

MINUTES OF THE JUNE 1, 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

Craig Eicher – City of Pleasanton

Evan Branning – City of Livermore (Remote – Under SB707: Just cause, Due to illness)

Kristie Wang – City of Livermore

Jean Josey – City of Dublin

Michael McCorriston – City of Dublin

3. Meeting Open to Public

Herb Hastings

Mr. Hastings expressed support for the permanent Route 10 service to the fairgrounds and raised concerns regarding traffic congestion and bus stop access during the Alameda County Fair.

4. Minutes of the May 6, 2026, Tri-Valley Accessible Advisory Committee

The Board received updates on TAAC procedures, mobility management activities, customer service satisfaction results, and paratransit program matters. The TAAC discussed accessibility concerns about bus stops.

5. Consent Agenda A – F

A. Minutes of the May 4, 2026, Board of Directors Meeting.

B. Treasurer's Report for April 2026

C. Award of Landscape Maintenance Services Agreement with BrightView Landscape Services, Inc.

D. Approval of Purchase of Eight (8) Genfare Fareboxes

E. TAAC Appointments for Terms Starting in FY2027

F. Resolution Accepting the Interstate 580 Net Toll Revenue Funds from Alameda County Transportation Commission for Emergency Transit Operations for Fiscal Years 2026-2027 and 2027-2028

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Agenda Items A through F

Motion/Second: McCorriston / Eicher

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

No: None

Abstain: None

Motion approved.

No public comments were received.

6. Resolution of the Board of Directors Appreciating the Bravery of Vanessa Alvarez

Staff presented a resolution recognizing Customer Service Supervisor Vanessa Alvarez for her bravery and professionalism in responding to two emergency incidents at the Livermore Transit Center during the week of May 1, 2026. Staff highlighted her calm leadership, coordination with emergency responders, and actions taken to protect individuals and property during both incidents.

Motion/Second: Haubert/Josey

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

No: None

Abstain: None

Absent: None

Motion approved.

No public comments were received.

7. Election of LAVTA Chair and Vice Chair

Chair Testa explained, pursuant to the Board's rotation schedule, nominations were made for David Haubert to serve as Chair and Michael McCorriston to serve as Vice Chair.

Motion/Second: Testa/Josey

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

No: None

Abstain: None

Absent: None

Motion approved.

No public comments were received.

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8. Task Order Contract Award for Construction Document Preparation Services for the Atlantis Facility

Staff presented a proposed task order with Kimley-Horn & Associates to provide design engineering services for the Atlantis Operations and Maintenance Facility project. The Board discussed project status, entitlement requirements, funding considerations, and the scope of work included in the task order. Board members discussed project funding, local match requirements, future procurement options, and facility design flexibility. Michael Mowery from Kimley-Horn & Associates attended the meeting via Zoom.

Motion/Second: Josey/McCorriston

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

No: None

Abstain: None

Absent: None

Motion approved.

No public comments were received.

9. Executive Director's Report

Executive Director Wegener provided updates on April ridership, including ongoing efforts to improve the accuracy of automated passenger counter data. Updates were also provided on the upcoming market segmentation survey, summer service changes, senior outreach events, and Fourth of July shuttle service planning, MV employee engagement survey results, community outreach and marketing activities, Summer Youth Ride Free promotions, and participation in local events. Executive Director Wegener also discussed regional and legislative advocacy efforts, state and federal transportation funding developments, recruitment efforts for an Operations Analyst position, and recent audit results. The Board discussed ridership reporting methodologies and the transition to automated passenger counter data.

10. Matters Initiated by Board Members

Director Eicher raised concerns regarding individuals utilizing bus shelters in Pleasanton for activities other than waiting on a bus and the potential impact on transit service and ridership. Staff acknowledged the concern and indicated the matter could be brought back to the Projects and Services Committee for discussion.

Chair Testa inquired about the appointment of an alternate Alameda County representative. Staff confirmed that an alternate may be appointed and noted that doing so could assist with attendance and quorum requirements.

11. Next Meeting is Scheduled for:

July 6, 2026

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12. Adjournment

Meeting was adjourned at 5:01 p.m.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for May 2026

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

Action Requested

Approve the LAVTA Treasurer's Report for May 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 May 1, 2026	\$3,702,706.01
Payments made	\$2,138,970.13
Deposits made	\$416,422.02
Ending balance May 31, 2026	\$1,980,157.90

Farebox account activity (106):

Beginning balance May 1, 2026	\$52,173.54
Deposits made	\$22,446.74
Ending balance May 31, 2026	\$74,620.28

LAIF investment account activity (135):

Beginning balance May 1, 2026	\$26,457,588.66
Ending balance May 31, 2026	\$26,457,588.66

Operating Expenditures and Revenues Summary:

As this is the eleventh 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 92%. The agency is at 83% overall.

Operating Revenues Summary:

While expenses are at 83% revenues are at 87% providing for a healthy cash flow.

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

\$66,439 to Specialty Field Services for replacement batteries for hybrid buses.

Recommendation

The Finance and Administration Committee recommends approval of the May 2026 Treasurer's Report.

Strategic Plan Goal

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

Attachments:

1. May 2026 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
May 31, 2026**

Current Assets:

101 PETTY CASH	200
102 TICKET SALES CHANGE	240
105 CASH - GENERAL CHECKING	1,980,157
106 CASH - FIXED ROUTE ACCOUNT	74,620
107 Clipper Cash	1,182,072
109 BOC	46
120 ACCOUNTS RECEIVABLE	117,662
135 INVESTMENTS - LAIF	26,457,588
13599 INVESTMENTS - LAIF Mark to Market	28,360
150 PREPAID EXPENSES	198,430

Noncurrent Assets:

14001 Due From Rail	2,930,530
160 OPEB ASSET	67,698
165 DEFFERED OUTFLOW-Pension Related	567,050
166 DEFFERED OUTFLOW-OPEB	656,498
170 INVESTMENTS HELD AT CALTIP	0
175 CEPPT RESTRICTED INVESTMENTS	442,623
111 NET PROPERTY COSTS	53,143,153

TOTAL ASSETS**87,846,927****Current Liabilities:**

205 ACCOUNTS PAYABLE	398,618
211 PRE-PAID REVENUE	2,068,818
21101 Clipper to be distributed	1,768,959
22000 FEDERAL INCOME TAXES PAYABLE	0
22010 STATE INCOME TAX	58
22020 FICA MEDICARE	(47)
22050 PERS HEALTH PAYABLE	0
22040 PERS RETIREMENT PAYABLE	(98)
22030 SDI TAXES PAYABLE	18
22070 AMERICAN FIDELITY INSURANCE PAYABLE	2,301
22090 WORKERS' COMPENSATION PAYABLE	161,087
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	(5,432)
23102 UNEMPLOYMENT RESERVE	7,839

TOTAL LIABILITIES**6,321,714****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	(11,166,970)	
TOTAL FUND BALANCE		81,525,214
TOTAL LIABILITIES & FUND BALANCE		87,846,927

(\$ Thousands)	FY 2026												Budget	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	Actual Mar-26	Actual Apr-26	Actual May-26	Budget Jun-26		
Operating Revenue														
Passenger Fares	33	62	45	65	247	199	162	45	308	146	61	1,069	2,442	56%
Other Income	442	4	15,219	798	247	247	1,913	307	860	1,573	284	2,468	24,363	90%
Total Operating Revenue	475	66	15,264	863	494	446	2,076	353	1,168	1,719	345	3,537	26,805	87%
Operating Expenses														
Labor	161	163	164	241	158	155	158	168	183	167	249	170	2,137	92%
Fringe Benefits	225	71	65	87	66	78	173	279	241	76	88	36	1,485	98%
Services	173	276	140	169	168	162	219	116	88	160	176	514	2,360	78%
Purchased Transportation	1,212	1,251	1,248	1,319	1,307	1,253	1,538	1,352	1,289	1,261	1,255	3,032	17,318	82%
Fuel and Supplies	52	128	98	54	127	105	73	104	123	93	197	426	1,582	73%
Utilities	50	33	33	34	33	40	30	33	46	27	27	135	520	74%
Insurance	777	-4	-17	0	0	-8	3	14	-2	-2	-5	124	880	86%
Taxes	5	12	10	8	12	10	9	9	13	11	22	-7	114	106%
Advertising	0	2	2	3	2	1	19	2	1	0	0	99	130	24%
Misc.	28	2	14	8	6	13	50	10	21	39	12	75	279	73%
Total Operating Expenses	2,685	1,933	1,757	1,923	1,877	1,810	2,274	2,087	2,003	1,830	2,020	4,606	26,805	83%
Expenditures														
Fund Balance - Operating Net	-2,210	-1,867	13,507	-1,060	-1,383	-1,364	-198	-1,735	-835	-111	-1,675	-1,069	0	
Fund Balance - Capital*	0	-2	-99	-142	-206	-86	-31	-176	355	-30	1	0	0	
Fund Balance - Operating and Capital	-2,210	-1,869	13,408	-1,202	-1,589	-1,449	-229	-1,911	-480	-141	-1,674	-1,069	0	
LAIF Balance														
	\$19,695,317			12,223		-2,000	279	-2,000		-1,712	0	0		
Total	19,695	19,695	19,695	31,919	31,919	29,919	30,198	28,198	28,198	26,486	26,486	26,486	0	

* Capital only shows actual expenses

(\$ Thousands)

Operating Revenue

FY 2023 Actual	FY 2024 Actual	FY 2025 Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Total	Budget FY 2025	YTD % of Budget
			24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun			
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	

LAIF Account balance

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	

STAFF REPORT

SUBJECT: Authorizing Remote Meetings for Tri-Valley Accessible Advisory Committee (SB 707)

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

Action Requested

Staff request that the Board of Directors adopt Resolution 32-2026, authorizing a six-month remote meeting option created by Senate Bill 707 (2025) for the Tri-Valley Accessible Advisory Committee.

Background and Discussion

Senate Bill 707 (2025) amended the Brown Act to allow certain advisory bodies, referred to as "eligible subsidiary bodies," to hold meetings where members participate remotely. The Tri-Valley Accessible Advisory Committee (TAAC) qualifies as an advisory committee under this provision. To use this authority, the Board of Directors (Board) must adopt the following findings: (1) that the Board has considered the circumstances of the TAAC; (2) that the public has been made aware of the type of remote participation and has been provided with an opportunity to comment at an in-person meeting of the Board; and (3) that teleconference meetings of the TAAC will improve the attraction, retention, and diversity of TAAC members. These findings must be readopted every six months.

SB 707 requires that when an eligible advisory body submits a request to make a recommendation to the governing board, the board must place the matter on an agenda for discussion within 60 days of receiving it. Additionally, the request must be revamped every six months.

The TAAC discussed this at their January 2026 meeting and agreed that remote participation would be beneficial and are making that request of the LAVTA Board. The TAAC designated the Diana Lauterbach Conference Room as the designated location to host the remote meetings. The Board subsequently approved the TAAC request at their February meeting. The TAAC has several members who have joined the meeting remotely since the Board approved remote participation.

The legislation requires approval every six months, therefore staff is returning to the Board with a request for the next six months.

Recommendation

Staff recommend that the Board of Directors adopt Resolution 32-2026, authorizing a six-month remote meeting option created by Senate Bill 707 (2025) for the Tri-Valley Accessible Advisory Committee.

Strategic Plan Goal Area

None Identified

Attachments:

1. Resolution 32-2026

RESOLUTION NO. 32-2026**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY ON REMOTE PARTICIPATION FOR THE TRI-VALLEY ACCESSIBLE ADVISORY COMMITTEE**

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA Board) established the Tri-Valley Accessible Advisory Committee (TAAC) to advise LAVTA staff on accessibility issues facing senior and disabled residents on fixed route buses and Dial-A-Ride paratransit services; and

WHEREAS, beginning January 1, 2026, Senate Bill 707 (SB 707) amended the Ralph M. Brown Act (California Government Code 54950 et seq.) for certain committees designated as eligible subsidiary bodies to hold remote meetings upon findings by the LAVTA Board that remote participation will: (i) enhance public access, (ii) utilize a remote meeting system, and (iii) improve attraction, retention, and diversity of members of the eligible subsidiary body; and

WHEREAS, eligible subsidiary bodies are defined as committees that serve exclusively in an advisory capacity and are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds, nor have subject matter jurisdiction, as defined by charter, ordinance, resolution, or any formal action of the legislative body that created the subsidiary body, over elections, budgets, police oversight, privacy, removal or restriction of materials in public libraries, or taxes or related spending proposals; and

WHEREAS, the TAAC serves exclusively in an advisory capacity, is not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds, and does not have subject matter jurisdiction over elections, budgets, police oversight, privacy, removal or restriction of materials in public libraries, or taxes or related spending proposals, and therefore qualifies as an eligible subsidiary body; and

WHEREAS, at its December 1, 2025 meeting, the LAVTA Board received a report regarding the process for LAVTA to allow the TAAC to meet remotely; and

WHEREAS, at its meeting on January 7, 2026 the TAAC received a report regarding remote participation under SB 707 and voted to request that the LAVTA Board authorize it to hold meetings remotely and designated the Diana Lauterbach Room at the LAVTA Offices at 1362 Rutan Court, Livermore, CA, as the fixed location to host the remote meetings; and

WHEREAS, the LAVTA Board finds that allowing remote participation for the TAAC under SB 707 would enhance public access to TAAC meetings by enabling remote public participation; and

WHEREAS, the LAVTA Board further finds that allowing remote participation for the TAAC under SB 707 would promote the attraction, retention, and diversity of TAAC members; and

WHEREAS, the LAVTA Board approved the request for remote participation of the TAAC at the February 2026 meeting and SB707 requires that the Board reaffirm that approval every six months.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Livermore Amador Valley Transit Authority that authorizing the Tri-Valley Accessible Advisory Committee (TAAC) to participate remotely as an eligible subsidiary body under Senate Bill 707, effective July 6, 2026, will increase public access to TAAC meetings and promote the attraction, retention, and diversity of TAAC members;

BE IT FURTHER RESOLVED, that the Diana Lauterbach Room at the LAVTA Offices at 1362 Rutan Court, Livermore, CA is designated as the fixed location to host such meetings.

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

David Haubert, Chair

Attest:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Approval of Resolutions Authorizing LAVTA to Apply for Alameda County Transportation Commission 2028 Comprehensive Investment Program (CIP) Funding for Four Priority Projects

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: July 6, 2026

Action Requested

Approval of Resolutions 25-2026, 26-2026, 27-2026, and 28-2026, authorizing LAVTA to apply for 2028 Comprehensive Investment Program (CIP) funding for Atlantis Facility ZEB Infrastructure, the CAD/AVL System Upgrade and Replacement, the On-Board Fleet Security Upgrades, and the Route 30R Operations Projects. These resolutions are required to submit with the funding applications to the Alameda County Transportation Commission (Alameda CTC).

Background

The Alameda County Transportation Commission's Comprehensive Investment Program (CIP) is a multi-year capital improvement program of multi-modal transportation projects funded with revenues from Measure BB and other countywide funding sources administered by Alameda CTC. In May, Alameda CTC approved its programming guidelines and schedule for the 2028 CIP. Alameda CTC's fund estimate anticipates approximately \$200 million of new programming capacity for Alameda County for projects in the five-year horizon of FY2028 through FY2032, which also includes some federal funding which Alameda CTC programs as part of the One Bay Area Grant program. For capital projects, the minimum grant request is \$500,000, the maximum is \$10 million, and a minimum 25 percent local match is required. For operating projects the minimum request is \$100,000 per year, the maximum is \$500,000, and a minimum 75 percent local match is required. Eligible project sponsors may submit up to four requests each.

Eligible project categories include:

- Bicycle and/or pedestrian capital projects and programs
- Complete streets capital and road improvement projects
- Transit-related capital projects
- Shuttle and other program operations
- Technology Projects
- Plans

Eligible projects must be identified in Alameda CTC's 2026 Countywide Transportation Plan (CTP), expected to be finalized later this year, which Alameda CTC intends to prioritize in the 2028 CIP based on the following weighted criteria consistent with CTP policy priorities:

- 40% Project Readiness
- 50% Need and Benefits
 - 10% general benefits
 - 10% equity
 - 10% general safety
 - 5% safety focused on the countywide High Injury Network and Proactive Safety Network
 - 10% climate
 - 5% economic vitality
- 10% Matching Funds

Discussion

LAVTA staff have identified three transit infrastructure priorities and one operating project to apply for in the following amounts:

1. Atlantis Facility Zero Emission Bus Infrastructure (\$7,000,000)
2. Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) System Replacement and Upgrade (\$1,875,000)
3. On-Board Security Enhancements (\$1,050,000)
4. Route 30R Operations FY28 & FY29 (\$500,000)

LAVTA's Atlantis Facility project has been included in ACTC's 2020 Countywide Transportation Plan (CTP) on its 10-Year Priority Project List and received \$2 million in new Discretionary Transit Program funding in the 2026 CIP programmed in 2024. The project remains a high priority in the 2026 CTP, and this request will provide for additional funding support to carry out LAVTA's zero-emission bus infrastructure needs beyond the scope of existing commitments to the project, including electrical upgrades and other site design modifications required to support large-scale deployment and storage of battery-electric buses and related support infrastructure, consistent with the needs identified in the 2026 Zero Emissions Transition Plan Update adopted by the Board in May.

Additionally, LAVTA staff has identified a need to replace and upgrade the agency's Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL) system, having relied on the same vendor for many years to furnish the equipment and support necessary to support these essential needs for agency operations. Facing rising costs, LAVTA, like many peer agencies have done in the past several years, will conduct an open-market procurement to source a new vendor to provide these essential services for the best value to the agency. LAVTA is interested in exploring a cloud based solution.

Further, staff has identified a need to enhance the quality and quantity of on-board surveillance video to enhance passenger and operator safety while on board our vehicles. While the 8 replacement buses currently on order will come with upgraded cameras, recording systems, and network infrastructure installed, staff has identified a need and substantial benefit to retrofitting the rest of the fleet with similar enhanced equipment in order to improve safety and security and to promote the passenger experience.

Finally, staff will apply for two years of continued operating support for the Route 30R, LAVTA's highest-ridership route, which due to its high ridership has qualified for Bay Area Air District Transportation Funds for Clean Air (TFCA) for several years. The current TFCA grant provides funding through the end of FY27, so LAVTA intends to apply for two additional years of funding for FY28 and FY29.

Fiscal Impact

The funding requests for the four projects including required local match to be included in a future capital budget should funding be approved, are as follows:

Atlantis Facility Zero Emission Bus Infrastructure

Fund Source	Amount	%
Alameda CTC 2028 CIP	\$7,000,000	70%
Federal Transit Administration	\$3,000,000	30%
Total	\$10,000,000	100%

CAD/AVL Upgrade and Replacement

Fund Source	Amount	%
Alameda CTC 2028 CIP	\$1,875,000	75%
TDA	\$625,000	25%
Total	\$2,500,000	100%

On-Board Security Enhancements

Fund Source	Amount	%
Alameda CTC 2028 CIP	\$1,050,000	75%
TDA	\$350,000	25%
Total	\$1,400,000	100%

Route 30R Operations FY28 & FY29

Fund Source	Amount	%
Alameda CTC 2028 CIP	\$500,000	5%
RM2/RM3	\$5,103,000	50%
TDA/Other Local	\$4,560,000	45%
Total	\$10,163,000	100%

Recommendation

The Finance and Administration Committee recommends the Board of Directors approve Resolutions 25-2026, 26-2026, 27-2026, and 28-2026 to, authorizing LAVTA to apply to Alameda CTC for 2028 Comprehensive Investment Program (CIP) funding for Atlantis Facility ZEB Infrastructure, the CAD/AVL System Upgrade and Replacement, the On-Board Fleet Security Upgrades, and the Route 30R Operations Projects.

Strategic Plan Goals

Organizational and Financial Management: Pursue and apply grant funding for high priority LAVTA initiatives.

Attachments:

1. Resolution 25-2026 Authorizing the Filing of an Application for Alameda County Transportation Commission Administered Funding for the Atlantis Facility Zero Emission Bus Infrastructure Project and Committing Any Necessary Matching Funds and Stating Assurances to Complete the Project
2. Resolution 26-2026 Authorizing the Filing of an Application for Alameda County Transportation Commission Administered Funding for the (CAD/AVL) System Replacement and Upgrade Project and Committing Any Necessary Matching Funds and Stating Assurances to Complete the Project
3. Resolution 27-2026 Authorizing the Filing of an Application for Alameda County Transportation Commission Administered Funding for the On-Board Security Enhancements Project and Committing Any Necessary Matching Funds and Stating Assurances to Complete the Project
4. Resolution 28-2026 Authorizing the Filing of an Application for Alameda County Transportation Commission Administered Funding for the Route 30R Operations Project and Committing Any Necessary Matching Funds and Stating Assurances to Complete the Project

RESOLUTION NO. 25-2026

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING FOR THE ATLANTIS FACILITY ZERO EMISSION BUS INFRASTRUCTURE PROJECT AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING ASSURANCES TO COMPLETE THE PROJECT

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee (“VRF”), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the “Alameda CTC Administered Funds”; and

WHEREAS, the Alameda CTC adopted 2028 Comprehensive Investment Plan (“CIP”) Guidelines at its Commission meeting on May 28, 2026 which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of Alameda CTC Administered Funds; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA or (“Applicant”)) is the project sponsor for the Atlantis Facility Construction Project (“Project”); and

WHEREAS, the Project will construct necessary facility improvements at 875 Atlantis Court, known as LAVTA’s Atlantis Maintenance Facility, to provide for additional capacity required to accommodate its transition to and future expansion of a 100% Zero Emission Bus (ZEB) fleet, including electrical upgrades and other site design modification required to support large-scale deployment and storage of battery-electric buses and related support infrastructure; and

WHEREAS, as the Project Sponsor, Applicant has the legal authority to apply for funding for Project and plans to submit a 2028 CIP application (“Application”) to Alameda CTC for \$7,000,000; and

WHEREAS, there are no legal impediments to Applicant applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed Project or the ability of Applicant to deliver such Project; and

WHEREAS, Applicant authorizes its Executive Director or designee to execute and file an application with Alameda CTC for discretionary Alameda CTC Administered Funds for the Project as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Applicant will implement the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Applicant understands it will enter into a Project Funding Agreement (“Agreement”) with Alameda CTC, and will comply with the Agreement’s requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant is committed to deliver the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant is committed to secure matching funds as proposed in the Application required for awarded Alameda CTC Administered Funds, by phase; and
6. Applicant is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant is committed to comply with the applicable requirements set forth in Alameda CTC’s Local Business Contract Equity (“LBCE”) Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Applicant is authorized to file an Application to Alameda CTC for funding for the Project; and be it further

RESOLVED that Applicant hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Applicant’s ability to implement and deliver the proposed Project; and be it further

RESOLVED that Applicant authorizes its Executive Director or designee to execute the funding Agreement with Alameda CTC; and be it further

RESOLVED that Applicant shall provide Alameda CTC with a fully-executed copy of this Resolution concurrently with submittal of the Application; and be it further

RESOLVED that the Board of Directors of LAVTA, by adopting this resolution, hereby confirms that:

1. Applicant will commit to implementing the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Applicant understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant commits to delivering the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase in the amount(s) of \$3,000,000, anticipated to be from federal, state and/or local source(s); and
6. Applicant will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

PASSED AND ADOPTED THIS 6th DAY OF JULY 2026.

David Haubert, Chair

APPROVED AS TO FORM

ATTEST

Michael Conneran, Legal Counsel

Christy Wegener, Executive Director

RESOLUTION NO. 26-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA
COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING
FOR THE CAD/AVL SYSTEM REPLACEMENT AND UPGRADE PROJECT
AND COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING
ASSURANCES TO COMPLETE THE PROJECT**

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee (“VRF”), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the “Alameda CTC Administered Funds”; and

WHEREAS, the Alameda CTC adopted 2028 Comprehensive Investment Plan (“CIP”) Guidelines at its Commission meeting on May 28, 2026, which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of Alameda CTC Administered Funds; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA or (“Applicant”) is the project sponsor for the Atlantis Facility Construction Project (“Project”); and

WHEREAS, the Project will replace and upgrade LAVTA’s computer-aided dispatch and automatic vehicle locator (CAD/AVL) system for its entire fleet; and

WHEREAS, as the Project Sponsor, Applicant has the legal authority to apply for funding for Project and plans to submit a 2028 CIP application (“Application”) to Alameda CTC for \$1,875,000; and

WHEREAS, there are no legal impediments to Applicant applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed Project or the ability of Applicant to deliver such Project; and

WHEREAS, Applicant authorizes its Executive Director or designee to execute and file an application with Alameda CTC for discretionary Alameda CTC Administered Funds for the Project as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Applicant will implement the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Applicant understands it will enter into a Project Funding Agreement (“Agreement”) with Alameda CTC, and will comply with the Agreement’s requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant is committed to deliver the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant is committed to secure matching funds as proposed in the Application required for awarded Alameda CTC Administered Funds, by phase; and
6. Applicant is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant is committed to comply with the applicable requirements set forth in Alameda CTC’s Local Business Contract Equity (“LBCE”) Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Applicant is authorized to file an Application to Alameda CTC for funding for the Project; and be it further

RESOLVED that Applicant hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Applicant’s ability to implement and deliver the proposed Project; and be it further

RESOLVED that Applicant authorizes its Executive Director or designee to execute the funding Agreement with Alameda CTC; and be it further

RESOLVED that Applicant shall provide Alameda CTC with a fully-executed copy of this Resolution concurrently with submittal of the Application; and be it further

RESOLVED that the Board of Directors of LAVTA, by adopting this resolution, hereby confirms that:

1. Applicant will commit to implementing the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Applicant understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant commits to delivering the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase in the amount(s) of \$625,000, anticipated to be from federal, state and/or local source(s); and
6. Applicant will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

PASSED AND ADOPTED THIS 6th DAY OF JULY 2026.

David Haubert, Chair

APPROVED AS TO FORM

ATTEST

Michael Conneran, Legal Counsel

Christy Wegener, Executive Director

RESOLUTION NO. 27-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA
COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING
FOR THE ON-BOARD SECURITY ENHANCEMENT PROJECT AND
COMMITTING ANY NECESSARY MATCHING FUNDS AND STATING
ASSURANCES TO COMPLETE THE PROJECT**

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee (“VRF”), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the “Alameda CTC Administered Funds”; and

WHEREAS, the Alameda CTC adopted 2028 Comprehensive Investment Plan (“CIP”) Guidelines at its Commission meeting on May 28, 2026 which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of Alameda CTC Administered Funds; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA or (“Applicant”)) is the project sponsor for the Atlantis Facility Construction Project (“Project”); and

WHEREAS, the Project will retrofit 56 buses with enhanced cameras, network video recorders, and video storage, including equipment and installation services; and

WHEREAS, as the Project Sponsor, Applicant has the legal authority to apply for funding for Project and plans to submit a 2028 CIP application (“Application”) to Alameda CTC for \$1,050,000; and

WHEREAS, there are no legal impediments to Applicant applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed Project or the ability of Applicant to deliver such Project; and

WHEREAS, Applicant authorizes its Executive Director or designee to execute and file an application with Alameda CTC for discretionary Alameda CTC Administered Funds for the Project as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Applicant will implement the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Applicant understands it will enter into a Project Funding Agreement (“Agreement”) with Alameda CTC, and will comply with the Agreement’s requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant is committed to deliver the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant is committed to secure matching funds as proposed in the Application required for awarded Alameda CTC Administered Funds, by phase; and
6. Applicant is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant is committed to comply with the applicable requirements set forth in Alameda CTC’s Local Business Contract Equity (“LBCE”) Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Applicant is authorized to file an Application to Alameda CTC for funding for the Project; and be it further

RESOLVED that Applicant hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Applicant’s ability to implement and deliver the proposed Project; and be it further

RESOLVED that Applicant authorizes its Executive Director or designee to execute the funding Agreement with Alameda CTC; and be it further

RESOLVED that Applicant shall provide Alameda CTC with a fully-executed copy of this Resolution concurrently with submittal of the Application; and be it further

RESOLVED that the Board of Directors of LAVTA, by adopting this resolution, hereby confirms that:

1. Applicant will commit to implementing the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Applicant understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant commits to delivering the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase in the amount(s) of \$350,000, anticipated to be from federal, state and/or local source(s); and
6. Applicant will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

PASSED AND ADOPTED THIS 6th DAY OF JULY 2026.

David Haubert, Chair

APPROVED AS TO FORM

ATTEST

Michael Conneran, Legal Counsel

Christy Wegener, Executive Director

RESOLUTION NO. 28-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
AUTHORIZING THE FILING OF AN APPLICATION FOR ALAMEDA
COUNTY TRANSPORTATION COMMISSION ADMINISTERED FUNDING
FOR THE ROUTE 30 OPERATIONS PROJECT AND COMMITTING ANY
NECESSARY MATCHING FUNDS AND STATING ASSURANCES TO
COMPLETE THE PROJECT**

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) administers funding programs for projects and programs that benefit the Alameda County transportation system, consisting of 2000 Measure B, 2010 Vehicle Registration Fee (“VRF”), 2014 Measure BB, I-580 Toll Revenues, Congestion Management Agency Transportation Improvement Program (CMA-TIP), and Transportation Fund for Clean Air Programs, and such funding is collectively defined as and shall be referenced herein as the “Alameda CTC Administered Funds”; and

WHEREAS, the Alameda CTC adopted 2028 Comprehensive Investment Plan (“CIP”) Guidelines at its Commission meeting on May 28, 2026, which includes procedures governing the 2028 CIP application process, programming guidelines, and eligible uses of Alameda CTC Administered Funds; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA or (“Applicant”) is the project sponsor for the Atlantis Facility Construction Project (“Project”); and

WHEREAS, the Project will provide for operating support for the Route 30R for Fiscal Years 2027-28 and 2028-29; and

WHEREAS, as the Project Sponsor, Applicant has the legal authority to apply for funding for Project and plans to submit a 2028 CIP application (“Application”) to Alameda CTC for \$500,000; and

WHEREAS, there are no legal impediments to Applicant applying for funding and there is no active, pending or threatened litigation that may adversely affect the proposed Project or the ability of Applicant to deliver such Project; and

WHEREAS, Applicant authorizes its Executive Director or designee to execute and file an application with Alameda CTC for discretionary Alameda CTC Administered Funds for the Project as referenced in this Resolution; and

WHEREAS, as part of the requirements to apply and receive Alameda CTC Administered Funds, Alameda CTC requires a resolution adopted by the responsible implementing agency stating the following:

1. Applicant will implement the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the Application; and
3. Applicant understands it will enter into a Project Funding Agreement (“Agreement”) with Alameda CTC, and will comply with the Agreement’s requirements, including adherence to the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant is committed to deliver the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant is committed to secure matching funds as proposed in the Application required for awarded Alameda CTC Administered Funds, by phase; and
6. Applicant is committed to provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project is limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant is committed to comply with the applicable requirements set forth in Alameda CTC’s Local Business Contract Equity (“LBCE”) Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

NOW, THEREFORE, BE IT RESOLVED that Applicant is authorized to file an Application to Alameda CTC for funding for the Project; and be it further

RESOLVED that Applicant hereby confirms that there is no pending or threatened litigation that might in any way adversely affect Applicant’s ability to implement and deliver the proposed Project; and be it further

RESOLVED that Applicant authorizes its Executive Director or designee to execute the funding Agreement with Alameda CTC; and be it further

RESOLVED that Applicant shall provide Alameda CTC with a fully-executed copy of this Resolution concurrently with submittal of the Application; and be it further

RESOLVED that the Board of Directors of LAVTA, by adopting this resolution, hereby confirms that:

1. Applicant will commit to implementing the Project as described in the Application; and
2. Applicant will have adequate staffing resources to deliver and complete the Project within the time period identified in the application; and
3. Applicant understands it will enter into an Agreement with Alameda CTC, and will comply with the Agreement 's requirements, including adherence to the completion of the agreed upon project scope, project delivery milestones, funding deadlines, project reporting and deliverable deadlines; and
4. Applicant commits to delivering the Project consistently with the Commission approved CIP Programming Guidelines and CIP policies, as they may change, for the funds awarded by the Commission to the Project; and
5. Applicant will commit matching funds as proposed in the Application against the awarded Alameda CTC Administered Funds by phase in the amount(s) of \$9,663,000, anticipated to be from federal, state and/or local source(s); and
6. Applicant will provide any additional funding that may be required beyond the original proposed Application match amount to deliver the phase of the Project that is awarded with Alameda CTC Administered Funds; and
7. Applicant understands that Alameda CTC Administered Funds awarded to the Project are limited to the Commission approved programmed amount by phase, and therefore any cost increases or unexpected funding shortfalls cannot be expected to be funded by shifting funds between phases, or by requesting additional Alameda CTC Administered Funds; and
8. Applicant understands that any cost savings in the Alameda CTC-funded phase(s) will be shared proportionally between Applicant and Alameda CTC; and
9. Applicant will comply with the applicable requirements set forth in Alameda CTC's Local Business Contract Equity ("LBCE") Program and related exhibits, as applicable, for professional services and construction contracts funded with Measure B, Measure BB, and/or VRF funds, such as including LBCE Program goal(s) and provisions in applicable solicitations and resulting contracts, providing timely notification to Alameda CTC of applicable solicitations prior to advertisement, and adhering to reporting requirements.

PASSED AND ADOPTED THIS 6th DAY OF JULY 2026.

David Haubert, Chair

APPROVED AS TO FORM

ATTEST

Michael Conneran, Legal Counsel

Christy Wegener, Executive Director

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Adoption of Updated Conflict of Interest Code

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

Action Requested

The Finance and Administration Committee recommend that the Board of Directors approve Resolution 24-2026 and the Conflict-of-Interest Code, including revised Appendix of Designated Officials and Employees, which has been updated to reflect LAVTA's current staffing and organization.

Background

California Government Code Section 87306.5 requires every local agency to review its Conflict of Interest Code in each even-numbered year and to amend the Code if necessitated by changed circumstances. Staff and counsel have reviewed LAVTA's current Code and have determined that it should be updated to change the title of the Director of Operations to Director of Operations and Planning.

Consultants other than those serving in positions identified in the Code may also be required to file economic disclosures. LAVTA's Executive Director (Interim or permanent) will set forth disclosure requirements for consultants on a form provided by the Fair Political Practices Commission (Form 805), retained by the District. In addition, any new designated staff positions will be recorded, and disclosure categories set forth, on FPPC Form 804 until the Code is amended to include such positions. The updated Conflict of Interest Code is included as Attachment 1.

After the Board adopts the amended Code, it will be sent to the Alameda County Board of Supervisors for approval.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve Resolution 24-2026 and the Conflict-of-Interest Code, including revised Appendix of Designated Officials and Employees, which has been updated to reflect LAVTA's current staffing and organization.

Strategic Plan Goal

None identified.

Attachments:

1. Revised Conflict of Interest Code
2. Resolution 24-2026

CONFLICT OF INTEREST CODE

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

Adopted on the 25th of February, 1986
by Resolution 2-86

Amended on the 1st of November, 2004
by Resolution 22-2004

Amended on the 4th of August, 2008
by Resolution 21-2008

Amended on the 13th of September, 2010
by Resolution 25-2010

Amended on the 10th of September, 2012
by Resolution 25-2012

Amended on the 6th of October, 2014
by Resolution 27-2014

Amended on the 5th of November, 2018
by Resolution 29-2018

Amended on the 5th of October, 2020
By Resolution 30-2020

Amended on the 6th of March 2023
By Resolution 08-2023

Amended on the 3rd of June 2024
By Resolution 17-2024

Amended on the 1st of July 2026
By Resolution 24-2026

**CONFLICT-OF-INTEREST CODE
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)**

The Political Reform Act, (Government Code Sections 81000, et seq.) requires state and local government agencies to adopt and promulgate conflict-of-interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict-of-interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the conflict-of-interest code of the Livermore Amador Valley Transit Authority (LAVTA).

Individuals holding designated positions shall file their statements of economic interests with LAVTA, which will make the statements available for public inspection and reproduction. (Gov. Code Sec. 81008.) LAVTA will retain a copy of each statement and forward the originals to the Alameda County Board of Supervisors, which shall be the filing officer.

APPENDIX A: DESIGNATED POSITIONS

Designated Positions	Disclosure Categories
Attorney	1, 2
Director of Customer Experience	1, 2
Director of Operations and Planning	1, 2
Consultants/New Positions*	

*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code, subject to the following limitation:

The Executive Director may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

The following positions are NOT covered by the conflict-of-interest code because they must file a statement of economic interests pursuant to Government Code Section 87200 and, therefore, are listed for information purposes only:

Board of Directors
Executive Director
Director of Finance

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

PENDIX B: DISCLOSURE CATEGORIES

Category 1.

All investments, business positions, and sources of income (including loans, gifts, and travel payments) from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by LAVTA.

Category 2.

All interests in real property located in whole or in part within the LAVTA service area or within two miles of the LAVTA service area.

RESOLUTION NO. 24-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING AN AMENDED
CONFLICT OF INTEREST CODE**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) is required by the Political Reform Act of 1974 to maintain a Conflict of Interest Code (Code); and

WHEREAS, California Government Code Section 87306.5 requires that the Authority review its Code every even-numbered year and revise if necessary; and

WHEREAS, Legal Counsel and staff have reviewed the current Code and have determined that the Code should be updated to change the title of Director of Operation to Director of Operations and Planning on the list of designated positions that must disclose their economic interests on an annual basis, and

WHEREAS, Legal Counsel and staff recommend adopting the attached amended Code.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Livermore Amador Valley Transit Authority hereby approves and adopts the revised Conflict of Interest Code in the form attached hereto and presented to the Board of Directors; and

BE IT FURTHER RESOLVED that the Executive Director is directed to transmit a copy of the amended Conflict of Interest Code to the Board of Supervisors of the County of Alameda for its review and approval.

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

BY _____
David Haubert, Chair

ATTEST _____
Michael N. Conneran, Legal Counsel

STAFF REPORT

SUBJECT: Authorization to Amend Agreement with SDI Presence, Inc.

FROM: Mike Tobin, Director of Operations and Planning
Salomon Abdel-Aziz, Manager of Administrative Services

DATE: July 6, 2026

Action Requested

Approve Resolution 29-2026, authorizing the Executive Director to amend the existing agreement with SDI Presence, Inc. (SDI) to increase the base contract capacity by \$100,000 for the initial three-year term ending in January 2027 to continue IT consulting and support services, and to increase the contract capacity for the two option years by \$60,340, for a revised total not-to-exceed amount of \$922,415.

Background

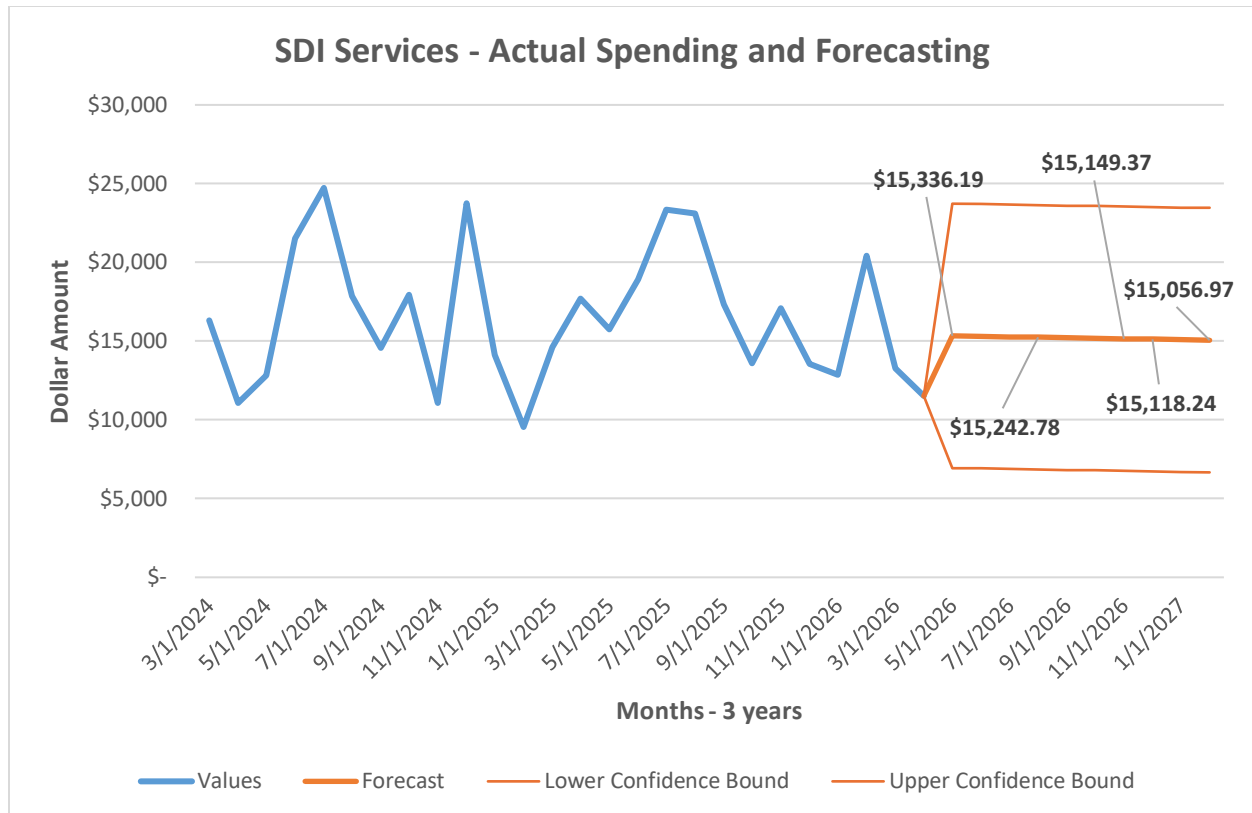
On January 8, 2024, the Board of Directors approved an agreement with SDI Presence, Inc. for IT modernization, cloud transformation, and ongoing IT support services. The contract was approved with a not-to-exceed amount of \$462,409 for the three-year base term and \$299,666 for two optional one-year extensions.

The scope of services includes IT infrastructure support, cloud services administration, cybersecurity support, and ongoing technical assistance required to maintain LAVTA's enterprise systems.

Discussion

Since execution of the agreement, the SDI contract has experienced higher-than-anticipated utilization and has reached its not-to-exceed (NTE) amount for the three-year base term earlier than originally projected. This accelerated expenditure is driven by a combination of factors, including increased demand for IT support services, expanded reliance on cloud-based systems, and additional technical assistance required to support ongoing agency operations.

To evaluate the magnitude and trajectory of contract utilization, staff developed a monthly expenditure analysis and forecast model (see attached SDI Contract Forecasting chart). The model incorporates historical spending data and applies a projection to estimate future service needs through January 2027.



Key Quantitative Findings from Forecast Analysis

Since the execution of the agreement, the contract has experienced higher-than-anticipated utilization and has now reached its maximum authorized amount for the base term earlier than projected. In the most recent 6-9 months, spending has remained consistently elevated, generally between \$13,000 and \$20,000, with occasional spikes above \$20,000; although slight moderation is evident in early 2026, costs continue to exceed original baseline contract assumptions. Key contributing factors include:

- Increased demand for IT support services due to expanded agency operations and technology reliance
- Additional unplanned or accelerated project support requirements
- Changes in service levels, including increased frequency and complexity of support needs
- Cybersecurity and network resiliency improvements implemented following DDoS attacks experienced in FY 2026. These enhancements include additional threat mitigation measures and the implementation of high-availability network services through LAVTA's ISP to improve reliability and reduce service disruptions.

To further assess contract utilization, staff analyzed cumulative expenditures against the approved not-to-exceed (NTE) amount for the three-year base term. The trend-based forecast projects sustained expenditure levels through January 2027, with monthly costs expected to stabilize around \$15,400 to \$15,800 under baseline conditions, while remaining subject to increase during periods of higher service demand.

SDI Base Contract Spending Summary

Category	Amount (\$)
Original Contract NTE (Base Term Years 1–3)	\$462,409
Total Expenditures to Date (as of April 2026)	\$428,414.92
Remaining Balance	\$33,994.08
Forecasted Remaining Costs (Jun 2026-Jan 2027)	~\$85,000
Contingency	\$15,000
Requested Base-Term Funding Increase	\$100,000
Proposed Revised NTE (base term)	\$562,409
Proposed Revised NTE (including optional years)	\$922,415

As shown above, expenditures to date have effectively exhausted the original contract capacity of \$462,409 for the three-year base term. Based on historical spending trends and the forecasted monthly costs reflected in the attached expenditure model, staff anticipate approximately \$85,000 in additional services will be required to maintain operations through January 2027. Furthermore, staff is requesting an additional \$15,000 in contingency to address any additional unanticipated IT incidents.

This analysis confirms that the requested amendment is not an expansion of scope, but rather an adjustment to align the contract's authorized funding with actual service demand. The revised not-to-exceed amount of \$562,409 for the base term reflects both expenditures already incurred and the projected cost to sustain necessary services throughout the remainder of the base term period.

Fiscal Impact

The proposed contract amendment does not increase the FY27 budget for IT services.

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve Resolution 29-206, authorizing the Executive Director to amend the agreement with SDI Presence, Inc. to increase the not-to-exceed amount for the three-year base term from \$462,409 to \$562,409, increase the not-to-exceed amount for the two optional one-year extension terms from \$299,666 to \$360,006, and increase the overall contract not-to-exceed amount from \$762,075 to \$922,415.

Attachments:

1. Resolution 29-2026

RESOLUTION NO. 29-2026

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING AN
AMENDMENT TO THE AGREEMENT WITH SDI PRESENCE, INC. TO
INCREASE THE CONTRACT NOT-TO-EXCEED AMOUNT FOR IT
CONSULTING AND SUPPORT SERVICES**

WHEREAS, on January 8, 2024, the Board of Directors approved an agreement with SDI Presence, Inc. for IT modernization, cloud transformation, and IT support services for a three-year base term in an amount not to exceed \$462,409; and

WHEREAS, the agreement provides ongoing IT infrastructure support, cloud services administration, cybersecurity support, and related technology services necessary for agency operations; and

WHEREAS, due to increased demand for IT services and higher-than-anticipated utilization, the contract has reached its authorized funding capacity prior to completion of the base term; and

WHEREAS, staff has developed expenditure forecasts demonstrating the continued need for IT consulting and support services through January 2027; and

WHEREAS, additional funding in the amount of \$100,000 is required to complete the remaining base term of the agreement and provide contingency for unanticipated IT support needs through January 2027; and

WHEREAS, additional funding in the amount of \$60,340 is required to increase the authorized funding for the two option years and provide sufficient funding for anticipated future IT consulting and support services;

WHEREAS, sufficient funding is anticipated to be available through the appropriate operating budget accounts;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Livermore Amador Valley Transit Authority hereby:

1. Authorizes an amendment to the agreement with SDI Presence, Inc.;
2. Increases the total not-to-exceed amount for the three-year base term from \$462,409 to \$562,409;
3. Increases the not-to-exceed amount for the two option years from \$299,666 to \$360,006;
4. Increases the overall contract not-to-exceed amount from \$762,075 to \$922,415; and
5. Authorizes the Executive Director to execute all necessary documents and take all actions necessary to implement this amendment.

PASSED AND ADOPTED this 6th day of July 2026.

David Haubert, Chair

ATTEST:

Christy Wegener, Executive Director

STAFF REPORT

SUBJECT: Approval of Contract for Atlantis Facility Video Surveillance System Replacement

FROM: David Massa, Capital Projects Manager

DATE: July 6, 2026

Action Requested

Approve Resolution 30-2026, authorizing the Executive Director to execute a contract with Polytron for the replacement of the video surveillance system at the Atlantis facility in the amount of \$138,700, plus a 15% contingency for unknown wiring conditions, for a total not-to-exceed amount of \$159,505.

Background

In early 2026, the Atlantis Court Network Video Recorder failed, eliminating video recording capability. Staff then assessed the site's surveillance system and found that the more than 10-year-old equipment no longer meets current regulatory, operational, interoperability, or retention requirements. A site assessment confirmed:

- The system cannot meet the 1-year video retention requirement under Government Code § 53162(b).
- The existing cameras and NVRs are beyond useful life.
- OMVIF interoperability requirements cannot be met with the current architecture.
- Continuous 1080p recording creates excessive storage demand.
- The existing NVR failure has created significant operational and safety risks.

Modern camera platforms now support adaptive frame-rate recording, which allows a camera to increase the frame rate when it detects motion or activity and reduce the frame rate when the scene is still. This preserves video quality during important events while significantly reducing storage use during periods with no movement. It is one of the key features that makes long-term retention, such as 365-day storage, feasible with modern systems.

Given the system's age, reliability issues, newer regulatory and retention requirements, staff have determined that full replacement is the most practical and cost-effective option.

Discussion

LAVTA requested quotes from five qualified vendors. Quotes were received from:

- Polytron
- Siemens
- Everon
- Kore
- Capture Technologies

Four vendors, Polytron, Siemens, Everon, and Kore, proposed enterprise grade Axis camera systems consistent with the preferred mid-grade standard identified in the Independent Cost Estimate. Capture submitted the lowest cost quote, but it used consumer-grade equipment and did not meet LAVTA requirements. When this inconsistency was brought to their attention, Capture declined to revise its quote to use enterprise grade equipment.

Staff reviewed the quotes received to confirm they met LAVTA's scope and requirements and to determine which vendor offered the best overall package of product, training, and documentation.

Staff determined that Polytron provided the most complete and technically robust quote, including:

- Full Axis camera suite
- Engineered 365-day retention modeling
- Enterprise-grade networking and wireless solutions
- The most comprehensive documentation package

Polytron offers the best overall package of product, training, and documentation, combined with competitive pricing.

Fiscal Impact

Polytron's quote totals \$138,700. Staff recommends adding a 15% contingency (\$20,805) to address potential unforeseen conditions that may be discovered during installation, for a total not-to-exceed amount of \$159,505.

The project is funded with budgeted TDA funds included in FY 2026 and carried over to the FY 2027 capital budget.

Next Steps

Upon Board approval, staff will issue a contract to Polytron. They will begin engineering and documentation development, order equipment, and coordinate installation with staff and MV Transportation during available facility access windows.

Recommendation

The Finance and Administration Committee recommend that the Board approve Resolution 30-2026, authorizing the Executive Director to execute a contract with Polytron for the Atlantis

Court video surveillance system in the amount of \$138,700, plus a 15% contingency for unknown wiring conditions, for a total not-to-exceed amount of \$159,505.

Strategic Plan Goal

Operational Effectiveness

Attachments:

1. Resolution 30-2026

RESOLUTION NO. 30-2026**A RESOLUTION OF THE BOARD AUTHORIZING A
CONTRACT WITH POLYTRON FOR THE ATLANTIS COURT VIDEO
SURVEILLANCE SYSTEM REPLACEMENT.**

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) maintains video surveillance systems at its facilities to ensure safety, regulatory compliance, operational continuity, and protection of agency assets; and

WHEREAS, in early 2026 the Network Video Recorder at the Atlantis Court facility failed, eliminating video recording capability and prompting a full assessment of the site's more than 10-year-old surveillance system; and

WHEREAS, staff determined that the existing system no longer meets current regulatory, operational, interoperability, or retention requirements, including the 1-year video retention requirement under Government Code § 53162(b); and

WHEREAS, requested quotes from five qualified vendors—Polytron, Siemens, Everon, Kore, and Capture Technologies—and evaluated proposals based on product quality, service and documentation, retention engineering, and total cost; and

WHEREAS, Polytron submitted the most complete and technically robust proposal, including a full Axis camera suite, engineered 365-day retention modeling, industrial-grade networking, and the most comprehensive documentation package, resulting in the highest weighted evaluation score; and

WHEREAS, staff recommends awarding a contract to Polytron in the amount of \$138,700, plus a 15% contingency for unknown wiring conditions, for a total not-to-exceed amount of \$159,505; and

WHEREAS, funding for this project is available from budgeted TDA funds in FY 2026 and carried over to the FY 2027 capital budget;

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 Polytron for the Atlantis Court video surveillance system replacement in the amount of \$138,700, in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Executive Director is authorized to spend 15% (\$20,805) in contingency, for a total not-to-exceed amount of \$159,505.

PASSED AND ADOPTED this 6th day of July 2026.

Dave Haubert, Chair

ATTEST:

Christy Wegener, Executive Director

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Resolution Authorizing Investment of Livermore Amador Valley Transit Authority Monies in the State of California Local Agency Investment Fund

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

Action Requested

Approval of Resolution 23-2026, reauthorizing investment of LAVTA funds in the State of California Local Agency Investment Fund (LAIF).

Background

In 1996 the California legislature enacted a new law under the California Government Code to improve accountability for investments made by public agencies. (This was in response to the financial problems in Orange County at the time.) This law, in part, requires that public entities annually prepare and adopt an investment policy at a public meeting. Attached for your review and approval is a resolution adopting LAVTA's current investment policy, which was first adopted by the board of Directors in February 1986.

Discussion

In 1986 when LAVTA made the decision to utilize the LAIF for investment purposes, that decision was based on a number of considerations which included the fact that there are no qualified positions within the Authority's organization to make day-to-day investment decisions. Since that has not changed over the years, nor is it anticipated that the organization will likely have such expertise in the future, Staff recommends that LAVTA continue to utilize LAIF for ongoing investments.

There are no changes in the recommendation for this year's resolution in the authorization to order the deposit or withdrawal of monies in LAIF.

Budget

No budget impact.

Next Steps

Upon Board approval, this Resolution will be provided to LAIF and kept on record as required.

Recommendation

The Finance and Administration Committee recommend approval of Resolution 23-2026, reauthorizing investment of LAVTA funds in the State of California Local Agency Investment Fund (LAIF).

Strategic Plan Goal

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

Attachments:

1.Resolution 23-2026

RESOLUTION NO. 23-2026

**RESOLUTION AUTHORIZING INVESTMENT OF
LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
MONIES IN LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Chapter 730 of the Statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Livermore Amador Valley Transit Authority does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purposes of investment as stated therein as in the best interests of the Livermore Amador Valley Transit Authority ;

THEREFORE, BE IT RESOLVED that the Board of Directors does hereby authorize the deposit and withdrawal of Livermore Amador Valley Transit Authority monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein;

BE IT FURTHER RESOLVED that the following Livermore Amador Valley Transit Authority officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Christin Wegener
Executive Director

Tamara Edwards
Director of Finance

PASSED AND ADOPTED by the Board of Directors of the Livermore Amador Valley Transit Authority of the State of California on the 6th day of July 2026.

David Haubert, Board Chair

ATTEST:

Michael Conneran, Legal Counsel

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: July 6, 2026

Action Requested

Approve Resolution 31-2026, 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. LYT will also collect several months of data before the system is turned on for a 'before' study; it is expected that the system can go live by early 2027.

Recommendation

The Finance and Administration Committee recommend the Board approve Resolution 31-2026, 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

Page 2

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

Page 3

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
Page 2

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
Page 1 of 1
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
MTC Resolution No. 3664
Org Key: 840-8832-06
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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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Attachment C-6
MTC Resolution No. 3664
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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

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MTC Resolution No. 3664
Revised: 03/25/26-C
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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

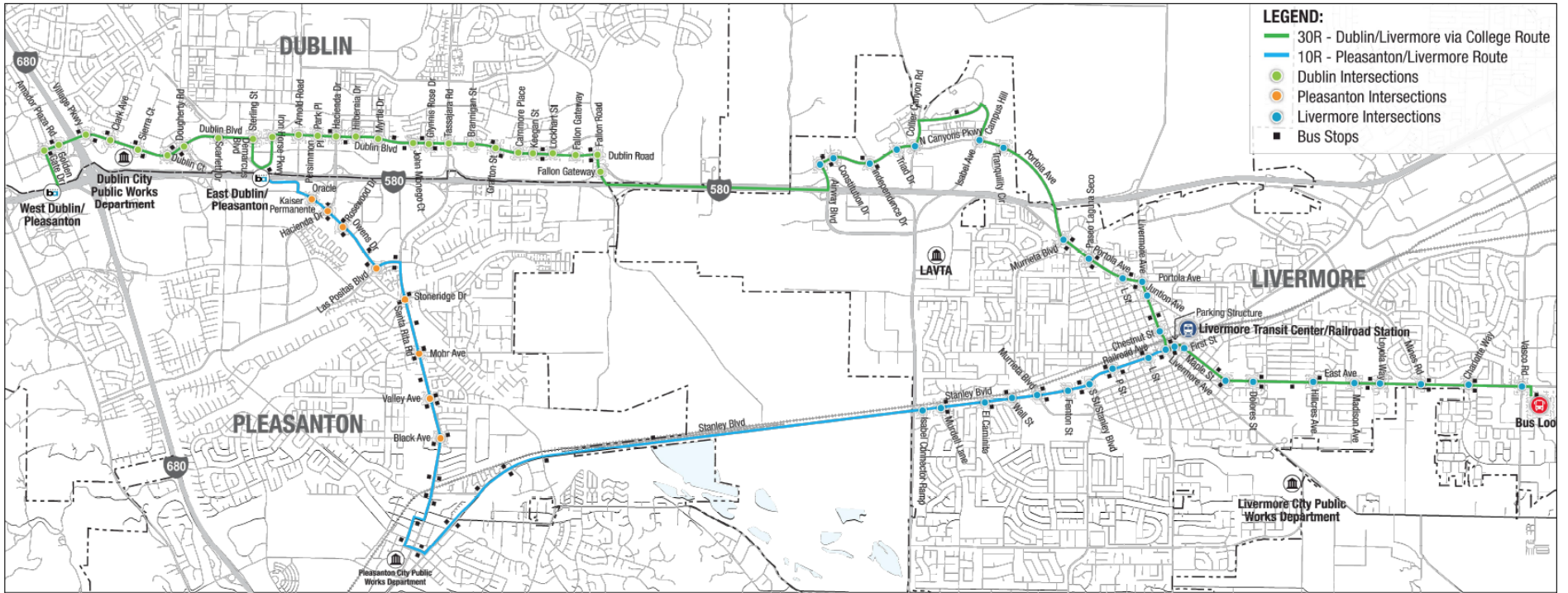
June 26, 2024
Attachment D-6
MTC Resolution No. 3664
Org Key: 840-8832-06
Page 1 of 1
Revised: 03/25/26-C

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*

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Transfer of Land at the Downtown Livermore Transit Center to the City of Livermore

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

Action Requested

Approve Resolution 33-2026, authorizing the Executive Director to Execute all documents pertaining to the sale and transfer of land at the Livermore Transit Center to the City of Livermore.

Background/Discussion

In 2015, LAVTA and the City of Livermore entered into a Right of Entry, Lease and Terms of Sale Agreement (attached). Recently, Livermore City staff has entered into a lease agreement with another entity for a portion of the building that is not part of LAVTA's lease. During this process City staff discovered that a Grant Deed for the property had never been filed. City staff was kind enough to prepare the documents and pay for the title documents to be completed. However, LAVTA requires a Resolution giving the Executive Director the authority to sign the necessary paperwork to get the Grant Deed filed.

Fiscal Impact

None

Next Steps

Once approved, the Resolution will be sent to the Title Company and the grant deed will be filed.

Recommendation

Staff recommend the Board of Directors approve Resolution 33-2026, authorizing the Executive Director to Execute all documents pertaining to the sale and transfer of land to the City of Livermore.

Strategic Plan Goal

None Identified

Attachments:

- 1.Resolution 33-2026
- 2.Parcel Map for grant Deed
- 3.Right of Entry, Lease and Terms of Sale Agreement

RESOLUTION NO. 33-2026

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN ALL NECESSARY DOCUMENTS PERTAINING TO THE SALE OF LAND AT THE DOWNTOWN LIVERMORE TRANSIT CENTER TO THE CITY OF LIVERMORE

WHEREAS, the Board of Directors of the Livermore Amador Valley Transit Authority approved the sale of land at the Downtown Livermore Transit Center to the City of Livermore in 2015; and

WHEREAS, the Livermore Amador Valley Transit Authority (LAVTA) and the City of Livermore entered into an agreement for right of entry, lease and sale of land, and terms of depot building lease in November 2015; and

WHEREAS, in May 2026 a review of the agreement determined that the Grant Deed had not been appropriately filed; and

WHEREAS, the Livermore Amador Valley Transit Authority would like ensure that all necessary paperwork required to transfer the ownership of the land described as Parcel B, Parcel Map 10527, filed June 5, 2018 in Book 340 of Maps, Page 15, 16, 17, Official Records of Alameda County under Recorder's Series Number 2018110311 is filed; and

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 all documents pertaining to the sale and transfer of the above-mentioned property; and

PASSED AND ADOPTED this 6th day of July 2026.

Dave Haubert, Chair

ATTEST:

Christy Wegener, Executive Director

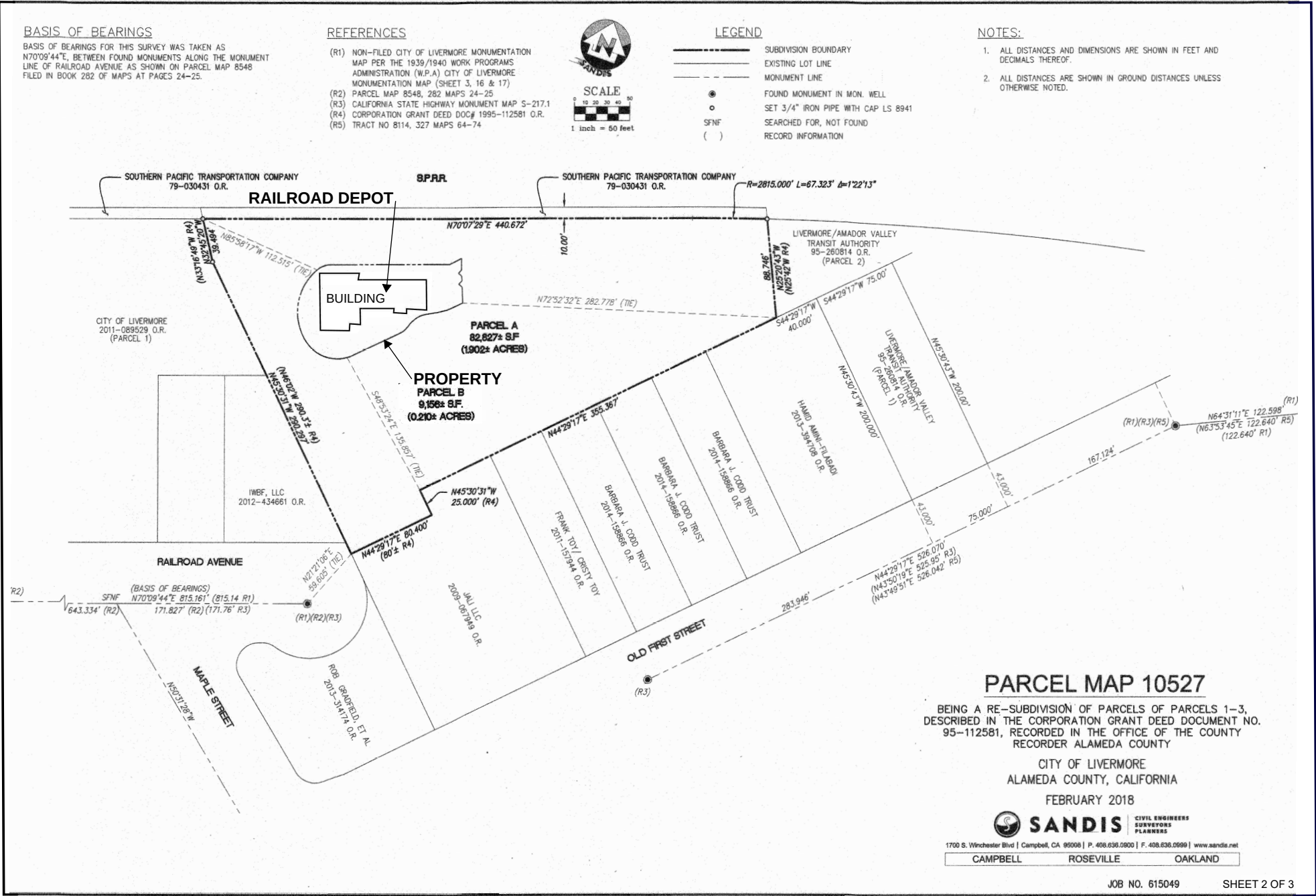


EXHIBIT A - PARCEL MAP