was revised through Commission Action on October 24, 2012 to allocate \$335,279 for the final design phase and \$3,315,000 for the construction phase of Project 32.1d, I-580 Eastbound HOV Lane Improvements (Auxiliary Lanes).

ABSTRACT

MTC Resolution No. 3664, Revised

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This resolution was revised through Commission Action on October 23, 2013 to rescind allocation of \$1.5 million of previously allocated RM2 funds from Projects 32.1 and 32.2 due to cost savings at project close out, and to allocate \$4 million in RM2 funds for the construction phase of Project 32.1f, I-580 HOV Improvements for High-Occupancy Toll accommodation on the corridor.

This resolution was revised through Commission Action on July 24, 2019 to allocate \$7 million in RM2 funds for the construction phase of project 32.3, Dublin Transit Center Parking Garage Project.

This resolution was revised through Commission Action on May 26, 2021 to add a new project 32.4, LAVTA Rapid Bus Stop Improvement Project, and to allocate \$230,000 in RM2 funds for design of this project.

This resolution was revised through Commission Action on October 27, 2021 to add a new project 32.5, LAVTA Shared Autonomous Vehicle Project, and to allocate \$150,000 in RM2 funds for design of this project.

This resolution was revised through Commission Action on June 26, 2024 to rescind \$150,000 in RM2 funds from the design phase of project 32.5, LAVTA Shared Autonomous Vehicle Project, add a new project, 32.6, LAVTA Transit Signal Priority Upgrade and Expansion, and to allocate \$388,000 in RM2 funds for design of this project.

This resolution was revised through Commission Action on March 25, 2026 to allocate \$2,306,970 in RM2 funds for construction of project 32.6 - LAVTA Transit Signal Priority Upgrade and Expansion (Attachments A-6 through D-6).

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated October 8, 2004, July 12, 2006, April 11, 2007, and December 10, 2008, and the summary sheet to the Programming and Allocations Committee dated April 9, 2008, July 9, 2008, September 10, 2008, November 12, 2008, February 10, 2010, July 14, 2010, October 10, 2012, October 9, 2013, July 10, 2019, May 12, 2021, October 13, 2021, June 12, 2024, and March 11, 2026.

Date: October 27, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the I-580 Tri-Valley Rapid Transit Corridor Improvements Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3664

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

MTC Resolution No. 3664, Revised
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WHEREAS, the Alameda County Congestion Management Agency has submitted a request for the allocation of RM 2 funds for the I-580 Tri-Valley Rapid Corridor Improvements project; and

WHEREAS, I-580 Tri-Valley Rapid Corridor Improvements project is identified as capital project number 32 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the Alameda County Congestion Management Agency has submitted an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the Alameda County Congestion Management Agency is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the Alameda County Congestion Management Agency’s Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

RESOLVED, that MTC approves MTC staff’s review of the Alameda County Congestion Management Agency’s IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the Alameda County Congestion Management Agency complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 27, 2004.

June 26, 2024
Attachment A-6
MTC Resolution No. 3664
Org Key: 840-8832-06
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Revised: 03/25/26-C

REGIONAL MEASURE 2 PROGRAM Allocation of Funds

Project Title: LAVTA Transit Signal Priority Upgrade and Expansion
Sponsor: Livermore Amador Valley Transit Authority
Project Number: 32.6

Allocation No. 32.6-1						
Activities to be funded with Allocation #1:						
This allocation will fund the design phase of the replacement of LAVTA's current Transit Signal Priority system and upgrade to a cloud-based Transit Signal Priority System, including planning, design, and engineering for installations at intersections in Dublin, Pleasanton, and Livermore and expansion of the vehicle-side TSP equipment to LAVTA's entire fleet.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total	
24366438	26-Jun-24	\$ 388,000	PSE	FY 2023-24	\$	388,000

Allocation No. 32.6-2						
Activities to be funded with Allocation #2:						
This allocation will fund the implementation phase of the replacement of LAVTA's current Transit Signal Priority (TSP) system and upgrade to a cloud-based TSP System, including procurement of TSP software and equipment, installations at intersections in Dublin, Pleasanton, and Livermore, intallation and expansion of the vehicle-side TSP equipment to LAVTA's entire fleet, and up to six years of cloud-based TSP software licensing fees.						
Funding Information:						
Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total	
26366439	26-Mar-26	\$ 2,306,970	CON	FY 2025-26	\$	2,306,970

Cumulative Total - Project 32.6	2,694,970
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June 26, 2024
Attachment B-6
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REGIONAL MEASURE 2 PROGRAM Project Specific Conditions

Project Title: LAVTA Transit Signal Priority Upgrade and Expansion
Sponsor: Livermore Amador Valley Transit Authority
Project Number: 32.6

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following.

1. None

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RM2 Project Number: 32.6

LAVTA Transit Signal Priority Upgrade and Expansion

Lead Sponsor	Other Sponsors(s)	Implementing Agency (if applicable)
Alameda County Transportation Commission	None	Livermore Amador Valley Transit Authority (LAVTA)
Legislated Project Description		
Provide rail or High-Occupancy Vehicle lane direct connector to Dublin BART and other improvements on I-580 in Alameda County for use by express buses		
RM2 Legislated Funding (in \$1,000)		Total Estimated Project Cost (in \$1,000)
\$2,695		\$2,861
Project Purpose and Description		
LAVTA will alleviate congestion in the I-580 Corridor by upgrading the obsolete and unsupported GPS-based Transit Signal Priority (TSP) technology on its two Rapid routes (30R between West Dublin/Pleasanton BART and Lawrence Livermore/Sandia National Laboratories, and 10R between East Dublin/Pleasanton BART and the Livermore Transit Center/ACE Station) to a modern, cloud-based system, and expanding TSP functionality from 20 buses currently to the entire fleet of 68 buses.		
Funding Description		
Committed Funds: RM2, ACTC TFCA, TDA Uncommitted Funds: none Operating Capacity: LAVTA		

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in \$1,000)
1	Final Environmental Document and Preliminary Eng.	N/A	N/A	
2	Final Design - Plans, Specifications and Estimates	07/2024	01/2026	\$388
3	Right-of-Way	N/A	N/A	
4	Construction	04/2026	12/2026	\$2,473

Total: \$2,861

June 26, 2024
Attachment C-6
MTC Resolution No. 3664
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Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	LAVTA Transit Signal Priority Upgrade and Expansion					Project No. 32.6				
Implementing Agency	Livermore Amador Valley Transit Authority (LAVTA)									
Fund Source	Phase	Prior	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future	Total
Committed										
RM2	PSE		388							388
RM2	CON				2,307					2,307
ACTC TFCA	CON				95					95
TDA	CON					71				71
										0
										0
										0
Total:		0	388	0	2,402	71	0	0	0	2,861
Uncommitted										
										0
Total:		0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommitted										
		Prior	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	Future	Total
Total:		0	388	0	2,402	71	0	0	0	2,861

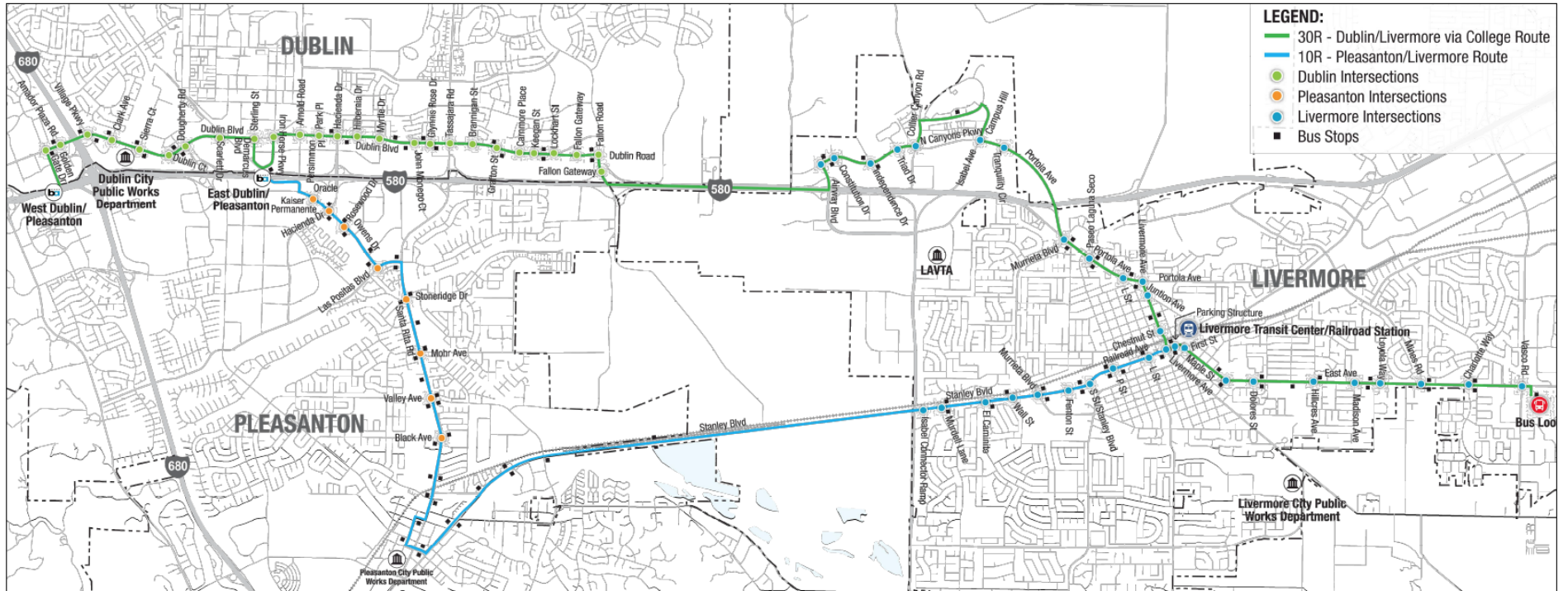
June 26, 2024
Attachment D-6
MTC Resolution No. 3664
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Revised: 03/25/26-C

REGIONAL MEASURE 2 PROGRAM Project Cash Flow Plan

Project Title: LAVTA Transit Signal Priority Upgrade and Expansion
Sponsor: Livermore Amador Valley Transit Authority
RM2 Project Number: 32.6

	PRIOR	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Future	Total
RM2 Funds Total	-	-	-	440	1,105	1,150	1,545
Environmental (ENV)	0	0	0	0	0	0	0
							0
Final Design (PS&E)	0	0	0	200	188	0	388
RM2				200	188		388
Right of Way	0	0	0	0	0	0	0
							0
Construction	0	0	0	335	988	1,150	2,473
RM2				240	917	1,150	2,307
ACTC TFCA				95			95
TDA					71		71
TOTAL FUNDING							
Environmental	0	0	0	0	0	0	0
Final Design (PS&E)	0	0	0	200	188	0	388
Right of Way	0	0	0	0	0	0	0
Construction	0	0	0	335	988	1,150	2,473
PROJECT TOTAL	0	0	0	535	1,176	1,150	2,861

LAVTA Cloud-Based TSP Upgrade and Expansion Project Locations June 2026



*Locations for reference only;
map not to scale*