

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

**BOARD OF DIRECTORS MEETING**

**DATE:** July 6, 2026

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

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

**TELECONFERENCE LOCATIONS**

Scott Haggerty Heritage House  
4501 Pleasanton Avenue  
Pleasanton Ca. 94566

**BOARD MEMBERS**

**DAVID HAUBERT – CHAIR  
EVAN BRANNING  
JEAN JOSEY  
KRISTIE WANG**

**MICHAEL McCORRISTON – VICE CHAIR  
CRAIG EICHER  
JULIE TESTA**

*Agenda Questions: Please call the Front Desk at (925) 455-7555 or send an email to  
frontdesk@lavta.org*

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

**MEETING PROCEDURE**

This Board of Directors meeting will be conducted in person and on the web-video communication platform, Zoom. In order to view and/or participate in this meeting remotely, members of the public will need to download Zoom from its website, [www.zoom.us](http://www.zoom.us).

We encourage members of the public to access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment. It is recommended that anyone wishing to participate in the meeting remotely complete the download process before the start of the meeting.

Public comments will also be accepted via email until 1:00 p.m. on Monday, July 6, 2026 at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 7/6/2026” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be provided to the Board and to the general public at the meeting location.

There will be zero tolerance for any person addressing the Board making profane, offensive and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

**How to listen and view meeting video:**

- From a PC, Mac, iPad, iPhone, or Android device click the link below:

<https://zoom.us/j/86715841855>

Passcode: BOD1362Mtg

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

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

*To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

**How to listen only to the meeting:**

- For audio access to the meeting by telephone, use the dial-in information below:

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

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

**To submit written comments:**

- Provide public written comments prior to the meeting by email, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org)

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, July 6, 2026, to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 7/6/2026” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be provided to the board and to the general public at the meeting location.

**BOARD OF DIRECTORS MEETING**  
**AGENDA – JULY 6, 2026**

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

**2. Roll Call of Members**

**3. Meeting Open to Public**

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

**4. Consent Agenda**

**Recommend approval of all items on Consent Agenda as follows:**

**A. Minutes of the June 1, 2026, Board of Directors meeting.**

**B. Treasurer’s Report for May 2026**

**Recommendation:** The Finance and Administration Committee recommend approval of the May 2026 Treasurer’s Report.

**C. Authorizing Remote Meetings for Tri-Valley Accessible Advisory Committee (SB 707)**

**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.

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

**Recommendation:** The Finance and Administration Committee recommends the Board of Directors to approve Resolutions 25-2026, 26-2026, 27-2026, and 28-2026, 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.

**E. Adoption of Updated Conflict of Interest Code**

**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.

**F. Authorization to Amend Agreement with SDI Presence, Inc**

**Recommendation:** The Finance and Administration Committee recommend that the Board of Directors approve Resolution 29-2026, 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.

**G. Approval of Contract for Atlantis Facility Video Surveillance System Replacement**

**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.

**H. Resolution Authorizing Investment of Livermore Amador Valley Transit Authority Monies in the State of California Local Agency Investment Fund**

**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).

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

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

**J. Transfer of Land at the Downtown Livermore Transit Center to the City of Livermore**

**Recommendation:** Staff recommends 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.

**5. Establishing Standing Committees and Memberships**

**Recommendation:** Staff recommends the Board confirm and approve Resolution 34-2026, establishing standing committees, memberships, and officers.

**6. Contract Award for Livermore Transit Center Signs Project #2026-02**

**Recommendation:** Staff recommend the Board approve Resolution 35-2026, authorizing the Executive Director to execute a contract with Solves All Engineering for the Livermore Transit Center Signs Project in the amount of \$134,948.00, with an additional 10% project contingency in the amount of \$13,494.80 to be used at the discretion of the Executive Director, for a total not-to-exceed contract amount of \$148,442.80.

**7. LAVTA's Alternative Service Plan**

**Recommendation:** Staff recommend the Board of Directors adopt Resolution 36-2026, approving LAVTA's Alternative Service Plan.

**8. Executive Director's Report**

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

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

**10. Next Meeting Date is Scheduled for:**

September 14, 2026 (August meeting is cancelled)

**11. Adjournment**

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

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

*/s/ Michelle Kumar*

*7/3/2026*

*LAVTA, Executive Assistant*

*Date*

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

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

**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

**MINUTES OF THE JUNE 1, 2026**  
**LAVTA BOARD OF DIRECTORS MEETING**

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.

**MINUTES OF THE JUNE 1, 2026**  
**LAVTA BOARD OF DIRECTORS MEETING**

**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

**MINUTES OF THE JUNE 1, 2026**  
**LAVTA BOARD OF DIRECTORS MEETING**

**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 absenses	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)	
<b>TOTAL FUND BALANCE</b>		<b>81,525,214</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>87,846,927</b>

(\$ Thousands)	FY 2026												Budget	YTD %
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Budget		
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	FY 2026	
<b>Operating Revenue</b>														
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%
<b>Total Operating Revenue</b>	<b>475</b>	<b>66</b>	<b>15,264</b>	<b>863</b>	<b>494</b>	<b>446</b>	<b>2,076</b>	<b>353</b>	<b>1,168</b>	<b>1,719</b>	<b>345</b>	<b>3,537</b>	<b>26,805</b>	<b>87%</b>
<b>Operating Expenses</b>														
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%
<b>Total Operating Expenses</b>	<b>2,685</b>	<b>1,933</b>	<b>1,757</b>	<b>1,923</b>	<b>1,877</b>	<b>1,810</b>	<b>2,274</b>	<b>2,087</b>	<b>2,003</b>	<b>1,830</b>	<b>2,020</b>	<b>4,606</b>	<b>26,805</b>	<b>83%</b>
<b>Expenditures</b>														
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	
<b>LAIF Balance</b>														
	\$19,695,317			12,223		-2,000	279	-2,000		-1,712	0	0		
<b>Total</b>	<b>19,695</b>	<b>19,695</b>	<b>19,695</b>	<b>31,919</b>	<b>31,919</b>	<b>29,919</b>	<b>30,198</b>	<b>28,198</b>	<b>28,198</b>	<b>26,486</b>	<b>26,486</b>	<b>26,486</b>	<b>0</b>	

\* Capital only shows actual expenses

(\$ Thousands)

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

STAFF REPORT

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

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

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**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.

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David Haubert, Chair

Attest:

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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

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**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***

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

***CAD/AVL Upgrade and Replacement***

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

***On-Board Security Enhancements***

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

***Route 30R Operations FY28 & FY29***

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

**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

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Michael Conneran, Legal Counsel

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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

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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

STAFF REPORT

SUBJECT: Adoption of Updated Conflict of Interest Code

FROM: Tamara Edwards, Director of Finance

DATE: July 6, 2026

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**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 5<sup>th</sup> of October, 2020  
By Resolution 30-2020

Amended on the 6<sup>th</sup> of March 2023  
By Resolution 08-2023

Amended on the 3<sup>rd</sup> of June 2024  
By Resolution 17-2024

Amended on the 1<sup>st</sup> 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

<b>Designated Positions</b>	<b>Disclosure Categories</b>
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

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**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**

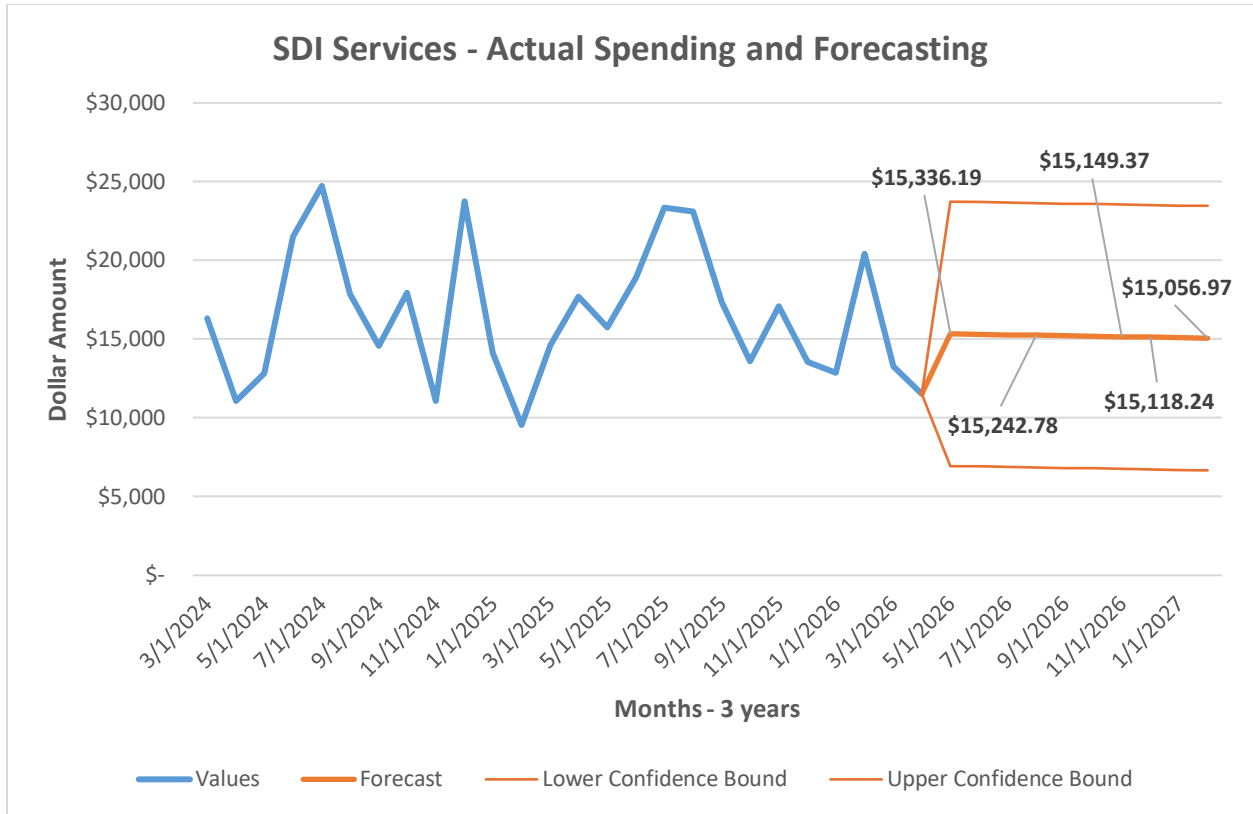
On January 8, 2024, the Board of Directors approved an agreement with SDI Presence, Inc. for IT modernization, cloud transformation, and ongoing IT support services. The contract was approved with a not-to-exceed amount of \$462,409 for the three-year base term and \$299,666 for two optional one-year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

<b>Category</b>	<b>Amount (\$)</b>
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
<b>Forecasted Remaining Costs (Jun 2026-Jan 2027)</b>	<b>~\$85,000</b>
<b>Contingency</b>	<b>\$15,000</b>
<b>Requested Base-Term Funding Increase</b>	<b>\$100,000</b>
<b>Proposed Revised NTE (base term)</b>	<b>\$562,409</b>
<b>Proposed Revised NTE (including optional years)</b>	<b>\$922,415</b>

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 6<sup>th</sup> 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

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**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 6<sup>th</sup> day of July 2026.

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Dave Haubert, Chair

ATTEST:

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Christy Wegener, Executive Director

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

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**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 6<sup>th</sup> day of July 2026.

\_\_\_\_\_  
David Haubert, Board Chair

ATTEST:

\_\_\_\_\_  
Michael Conneran, Legal Counsel

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

**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

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**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:

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

**Next Steps**

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.

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Dave Haubert, Chair

ATTEST:

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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

Page 4

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

MTC Resolution No. 3664, Revised  
Page 3

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

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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.

## 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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## **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

June 26, 2024  
 Attachment C-6  
 MTC Resolution No. 3664  
 Revised: 03/25/26-C  
 Page 1 of 2



# Regional Measure 2 Regional Traffic Relief Plan

RM2 Project Number: 32.6

## LAVTA Transit Signal Priority Upgrade and Expansion

<b>Lead Sponsor</b>	<b>Other Sponsors(s)</b>	<b>Implementing Agency</b> (if applicable)
Alameda County Transportation Commission	None	Livermore Amador Valley Transit Authority (LAVTA)
<b>Legislated Project Description</b>		
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		
<b>RM2 Legislated Funding (in \$1,000)</b>		<b>Total Estimated Project Cost (in \$1,000)</b>
\$2,695		\$2,861
<b>Project Purpose and Description</b>		
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.		
<b>Funding Description</b>		
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
<b>Total:</b>				<b>\$2,861</b>

June 26, 2024  
 Attachment C-6  
 MTC Resolution No. 3664  
 Revised: 03/25/26-C  
 Page 2 of 2

## Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

<b>Project Title</b>	<b>LAVTA Transit Signal Priority Upgrade and Expansion</b>					<b>Project No. 32.6</b>				
<b>Implementing Agency</b>	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
<b>Committed</b>										
RM2	PSE		388							388
RM2	CON				2,307					2,307
ACTC TFCA	CON				95					95
TDA	CON					71				71
										0
										0
										0
<b>Total:</b>		0	388	0	2,402	71	0	0	0	2,861
<b>Uncommitted</b>										
										0
										0
										0
<b>Total:</b>		0	0	0	0	0	0	0	0	0
<b>Total Project Committed and Uncommitted</b>										
		<b>Prior</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>	<b>FY 2027-28</b>	<b>FY 2028-29</b>	<b>Future</b>	<b>Total</b>
<b>Total:</b>		0	388	0	2,402	71	0	0	0	2,861

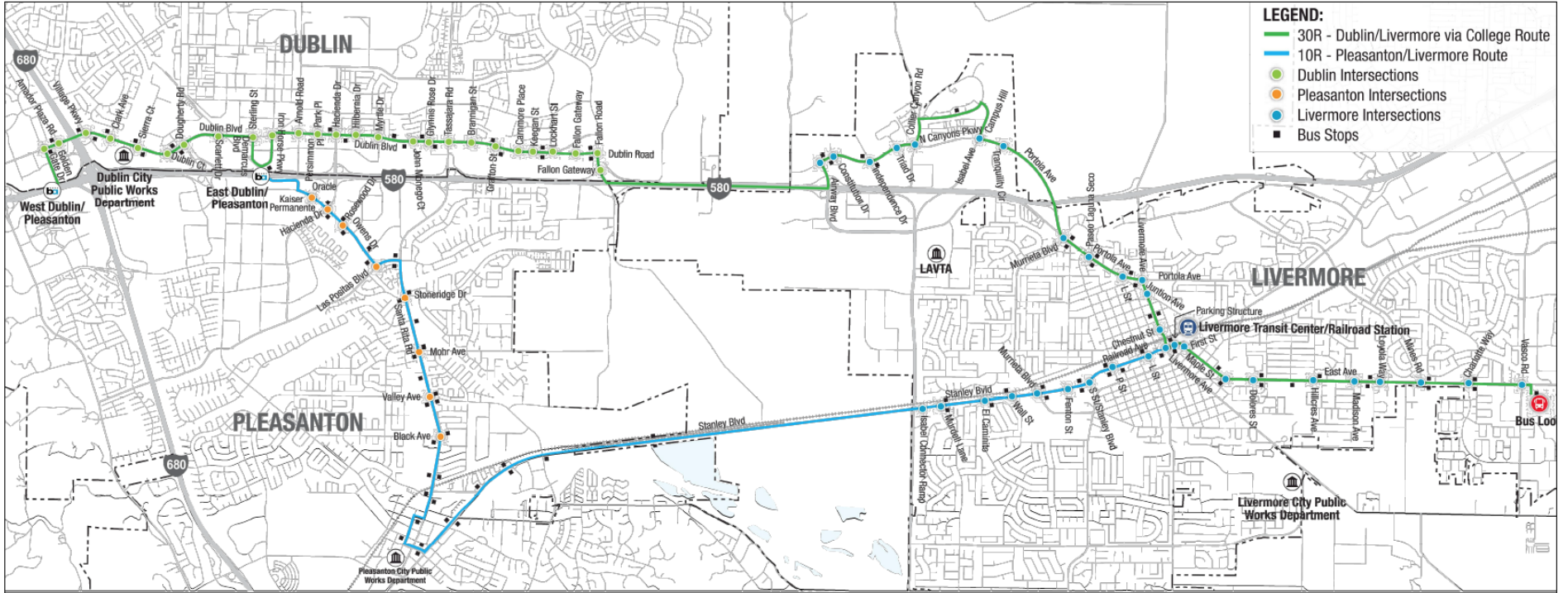
June 26, 2024  
 Attachment D-6  
 MTC Resolution No. 3664  
 Org Key: 840-8832-06  
 Page 1 of 1  
 Revised: 03/25/26-C

## 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
<b>RM2 Funds Total</b>	-	-	-	440	1,105	1,150	1,545
<b>Environmental (ENV)</b>	0	0	0	0	0	0	0
<b>Final Design (PS&amp;E)</b>	0	0	0	200	188	0	388
RM2				200	188		388
<b>Right of Way</b>	0	0	0	0	0	0	0
<b>Construction</b>	0	0	0	335	988	1,150	2,473
RM2				240	917	1,150	2,307
ACTC TFCA				95			95
TDA					71		71
<b>TOTAL FUNDING</b>							
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
<b>PROJECT TOTAL</b>	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*

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

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**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 6<sup>th</sup> day of July 2026.

---

Dave Haubert, Chair

ATTEST:

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Christy Wegener, Executive Director

**BASIS OF BEARINGS**

BASIS OF BEARINGS FOR THIS SURVEY WAS TAKEN AS N70°09'44"E, BETWEEN FOUND MONUMENTS ALONG THE MONUMENT LINE OF RAILROAD AVENUE AS SHOWN ON PARCEL MAP 8548 FILED IN BOOK 282 OF MAPS AT PAGES 24-25.

**REFERENCES**

- (R1) NON-FILED CITY OF LIVERMORE MONUMENTATION MAP PER THE 1939/1940 WORK PROGRAMS ADMINISTRATION (W.P.A) CITY OF LIVERMORE MONUMENTATION MAP (SHEET 3, 16 & 17)
- (R2) PARCEL MAP 8548, 282 MAPS 24-25
- (R3) CALIFORNIA STATE HIGHWAY MONUMENT MAP S-217.1
- (R4) CORPORATION GRANT DEED DOC# 1995-112581 O.R.
- (R5) TRACT NO 8114, 327 MAPS 64-74

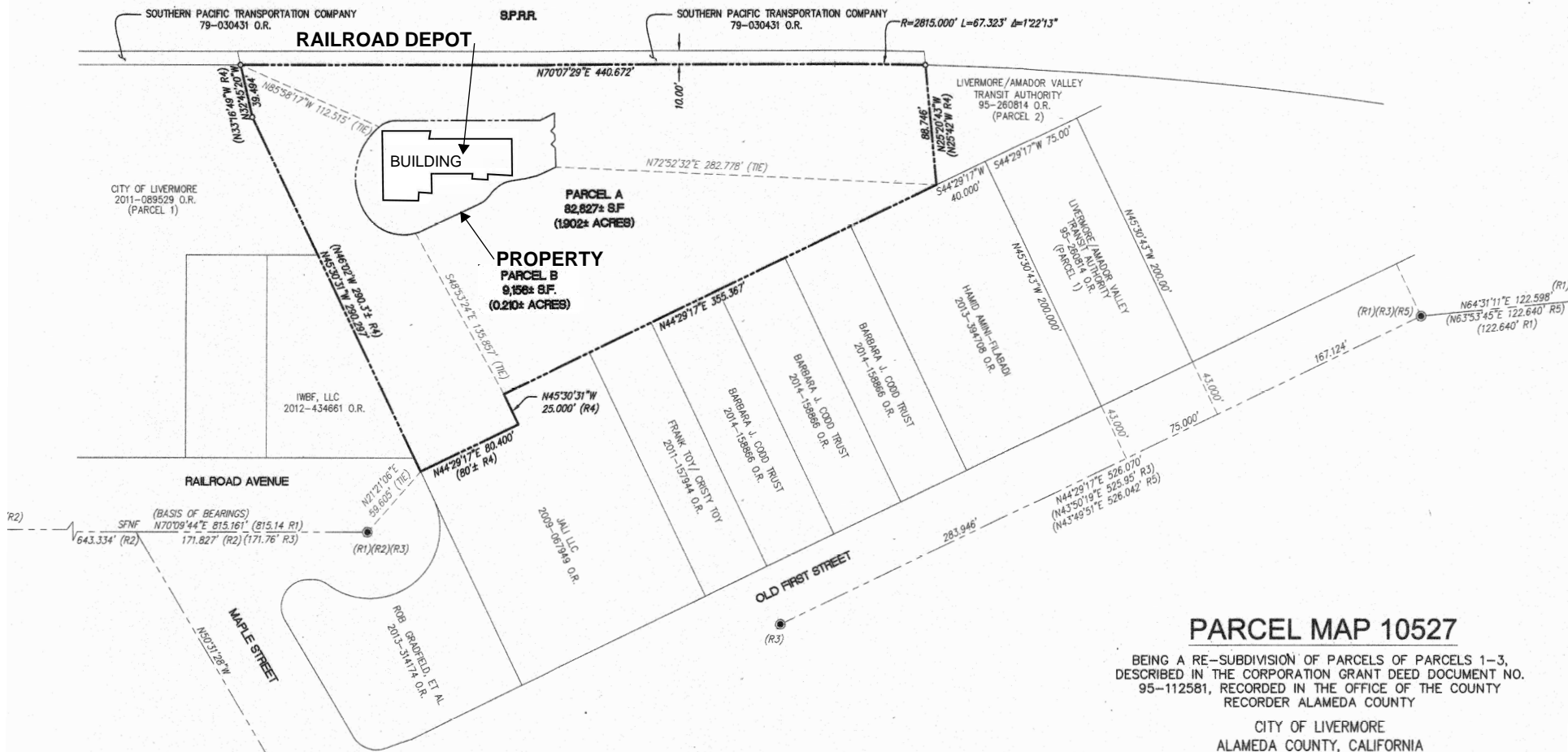


**LEGEND**

- SUBDIVISION BOUNDARY
- - - EXISTING LOT LINE
- - - MONUMENT LINE
- FOUND MONUMENT IN MON. WELL
- SET 3/4" IRON PIPE WITH CAP LS 8941
- SFNF SEARCHED FOR, NOT FOUND
- ( ) RECORD INFORMATION

**NOTES:**

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
2. ALL DISTANCES ARE SHOWN IN GROUND DISTANCES UNLESS OTHERWISE NOTED.



**PARCEL MAP 10527**

BEING A RE-SUBDIVISION OF PARCELS OF PARCELS 1-3, DESCRIBED IN THE CORPORATION GRANT DEED DOCUMENT NO. 95-112581, RECORDED IN THE OFFICE OF THE COUNTY RECORDER ALAMEDA COUNTY

CITY OF LIVERMORE  
ALAMEDA COUNTY, CALIFORNIA

FEBRUARY 2018



1700 S. Winchester Blvd | Campbell, CA 95008 | P. 408.636.0900 | F. 408.636.0599 | www.sandis.net  
CAMPBELL ROSEVILLE OAKLAND

EXHIBIT A - PARCEL MAP

STAFF REPORT

SUBJECT: Establishing Standing Committees and Memberships

FROM: Christy Wegener, Executive Director

DATE: July 6, 2026

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**Action Requested**

Review and adopt standing committees, memberships, and officers to conduct LAVTA's official business.

**Background**

Per the agency's By-Laws, the Chair shall appoint the members and the Committee Chairs subject to Board approval.

**Discussion**

Board Members can express their preferences for committee memberships and during the discussion will indicate their willingness to serve as Committee Chair or Vice-Chair. Recommendations are shown on the attached Resolution and should be confirmed.

These recommendations follow the Board's policy with respect to the appointment of Committee Chairs. The adopted policy is that the Chairs of the two standing committees be filled by the two jurisdictions who are not serving as Chair and Vice Chair of the Board. In FY27, the two committee Chairs should be filled by Livermore and Pleasanton representatives.

**Next Steps**

Upon Board approval, the new committee assignments will commence immediately.

**Recommendation**

Staff recommends the Board confirm and approve Resolution 34-2026, establishing standing committees, memberships, and officers.

**Attachments:**

- 1.Resolution 34-2026

**RESOLUTION NO. 34-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING COMMITTEE  
ASSIGNMENTS FOR FY 2027**

**WHEREAS**, the Board of Directors of the Livermore Amador Valley Transit Authority (LAVTA) has adopted By-Laws which specify how the Board will conduct its business; and

**WHEREAS**, the By-Laws state that the Board shall establish standing and special ad hoc committees as it deems necessary; and

**WHEREAS**, the By-Laws further state that the Chair shall appoint the members and the Chairs of committees subject to Board approval; and

**WHEREAS**, the Board has selected Dave Haubert (County of Alameda) to be Chair and Michael McCorrison (City of Dublin) to be Vice Chair for FY 2027; and

**WHEREAS**, the Board approved a two-committee structure at its July 2010 Board meeting, and the Chair has considered the committee assignments of the members of the Board.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF  
THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY:**

1. The standing committees of the Board shall be:
  - a. Finance and Administration Committee
  - b. Projects and Services Committee
2. The chairs of the two standing committees should be filled by the jurisdictions who are not serving as Chair and Vice Chair of the Board.
3. The Finance and Administration Committee shall be comprised of:
  - a. Julie Testa (Pleasanton), Chair
  - b. Kristie Wang (Livermore), Vice Chair
  - c. Michael McCorrison (Dublin)
4. The Projects and Services Committee shall be comprised of:
  - a. Evan Branning (Livermore), Chair
  - b. Craig Eicher (Pleasanton), Vice Chair
  - c. David Haubert (County of Alameda)
  - d. Jean Josey (Dublin)
5. The Finance and Administration Committee shall meet on the fourth Tuesday of each month at 4:00 pm.
6. The Projects and Services Committee shall meet on the fourth Monday of each month at 4:00 pm.

7. To allow full participation by Board Members on the two standing committees, one or both Committees may have four members, which constitute a quorum of the Board. As a result, a Committee which has four members shall also be noticed as a "Committee of the Whole." In the event that a quorum of Board members is present, the Committees will automatically convert into a Committee of the Whole. Likewise, if there is no longer a quorum of the Committee of the Whole, then the Committee of the Whole will automatically convert back into the regular committee. The Chair of the Committee will also serve as Chair of the Committee of the Whole.

The agendas for each meeting of the Committee of four shall include the following footnote:

In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.

**PASSED AND ADOPTED** this 6th day of July 2026.

\_\_\_\_\_  
Dave Haubert, Chair

ATTEST:

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

STAFF REPORT

SUBJECT: Contract Award for Livermore Transit Center Signs Project #2026-02

FROM: Salomon Abdel-Aziz, Manager of Administrative Services  
Dave Massa, Capital Projects Manager

DATE: July 6, 2026

---

**Action Requested**

Staff recommend that the Board of Directors approve Resolution 35-2026 authorizing the Executive Director to execute a contract with Solves All Engineering to perform the fabrication, installation, and related work necessary to complete the Livermore Transit Center Signs Project (IFB #2026-02) in the amount of \$134,948.00, with a 10% contingency (\$13,494.80) for a total not-to-exceed contract amount of \$148,442.80, and that the Board authorize the LAVTA Executive Director to finalize all details and execute said Agreement between LAVTA and Solves All Engineering.

**Background**

The Livermore Transit Center serves as a primary hub for transit operations and passenger activity. Clear, durable, and accessible signage is essential to ensure efficient navigation, improve customer satisfaction, and maintain compliance with applicable standards.

This project addresses identified signage improvements to modernize the facility and support ongoing transit service enhancements.

**Discussion**

LAVTA's Procurement Policy including applicable requirements for Federally funded projects, mandates the Authority follow a competitive procurement process for award of significant construction contracts, and award such contracts to the lowest responsive and responsible bidder.

On May 4, 2026, the Livermore Amador Valley Transit Authority (LAVTA) issued Invitation for Bids (IFB) No. 2026-02 for the Livermore Transit Center Signs Project. The solicitation invited qualified contractors to submit bids based on the project plans and specifications developed by LAVTA's project engineer, Kimley-Horn.

The IFB was publicly advertised in accordance with LAVTA's Procurement Policy and applicable provisions of the California Public Contract Code. The solicitation documents included detailed specifications for the fabrication, delivery, and installation of transit center signage, as well as bidder qualification requirements, bonding requirements, and standard contract terms and conditions. The project was posted on LAVTA's Bonfire online procurement portal and

advertised in Transit Talent to ensure broad vendor outreach. A highly recommended pre-bid meeting was held on May 18, 2026, to provide prospective bidders with an overview of the project scope and site conditions.

Bids were due on June 8, 2026, and a total of five (5) bids were received by the deadline. All bids were publicly opened and read aloud in accordance with LAVTA procedures.

Following the bid opening, staff conducted a comprehensive review of all submissions to determine responsiveness to IFB requirements. This review included verification of the completeness of bid forms, acknowledgment of addenda, contractor licensing, bonding, and conformance with the technical specifications outlined in the solicitation.

The responding firms were:

<b>Company Name</b>	<b>Location</b>	<b>Grand Total Amount</b>
Arrow Sign Company	Oakland, CA	\$265,258.00
Complete Signs	Dothan, AL	\$67,964.00
CWS Construction Group, Inc.	Novato, CA	\$440,953.00
Solves All Engineering	Oakdale, CA	\$134,948.00
Square Signs LLC dba Front Signs	Burbank, CA	\$138,000.00

The lowest apparent bidder, Complete Signs, submitted a bid in the amount of \$67,964.00. However, upon review, the bid was determined to be non-responsive due to failure to meet material requirements of the Invitation for Bids and was therefore deemed ineligible for award.

Following this determination, the next lowest bidder, Solves All Engineering, was reviewed and found to be responsive and responsible by LAVTA staff. The firm demonstrated the necessary qualifications, experience, and capacity to successfully perform the work in accordance with the project specifications. References for similar signage fabrication and installation projects were reviewed and found to be satisfactory.

Solves All Engineering has affirmed its ability to comply with all contract requirements, including applicable labor, licensing, and bonding requirements.

**Fiscal Impact**

Staff conducted a price analysis and determined that the bid submitted by Solves All Engineering is both fair and reasonable. The contract amount is \$134,948.00. Staff recommend a 10% contingency in the amount of \$13,494.80, for a total not-to-exceed project amount of \$148,442.80. Funding for this project, including FTA 5339 formula funding, is included in LAVTA’s FY2026–2027 Capital Budget under the Livermore Transit Center rehabilitation and improvements program. The project cost is within the approved budget allocation.

**Next Steps**

Upon execution of the Agreement with Solves All Engineering, LAVTA will issue a Notice to Proceed (NTP). The project is anticipated to be completed within 180 days from the issuance of the NTP.

**Recommendation**

Staff recommend the Board approve Resolution 35-2026, authorizing the Executive Director to execute a contract with Solves All Engineering for the Livermore Transit Center Signs Project in the amount of \$134,948.00, with an additional 10% project contingency in the amount of \$13,494.80 to be used at the discretion of the Executive Director, for a total not-to-exceed contract amount of \$148,442.80.

**Attachments:**

- 1.Resolution 35-2026
- 2.Attachment 2 Design Rendering

**RESOLUTION NO. 35-2026**

**A RESOLUTION OF THE BOARD OF DIRECTORS  
OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
AWARDING A CONTRACT TO SOLVES ALL ENGINEERING FOR THE  
LIVERMORE TRANSIT CENTER SIGNS PROJECT (#2026-02)**

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA) issued Invitation for Bids (IFB) No. 2026-02 on May 4, 2026, for the Livermore Transit Center Signs Project; and

**WHEREAS**, the project includes the fabrication, delivery, and installation of signage improvements at the Livermore Transit Center to enhance passenger wayfinding, accessibility, and overall customer experience; and

**WHEREAS**, the IFB was publicly advertised in accordance with LAVTA's Procurement Policy and applicable provisions of the California Public Contract Code, and five (5) bids were received on June 8, 2026; and

**WHEREAS**, the lowest apparent bidder, Complete Signs, was determined to be non-responsive to the requirements of the solicitation and therefore deemed ineligible for award; and

**WHEREAS**, Solves All Engineering was determined to be the lowest responsive and responsible bidder, meeting all material requirements of the solicitation and demonstrating the qualifications and experience necessary to successfully perform the work; and

**WHEREAS**, the total contract amount for the project is \$134,948.00, and staff recommends a 10% contingency in the amount of \$13,494.80, for a total not-to-exceed project amount of \$148,442.80; and

**WHEREAS**, sufficient funding for this project is included in LAVTA's FY2026-2027 Capital Budget;

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

1. Award a contract to Solves All Engineering, the lowest responsive and responsible bidder, for the Livermore Transit Center Signs Project (#2026-02) in the amount of \$134,948.00; and
2. Authorize the Executive Director to execute the Agreement with Solves All Engineering and to finalize all necessary documents related to the contract; and
3. Authorize the Executive Director to issue a Notice to Proceed (NTP) upon execution of the Agreement; and

4. Approve a project contingency in the amount of \$13,494.80 (10%), to be used at the discretion of the Executive Director to address unforeseen conditions or necessary changes within the scope of the project.

**PASSED AND ADOPTED** this 6<sup>th</sup> day of July 2026.

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David Haubert, Chair

ATTEST:

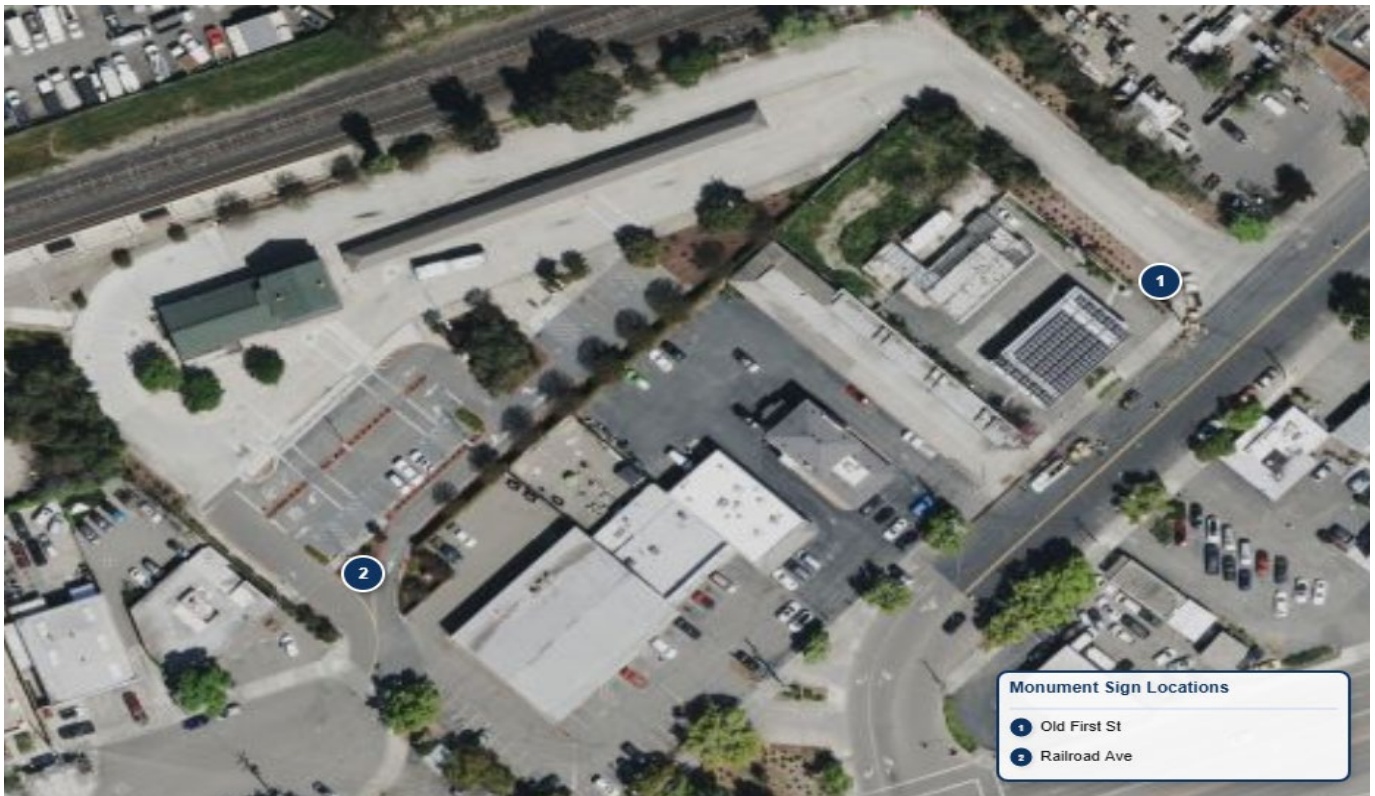
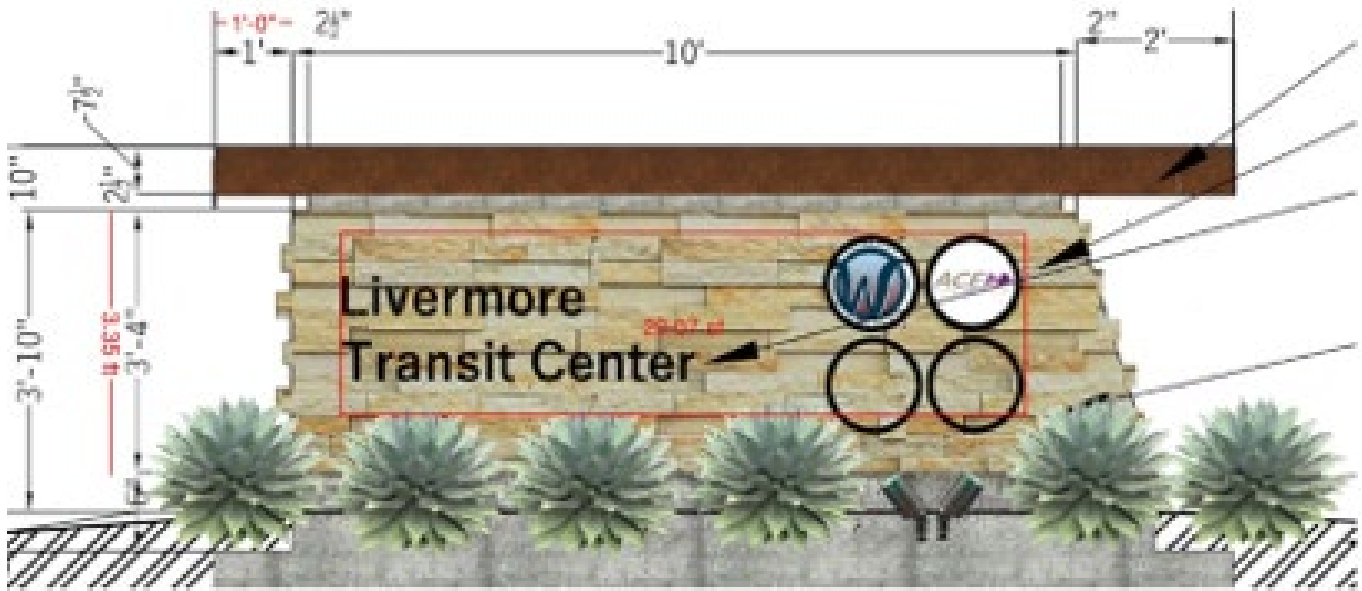
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Christy Wegener, Executive Director

APPROVED AS TO FORM:

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Michael Conneran, Legal Counsel



STAFF REPORT

SUBJECT: Adoption of LAVTA’s Alternative Service Plan

FROM: Christy Wegener, Executive Director

DATE: July 6, 2026

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**Action Requested**

Staff requests the Board approve Resolution 36-2026, adopting LAVTA’s Alternative Service Plan.

**Background**

LAVTA faces a structural deficit where costs are growing at a faster rate than available revenues. For the past two fiscal years, LAVTA has relied on drawing from reserves to achieve a balanced operating budget. In FY27 and FY28, LAVTA will receive \$2M/year in one-time operating revenue from Alameda CTC, which will help to reduce the draw on reserves and enable the agency to sustain current levels of service. However, without new revenues identified or if the Connect Bay Area Measure fails in November, as early as FY29 LAVTA will need to make significant cuts to service in order to balance available resources.

Costs have been driven higher for several reasons, including the new FY26 Fixed Route Operations and Maintenance Contract, which resulted in an approximate 20% increase in costs compared to the previous contract, and includes a cumulative 30% increase in contractor costs over the seven-year life of the new contract. Staff also anticipate an increase in costs with the next paratransit contract, which will begin July 1, 2027. In addition to increases in purchased transportation costs, rising fuel and utility costs have also added to the structural deficit. As of now, it is unknown how long fuel prices will remain high; additionally, long-term impacts of the Administration’s tariffs on the supply chain are unknown.

On the revenue side, LAVTA heavily relies on sales tax revenues for its operating budget, which has widely fluctuated since COVID and has not kept in line with inflation. Additionally, beginning in FY27, LAVTA is no longer receiving BART Feeder bus funding. Passenger fares are relatively flat, and even with the modest fare increase implemented in April 2026, regional initiatives like Clipper START, Bay Pass and Free/Reduced transfer programs will continue to strain LAVTA’s fare revenue.

LAVTA’s reserve projection beginning in FY27 is \$49.8M; while LAVTA’s policy requires 3-6 months of operating revenue to be held in reserves (approx. \$6.25-\$12.5M), there will be a significant draw on the reserve balance over the next several fiscal years to pay for ongoing

and upcoming capital projects, rolling stock, and to fund the local match required for the grant for the construction of the new the Operations and Maintenance Facility at Atlantis.

The following tables outline LAVTA’s 5-year projections for expenses, revenue and reserves:

**Operating Expenses and Revenues**

	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Expenses	\$28,128,874.00	\$29,424,207.60	\$30,528,671.98	\$31,785,364.73	\$33,489,876.42
Revenues	\$27,347,466.00	\$27,369,884.12	\$25,391,400.59	\$25,419,111.82	\$25,453,036.39
<b>Deficit</b>	<b>\$781,408.00</b>	<b>\$2,054,323.48</b>	<b>\$5,137,271.39</b>	<b>\$6,366,252.91</b>	<b>\$8,036,840.02</b>

**Reserves:**

	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Beginning of Year Reserves	\$49,867,961	\$44,792,272	\$27,079,884	\$20,681,025	\$8,703,498
Operating Capital	\$(781,408)	\$(2,054,323)	\$(5,137,271)	\$(6,366,253)	\$(8,036,840)
Anticipated End of Year Reserves	\$44,792,272	\$27,079,884	\$20,681,025	\$8,703,498	\$(5,091,880)

If no new funding source is identified, the reserve balance will fall below the minimum balance per the reserve policy beginning in FY30, necessitating a reduction in service the year prior. In light of this contingency, staff is seeking Board direction on measures that it should take in preparation for the event that no such new funding source is identified.

Based on the forecast revenues and expenses for the next five fiscal years, without new operating funding and should the Connect Bay Area Measure fail this November, LAVTA will need to reduce its annual operating budget by \$4M beginning in FY29. To achieve this magnitude of cost reduction will require a service reduction of 30-40%.

Along with planned service reductions, there would be a need to rebid the Fixed Route Operations and Maintenance Contract after the end base term to re-size operations commensurate with significantly lower service levels, as well as consider utilizing part-time operators to support school service. LAVTA’s Paratransit service policy should also be re-evaluated under any alternative as there would be additional cost savings if the policy was modified to more strictly align with the minimum requirements of the Americans with Disabilities Act (ADA).

To develop a service reduction plan, staff first developed two alternative frameworks, ridership and coverage, that can be utilized to prioritize allocation of service and resources. It should be noted that this magnitude of route reductions/eliminations would trigger LAVTA’s Major Service Change policy and would need to go through a public input and hearing process, with subsequent Board approval.

### Framework 1: Ridership

This framework focuses on serving the highest number of riders by providing the most frequent service on the highest-ridership routes. Routes that are fully funded through grant or alternative funding streams would be maintained (30R). Service would be maintained on all the school tripper routes in Dublin and Pleasanton, but tailored service for non-regular service days would end. Finally, under this framework, there would be no weekend service provided.

### Framework 2: Coverage

This framework would provide the most coverage throughout the Tri-Valley but routes would operate at reduced service frequency seven-days a week. Many routes would operate every 60 minutes during peak-times only and midday service would be reduced/eliminated. Minimal route coverage on Weekends would be provided. No school tripper service would be provided under this framework.

### **Projects and Services Committee Feedback**

Staff presented the alternative service reduction frameworks to the Projects and Services Committee at their June 22, 2026, meeting for feedback and discussion. The Committee provided the following feedback:

- Committee members wanted a little more detail about expected levels of service but in general favored the ridership focused framework. Staff estimate this framework would enable us to serve up to 80% of LAVTA's current ridership.
- LAVTA should look to opportunities to reduce costs earlier than FY29 in order to realize greater savings.
- If there is a reduction in service levels, it is likely LAVTA will not need to purchase the number of buses that are currently programmed for replacement in FY28/29; this would reduce the draw on the agency's reserves.

### **Discussion**

Based on Committee feedback, staff are advancing a ridership focused Alternative Service Plan for Board consideration and approval. The Plan will include the following elements:

- Maintain current weekday frequency on the four-highest ridership routes, including
  - The Rapid routes at every 20-minutes on weekdays
  - Local routes (14 and 15) every 40/60 minutes on weekdays
  - No Service on Weekends
  - A map is included as Attachment 2
- Maintain school tripper service
  - Service would be limited to regular bells times; modifications for early outs and deviations for non-regular school bell times would end due to staffing limitations
- Early Cost Saving Measures
  - As early as FY28, staff would advance administrative-related savings through the elimination/consolidation of LAVTA positions, a salary freeze, and a reduction in marketing and advertising.

- Future Capital Work
  - A reduction in service would have an impact on the number of buses needed for peak service; however, maintaining the resource-intensive school-tripper routes as well as the frequent Rapid service would only result in a slight reduction on the peak bus pull. The reduction in the number of buses needed to operate peak service would likely be 5-10.

### **Next Steps**

If approved by the Board, and should the Connect Bay Area Measure fail in November, staff will begin to operationalize the Alternative Service Plan by first incorporating Early Cost Savings Measures into the FY28 budget. Staff will then develop a public outreach plan that will be executed in FY28 to gain public input on the proposed service reductions. The final service reduction plan would require a public hearing and subsequent Board approval.

Staff would also begin to study paratransit service alternatives and would present any changes for Board consideration/approval in FY28.

### **Recommendation:**

Staff recommend the Board adopt Resolution 36-2026, approving LAVTA's Alternative Service Plan.

### **Strategic Plan Goals**

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

Advocacy and Partnerships: Advocate for the upcoming regional transit funding measure.

Service Development: Determine how to distribute LAVTA fixed route transit resources to meet demand and coverage expectations; consider whether changes in levels of service may be required throughout the LAVTA service area.

### **Attachments**

1. Resolution 36-2026
2. Map of Alternative Service Plan

## **RESOLUTION NO. 36-2026**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE ALTERNATIVE SERVICE PLAN**

**WHEREAS**, the Livermore Amador Valley Transit Authority (Authority) has a structural financial deficit, which began in fiscal year (FY) 2025, where the cost of service has begun to outpace available revenues; and

**WHEREAS**, the Authority has utilized reserves to balance the FY26 and FY27 budgets, but it is a practice that cannot be sustained over the long term as the Authority policy is to maintain a reserve balance of 3-6 months operating funding; and

**WHEREAS**, based on a five-year projection of revenues and expenditures, the reserve balance will fall below the Authority policy levels beginning in FY30; and

**WHEREAS**, without new funding (including if the Connect Bay Area Measure fails in November 2026), it will be necessary that LAVTA implement \$3-4M per year in cost reductions beginning in FY29 to balance the budget within available resources and maintain the Reserve balance; and

**WHEREAS**, at their June 2026 meeting, in order to address this contingency, the Projects and Services Committee discussed two Alternative Service Plan frameworks for identifying service reductions, ridership and coverage, and recommend the ridership-focused framework that will retain the highest number of riders; and

**WHEREAS**, applying the ridership framework, staff developed the Alternative Service Plan which includes maintaining existing Weekday service levels on the Authority's four-highest ridership routes, Rapid routes 10R and 30R (20 minutes) and Routes 14 and 15 (40-60 minutes), retaining school-tripper service with scheduling adjustments, and eliminating weekend service; and

**WHEREAS**, the Alternative Service Plan includes early cost-savings measures to be implemented in FY28, including elimination/consolidation of administrative positions, a salary freeze, and a reduction in marketing and advertising spending; and

**WHEREAS**, the Alternative Service Plan also includes a reduction in the number of replacement buses purchased at the next bus procurement cycle commensurate with the reduction in service levels.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY** that the Board of Directors adopts the Alternative Service Plan that will be implemented beginning in FY28 should no additional funding be identified or if the Connect Bay Area Measure fails in November 2026.

**BE IT FURTHER RESOLVED** that, if the Alternative Service Plan is being implemented, the Board of Directors directs staff to conduct the required Major Service Change public outreach process and analyses associated with the service reductions identified in the Alternative Service Plan prior to implementation.

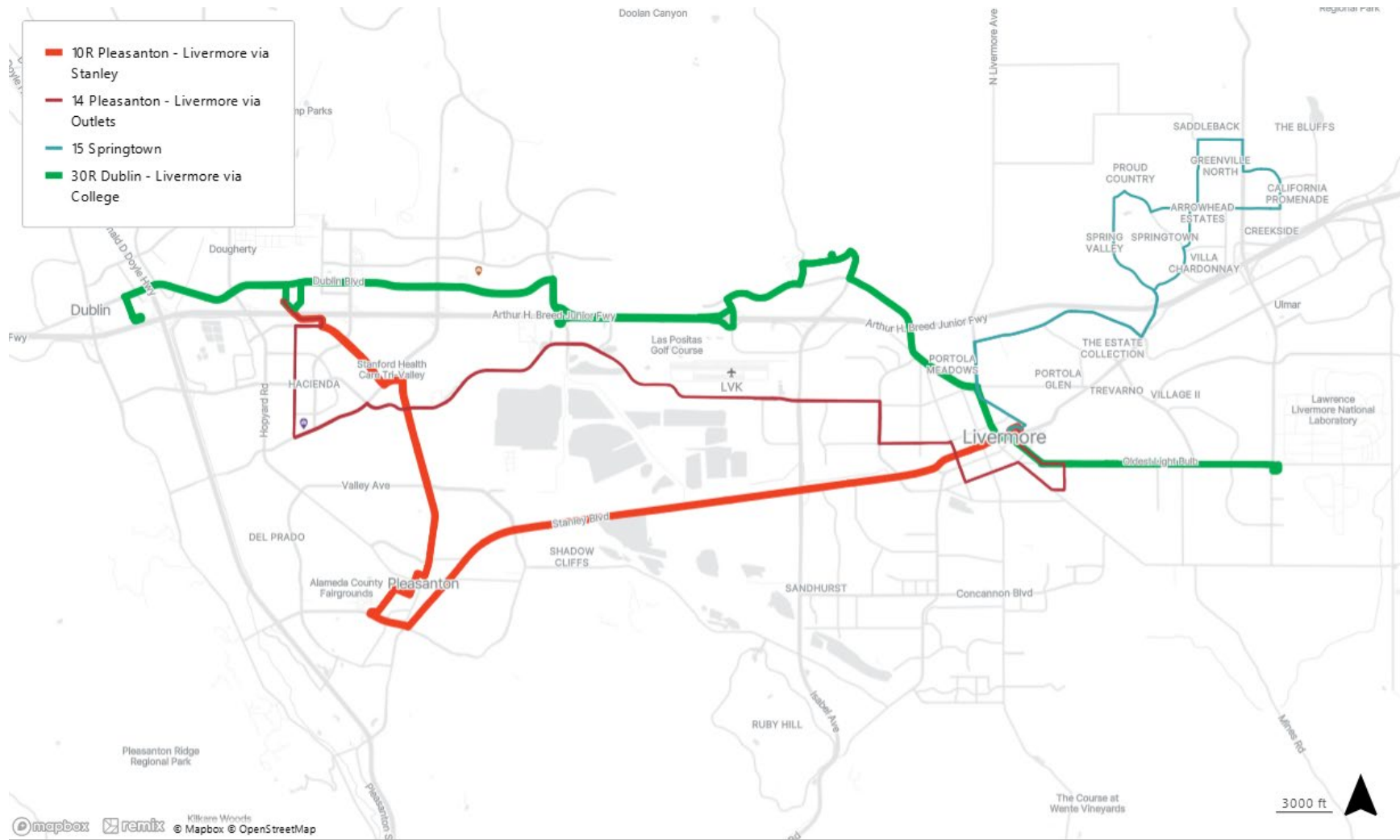
**PASSED AND ADOPTED** this 6th day of July 2026.

\_\_\_\_\_  
Dave Haubert, Chair

ATTEST:

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

### Map of Alternative Service Plan Routes



**EXECUTIVE DIRECTOR'S REPORT**

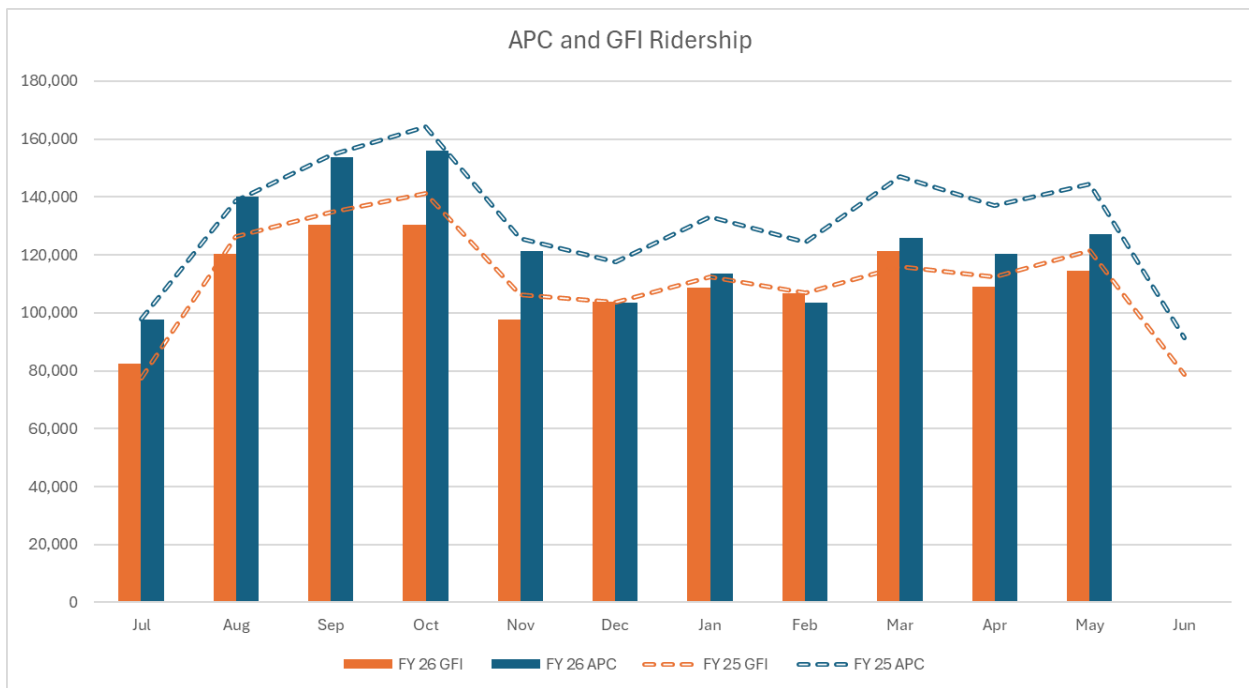
Service Development

May Ridership Highlights

Using farebox (GFI) data, systemwide ridership in May amounted to 114,551 unlinked boardings, a decrease of 5.6% compared with the same month of last year. This continues a trajectory so far this year of alternating uptrends and downtrends by month, on a year-on-year (YoY) basis. (It should be noted, however, that there was one less weekday in the month compared to May of last year.)

Looking instead at automatic passenger counter (APC) data, the total May boarding count amounted to 127,108 - about 11% higher than the counts recorded at the farebox. The agency will soon begin reporting summary ridership data based on the APC counts.

At the individual route level, the main trunk line 10R held steady in terms of average daily ridership (922 this May vs. 906 in May of last year), while the 30R was down slightly, from 1,349 to 1,295, YoY.



August Sign Up

A new service change will take place on Saturday, August 8<sup>th</sup>. New schedules are being implemented to align with the new BART schedule, which takes effect on Monday, August 10<sup>th</sup>. Furthermore, a number of changes to school tripper routes will take effect, which are intended to improve on-time performance, better align service with current school attendance boundaries, balance passenger loads, and enhance the overall efficiency and reliability of school-focused service.

## EXECUTIVE DIRECTOR'S REPORT

### Senior Outreach Event June 18

On June 18, Wheels partnered with the City of Pleasanton to a Senior & ADA Transit Planning and Travel Training event with vendor ADA Rides. Attendees learned about fixed-route transit services and received information on accessible transportation options. Participants were also able to sign up for Dial-A-Ride and paratransit services.



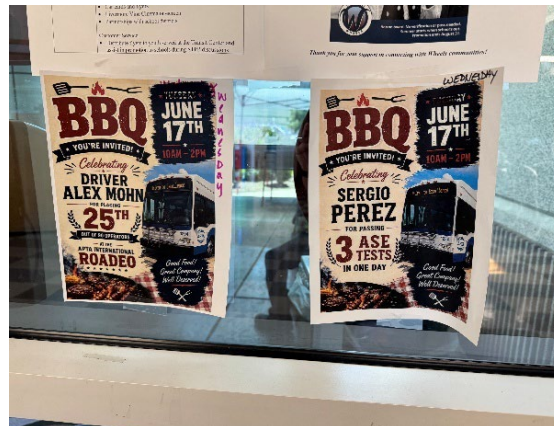
### Route 74: Fourth of July Shuttle

LAVTA, in coordination with the City of Livermore, will operate Route 74 in support of the City's July 4 celebration at the Livermore airport. LAVTA staff will be onsite to assist with passenger loading and unloading at the Las Positas College and Airport stops.

## Operational Effectiveness

### MV Highlights

On June 27, 2026, MV Transportation hosted a barbecue recognizing the accomplishments of Bus Operator Alex Mohn and Maintenance Technician Sergio Perez. Mr. Mohn represented MV Transportation at the American Public Transportation Association (APTA) International Bus Rodeo in Salt Lake City on May 17<sup>th</sup>, placing 25<sup>th</sup> out of 80 operators. Mr. Perez was recognized for successfully passing three Automotive Service Excellence (ASE) certification examinations and earning his Blue Seal certification, a significant professional achievement within the maintenance field.



### On-Time Performance

Operational performance also improved significantly during June. Systemwide on-time performance increased to 82%, up from 76% in May, while Route 30R on-time performance improved to 83.1%, compared to 74% in May.

**EXECUTIVE DIRECTOR'S REPORT**

Due to the traffic associated with the Alameda County Fair, Route 10R's On-Time Performance has taken a hit. While the team has deployed standby resources to keep the bus on-time, due to limitations with the on-time performance reporting, the standby buses are not captured in the reports. Staff will explore creating a specific schedule for the 10R during Fair times for next year's summer signup.

Atlantis Project Working Group

The Agency will be convening a working group for the next phase of Atlantis Design. The Working Group will be comprised of staff and design consultants; staff suggest that a Board member also participate. This was discussed at Projects and Services; the Committee recommended Director Eicher.

Engine Bay Vinyl Restoration

Vinyl restoration was completed on Wheels 1600 Rapid series buses, replacing engine cover scorching with a higher grade, heat resistant vinyl. This significantly improved the aesthetic of the vehicles and was done at minimal cost with a partial offset from vinyl advertising partner Lamar.



**EXECUTIVE DIRECTOR'S REPORT**

**Marketing and Communications**

Rodeo Parade

Wheels participated in the Livermore Rodeo parade on June 13, entering Wheels' classic Rideo Bus which won 3<sup>rd</sup> place in the antique vehicles category.



Alameda County Fair

Wheels provides service to the 2026 Alameda County Fair via Route 10R, which was modified in May to serve Pleasanton Ave with access to the Fairgrounds Yellow Gate. Due to excessive traffic, additional buses were deployed to keep the route on time. Wayfinding signage was posted at BART and the Fairgrounds stops.

Wheels 40<sup>th</sup> Birthday Photo Contest

Congratulations to May #WheelsFreeAt40 Photo Contest winner Evelyn Lawson of Livermore! We appreciate her helping us celebrate 40 years of Wheels with a fantastic photo of the Anniversary bus.

## EXECUTIVE DIRECTOR'S REPORT



### Wheels 40<sup>th</sup> Birthday Party

Wheels will host a 40<sup>th</sup> Birthday Party – rider and community appreciation event on **July 27<sup>th</sup> from 3 p.m. to 7 p.m. at the Livermore Transit Center**. This event includes information about the August service change, free ice cream tacos, music, information and promotional gifts, and a children's activity table. Potential partnerships include ACE Rail and the Livermore Historic Guild. Details on the Wheels website starting July 5. Spread the word!

**WHEELS**  
MOVING THE TRI-VALLEY

**40 YEARS**

**40<sup>TH</sup> BIRTHDAY Celebration!**

*You're Invited!*

**MONDAY JULY 27, 2026**

**3:00 PM - 7:00 PM**

**LIVERMORE TRANSIT CENTER**

**FREE ICE CREAM TACOS!**

**GIVEAWAYS!**

**PHOTO OPPS!**

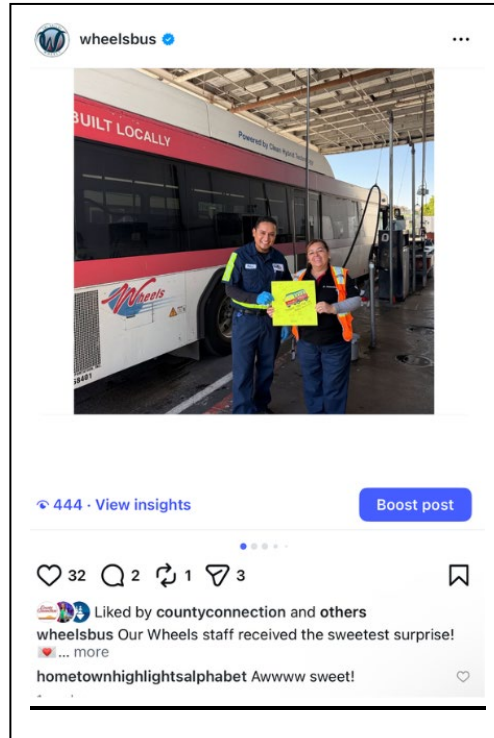
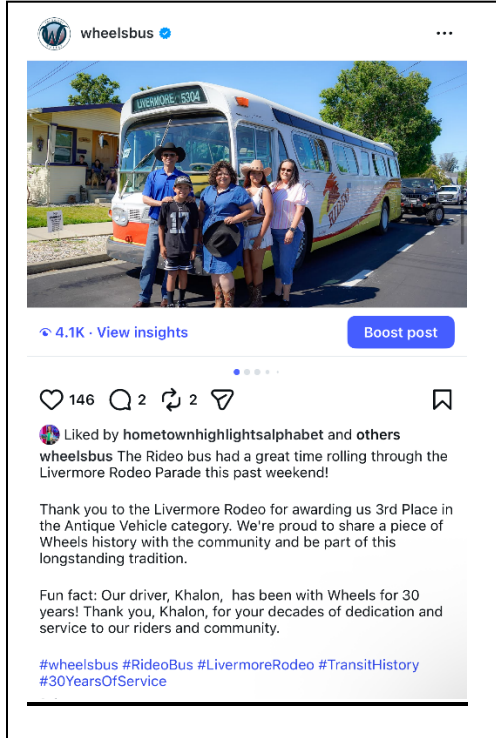
**TOUR RIDEO BUS!**

**FAMILY FRIENDLY ACTIVITIES!**

★ ★ ★ Thank you for riding with us since 1985! ★ ★ ★

**EXECUTIVE DIRECTOR'S REPORT**

Social Media Highlights:



**Regional Partnerships and Advocacy**

Visit to Washington DC

Staff traveled to Washington DC June 2-4 for meetings with LAVTA's delegation, the FTA and staff with the Senate Banking Committee. Key discussion topics included the Surface Transportation Reauthorization that cleared the House Transportation and Infrastructure Committee as well as the OMB Notice of Proposed Rulemaking.

Clipper Bay Pass Amendment #2

An MTC contract amendment was executed to extend the Clipper BayPass pilot program through December 2030. This pilot program was approved by the LAVTA Board in 2023 with a 2-year pilot to offer universities an institutional pass product and was extended shortly after through June 30, 2027, expanding with offerings for employers. The amendment makes no changes to LAVTA business rules or revenue structure. In addition to the period extension, it authorizes MTC administrative fees and allows institutions to negotiate discounts if their primary audience would qualify for a subsidy, most often senior or youth programs.

**EXECUTIVE DIRECTOR'S REPORT**

Clipper 2 Update

On Monday, June 22 the Clipper Executive Board sent a letter to the MTC Commission related to the ongoing issues with the Clipper 2 rollout. The letter is included as Attachment 1. The MTC Commission held a closed session on June 24 to discuss contractual options with the Clipper vendor.

**Organizational and Financial Management**

Cancel July Committee and August Board Meetings:

Staff is proposing to cancel the July Committee meetings and the August Board meeting unless otherwise directed.

Staffing Update:

Recruitment continues for the Operations Analyst Position that was vacated June 26.

**Attachments:**

1. Clipper Executive Board Letter
2. Board Statistics May 2026



June 22, 2026

Chair Noack and Members of the Commission  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

RE: June 24<sup>th</sup> Closed Session

The Bay Area transit operators (Operators) respectfully request the Metropolitan Transportation Commission (MTC) to pursue all contractual remedies against Cubic Transportation Systems, Inc. (Cubic) to recover lost fare revenues and additional costs incurred by the Operators arising from Cubic's long-delayed and problematic implementation of *Next Generation Clipper Regional Transit Fare Payment System (C2)*.

We also encourage MTC to recover their additional costs arising from Cubic's C2 performance, since any extra funds spent by MTC on Cubic's failures is money that could be spent on other Bay Area transportation priorities.

Additionally, we ask for MTC to take all appropriate steps to ensure Cubic fixes all outstanding C2 issues as soon as possible so C2 collects the Operators' transit fares seamlessly, accurately and efficiently. We ask this, because C2 is not adequately performing today, negatively impacting our customers, staff and finances. This may necessitate MTC changing its strategies as you administer your contract with Cubic.

MTC has the contract with Cubic for the implementation of C2, and MTC is responsible for administering the contract, including managing Cubic's performance, and as appropriate paying or withholding funds from Cubic. It is a good contract. As such, MTC is positioned to recover our lost fare revenue and extra incurred costs, while working with Cubic to resolve all outstanding C2 issues.

If you have not done so already, the Operators request MTC put Cubic on notice that MTC will seek remedies pursuant to the terms in the contract to recover lost revenues and extra costs arising from Cubic's failures.

The implementation of C2 is two years behind schedule. Project delays cost money. In addition to the hard costs, there is the lost opportunity to roll out customer enhancements (e.g. regionwide discounted transfers, fare accumulators, etc.). The sooner C2 is fully implemented and all customers transitioned to a stable functioning C2, the sooner we can enhance the customer experience with these new fare products. The delay has led to an introduction of numerous apps and payment options as a temporary fix.

June 22, 2026

Page 2

It has been six months since the launch of C2 on December 10, 2025. During this period, system performance has been plagued by outages and defects. There has been a litany of issues for a variety of reasons these past six months:

- Ticket vending machines stopped working, so customers could not purchase or add value to their Clipper card/account to ride transit;
- The Clipper system stopped communicating with fare gates;
- Some customers' fare passes "disappeared" from the customers' Clipper card/account, so those customers could not ride transit without paying an additional fare in real time. Based on these problems, some organizations may choose to stop bulk purchasing of passes for their employees;
- "Autoload" of funds from some customers' credit/debit cards to Clipper accounts stopped without notice (surprising customers with a zero available balance for riding transit);
- Handheld fare collection/validation devices stopped working and at other times perform too slowly to collect and/or validate fares from all the passengers onboard;
- Clipper terminals used by Operator staff for customer service, adding fare value or purchasing Clipper Cards stopped working, so Operator staff could not assist customers;
- Accurate ridership data has not been validated or available;
- The ability to allocate collected fare revenues to the appropriate Operator in a financially trackable/auditable way (a.k.a. "reconciliation") is still not stable.

These issues, among others, need to be addressed as soon as possible. It is important for the Commission to know that for some of these issues (e.g. handheld fare collection/validation devices), no acceptable plan of resolution has been offered.

These problems have hurt and inconvenienced our customers. Please note that most customers do not know who MTC or Cubic is or what role they play in the customers' frustrating experience. The customer knows the Operator they are riding, and Cubic's failures negatively affect our customers' perceptions of us.

We appreciate and depend upon MTC's commitment to developing and implementing the next generation of the region's transit fare payment/collection system, and we look forward to working with MTC to resolve all outstanding issues. We need to get C2 across the finish line so all customers can be transitioned to this new payment platform. This can happen in parallel with MTC pursuing contractual remedies for our damages.

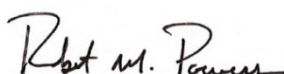
Once all customers are on C2 and all issues resolved, it may be time to start the multi-year process for a new regional transit fare payment system.

Please let us know how we can be of assistance in the furtherance of these goals.

Sincerely,



Sal Llamas  
General Manager/CEO,  
Alameda-Contra Costa  
Transit District (AC Transit)



Robert Powers  
General Manager,  
San Francisco Bay Area Rapid  
Transit District (BART)



Michelle Bouchard  
Executive Director,  
Caltrain

June 22, 2026

Page 3



Denis Mulligan  
General Manager,  
Golden Gate Bridge, Highway  
& Transportation District



Christy Wegener  
Executive Director,  
Livermore Amador Valley  
Transit Authority (LAVTA)



Danielle Schmitz  
Executive Director,  
Napa Valley  
Transportation Authority  
(NVTA)



April Chan  
General Manager/CEO,  
San Mateo County Transit  
District (SamTrans)



Julie Kirschbaum  
Director of Transportation,  
San Francisco Municipal  
Transportation Agency  
(SFMTA)



Carolyn M. Gonot  
General Manager/CEO,  
Santa Clara Valley  
Transportation Authority  
(VTA)

cc: Andrew Fremier, Executive Director, Metropolitan Transportation Commission  
Alix Bockelman, Chief Deputy Executive Director, Metropolitan Transportation Commission  
Derek Hansel, Chief Financial Officer, Metropolitan Transportation Commission  
Kathleen Kane, General Counsel, Metropolitan Transportation Commission

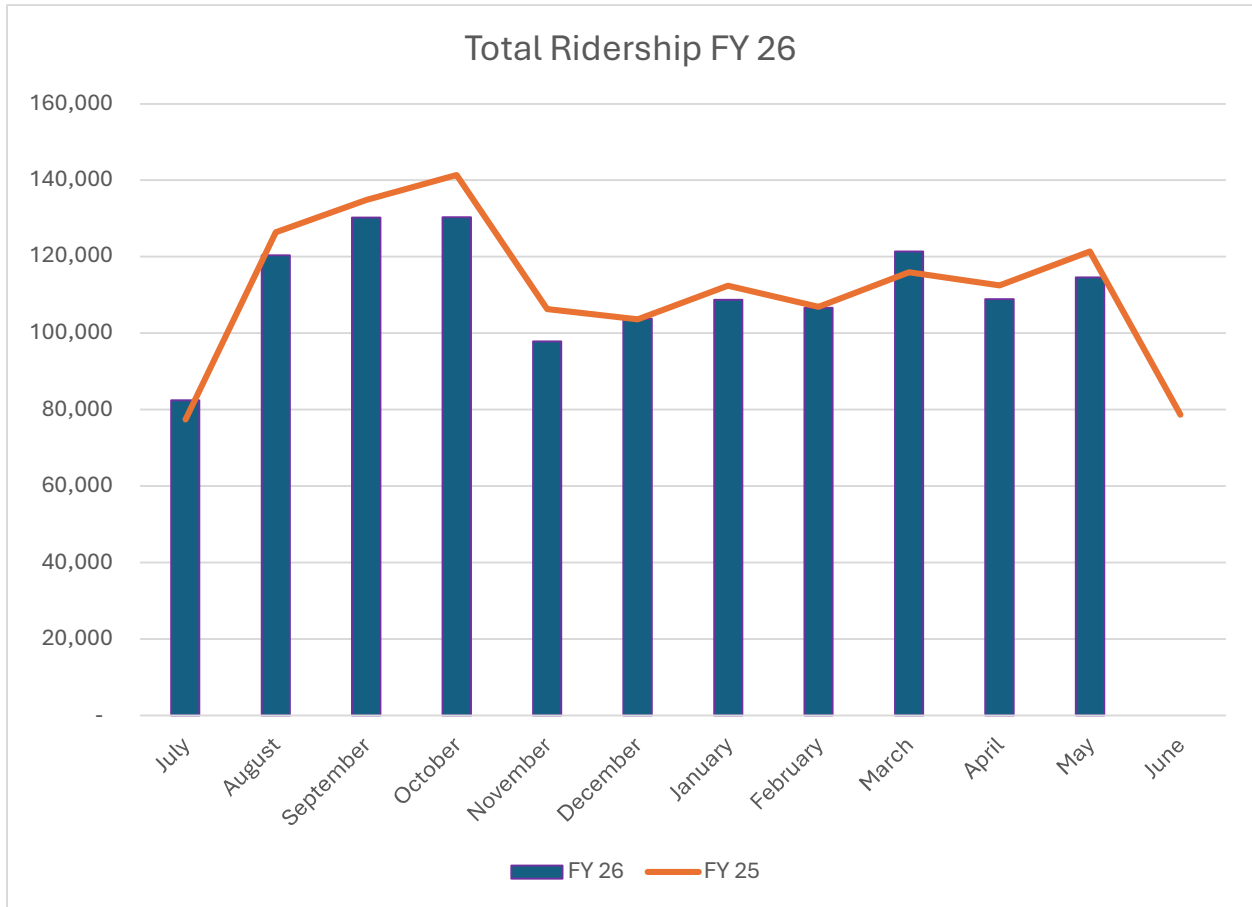


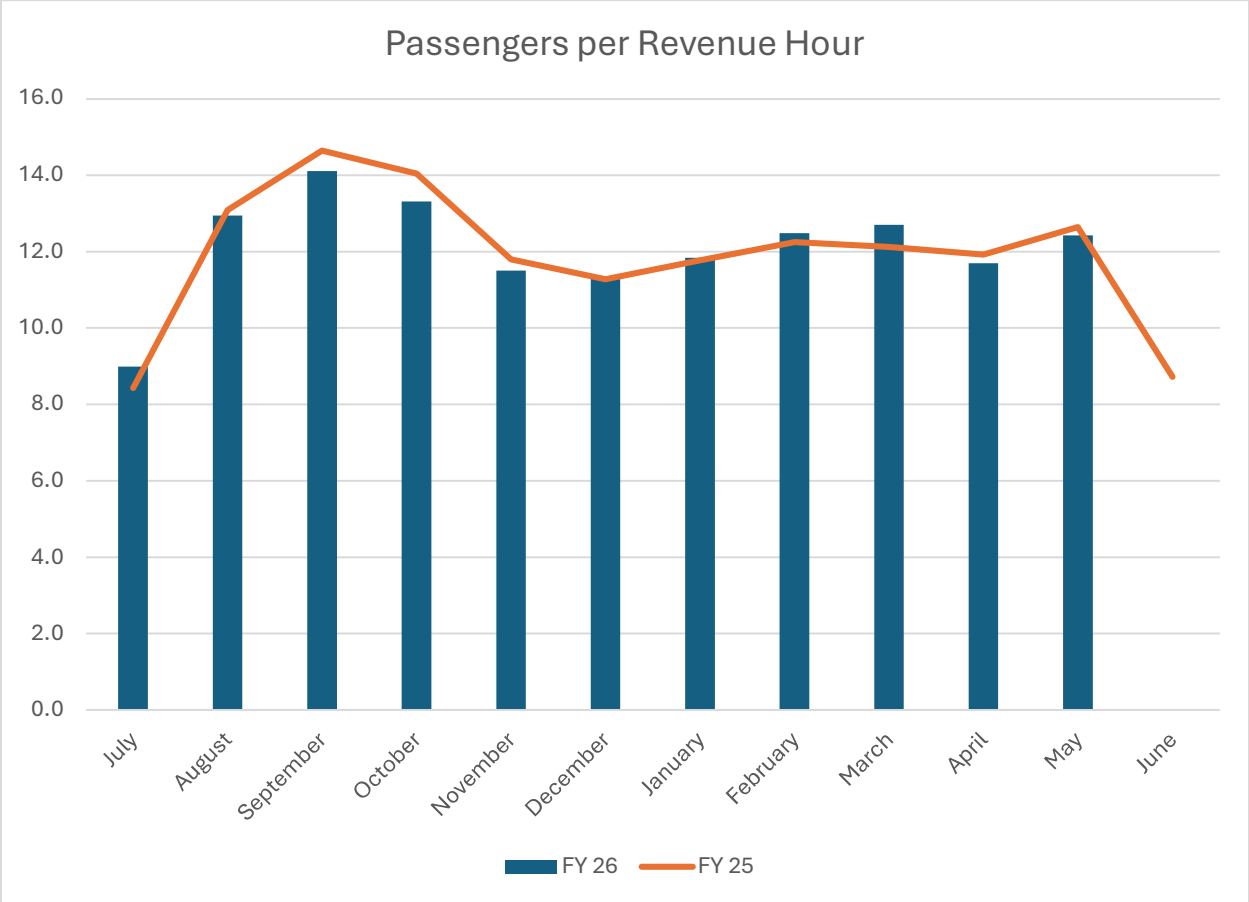
## Fixed Route

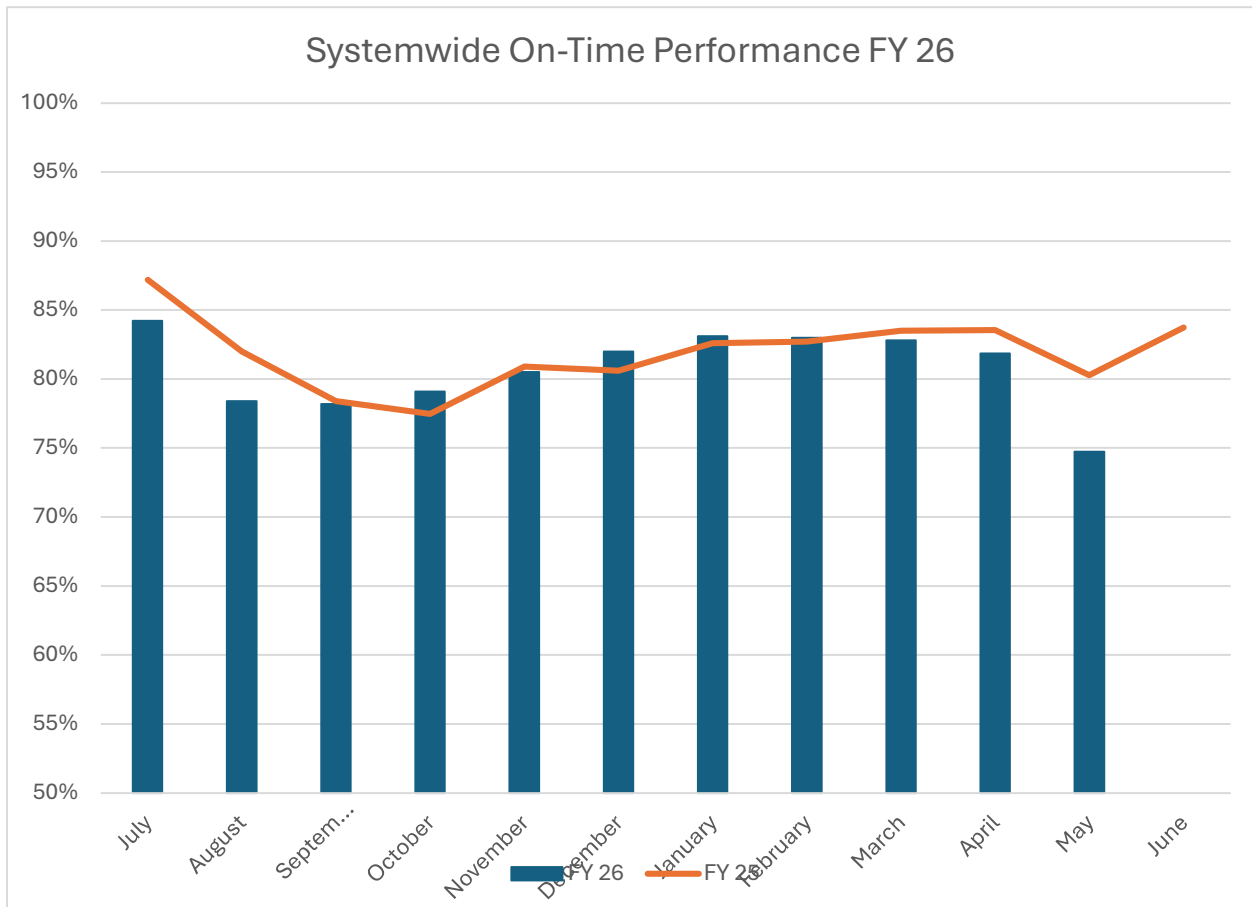
Performance Indicator	May-25	May-26	Month Over Month % Change		Year Over Year % Change	
Total Ridership	121,358	114,551	5%	↑	-5.6%	↓
Total Ridership FY To Date	1,258,852	1,225,118	N/A	–	-2.7%	↓
Fully Allocated Cost Per Passenger	\$13.34	\$16.69	-6%	↓	25%	↑
Average Weekday Ridership	4,942	4,692	5%	↑	-5.1%	↓
Average Saturday Ridership	1,579	1,637	4%	↑	3.7%	↑
Average Sunday Ridership	1,185	1,190	14.1%	↑	0.4%	↑
Passengers Per Revenue Hour	12.64	12.43	6%	↑	-1.7%	↓
System-wide On-Time Performance	80.3%	74.7%	-8.7%	↓	-6.9%	↓
Preventable Accidents Per 100k Miles	0.64	1.35	N/A	–	112%	↑
Customer Complaints Per 100k Boardings	6.59	8.73	6%	↑	32%	↑
Miles Between Mechanical Failures	9,794	24,678	33%	↑	152%	↑



## Fixed Route

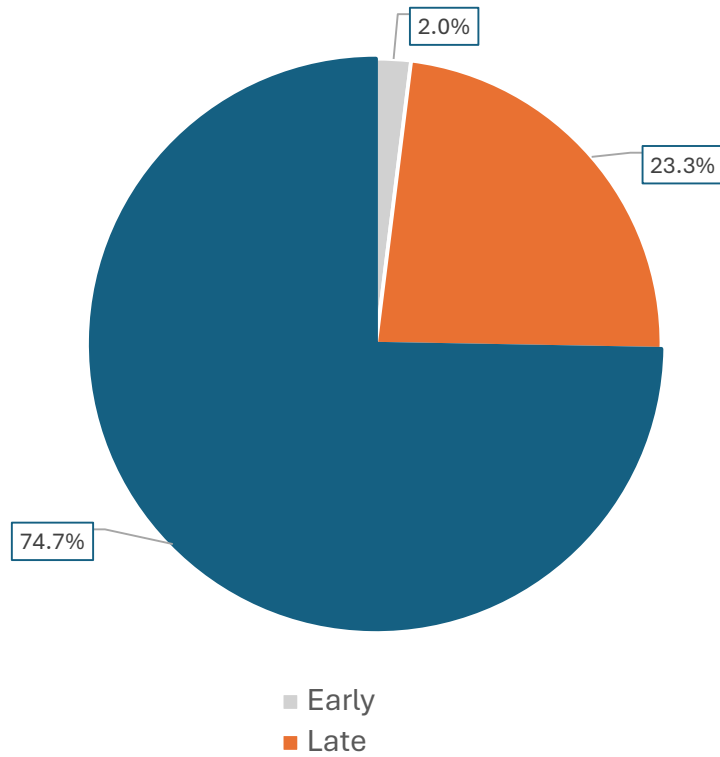


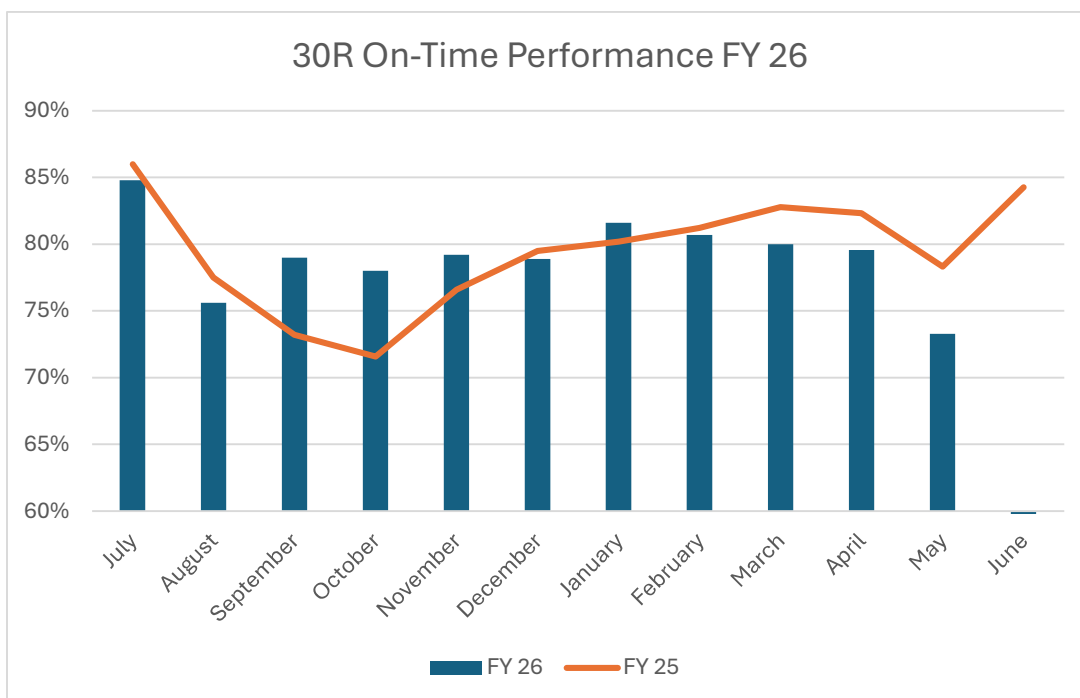
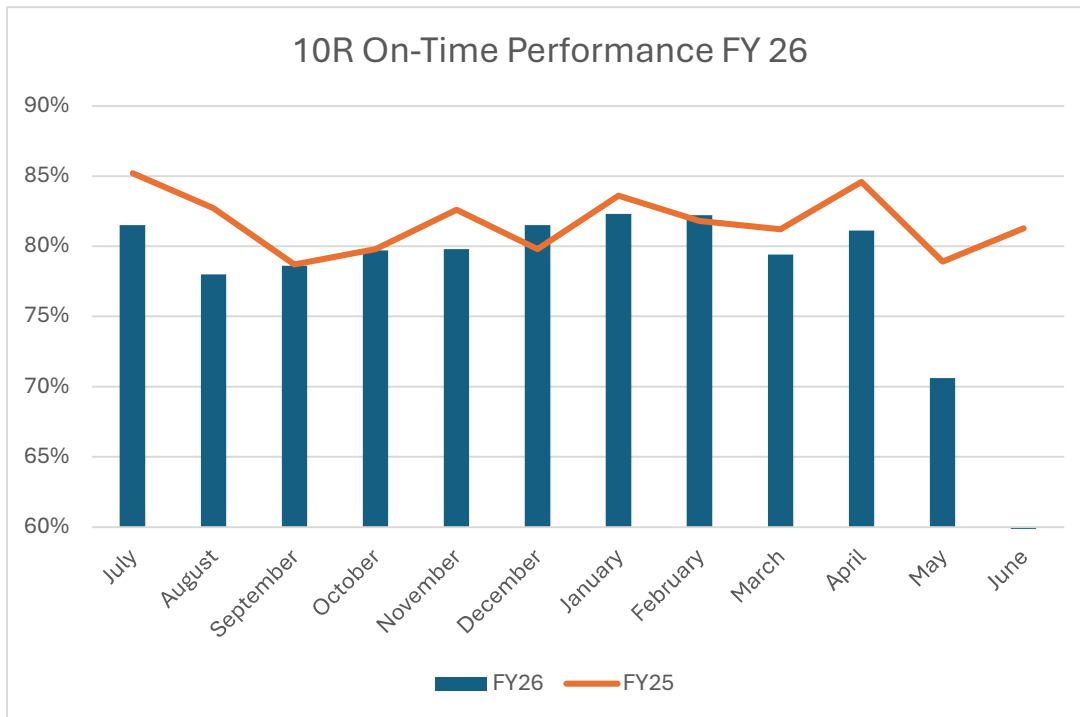


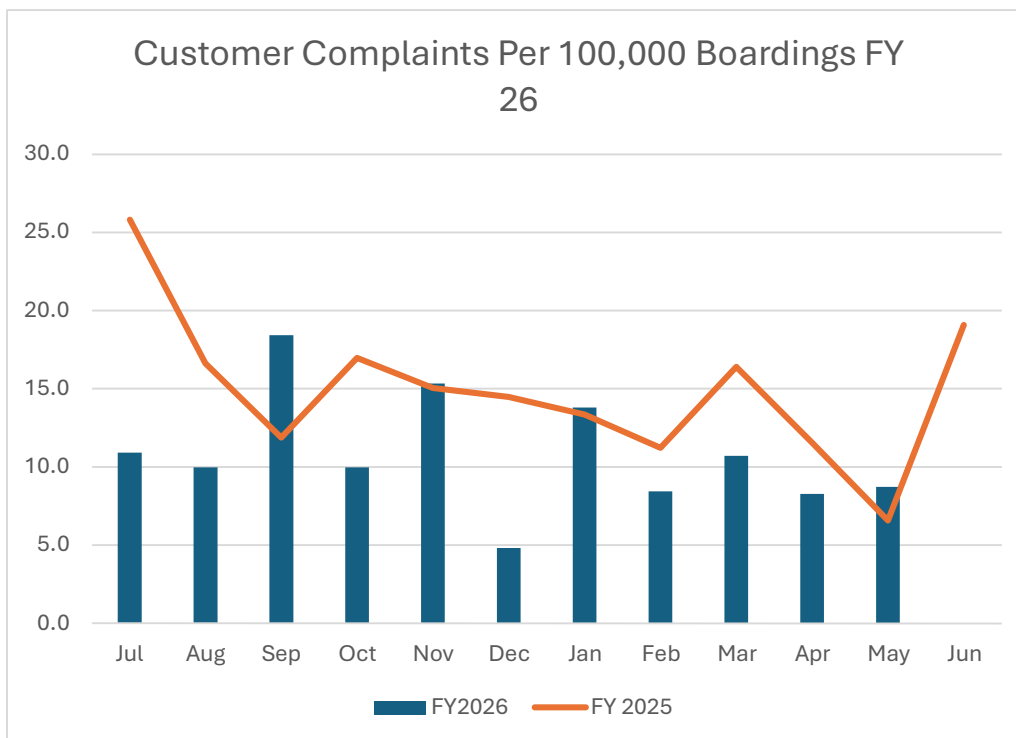
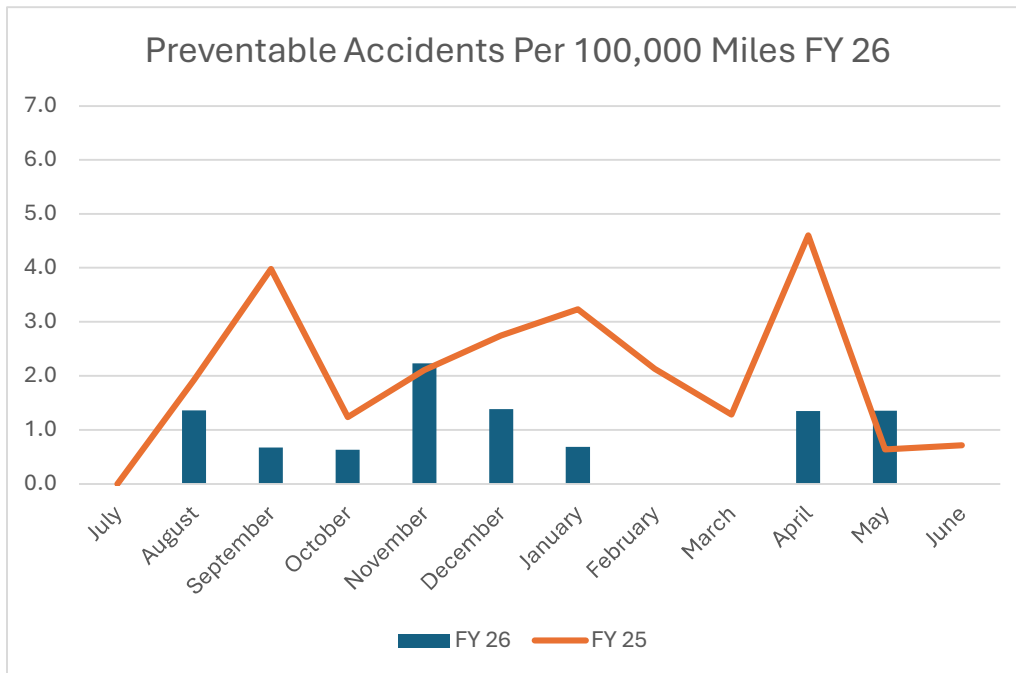


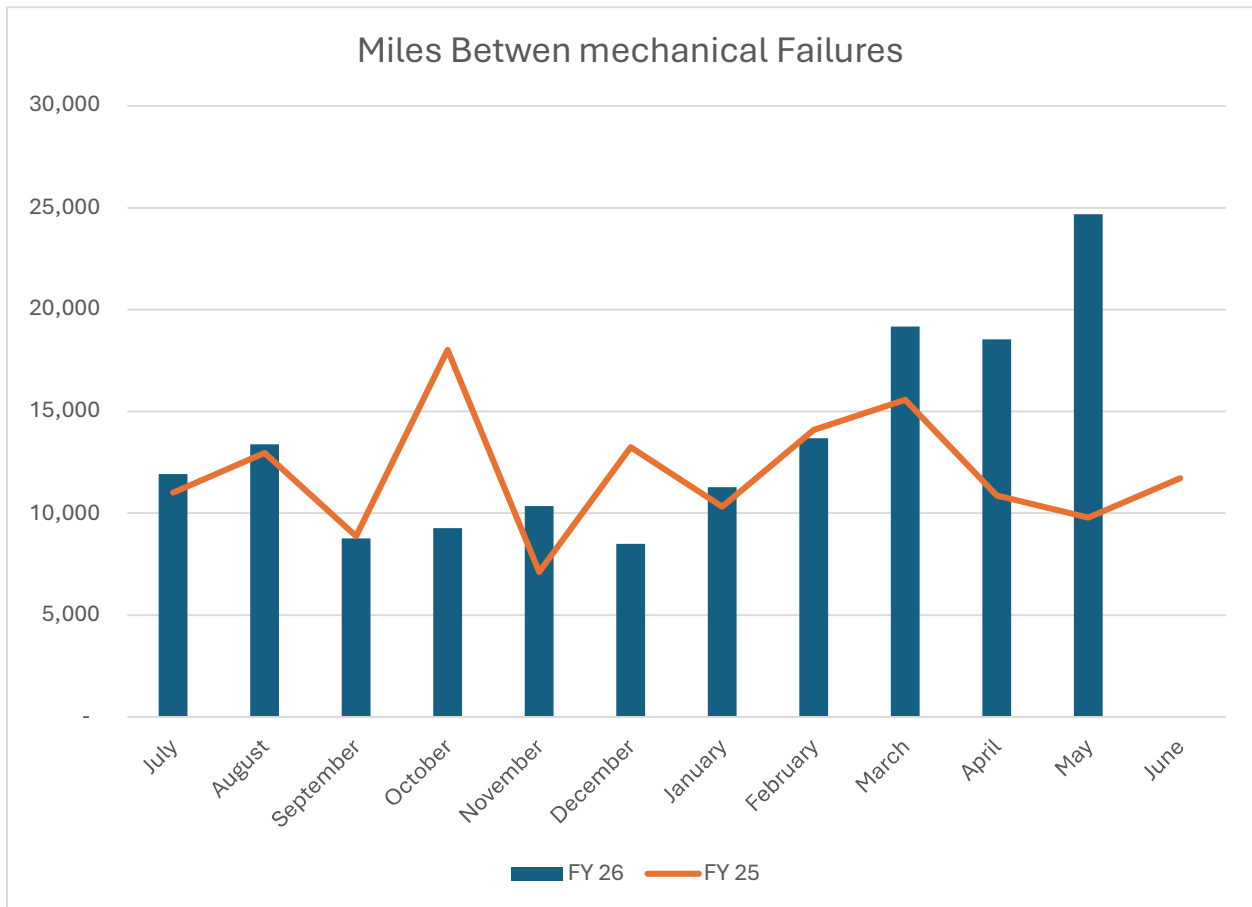


### Systemwide Ontime Performance Detail FY 26





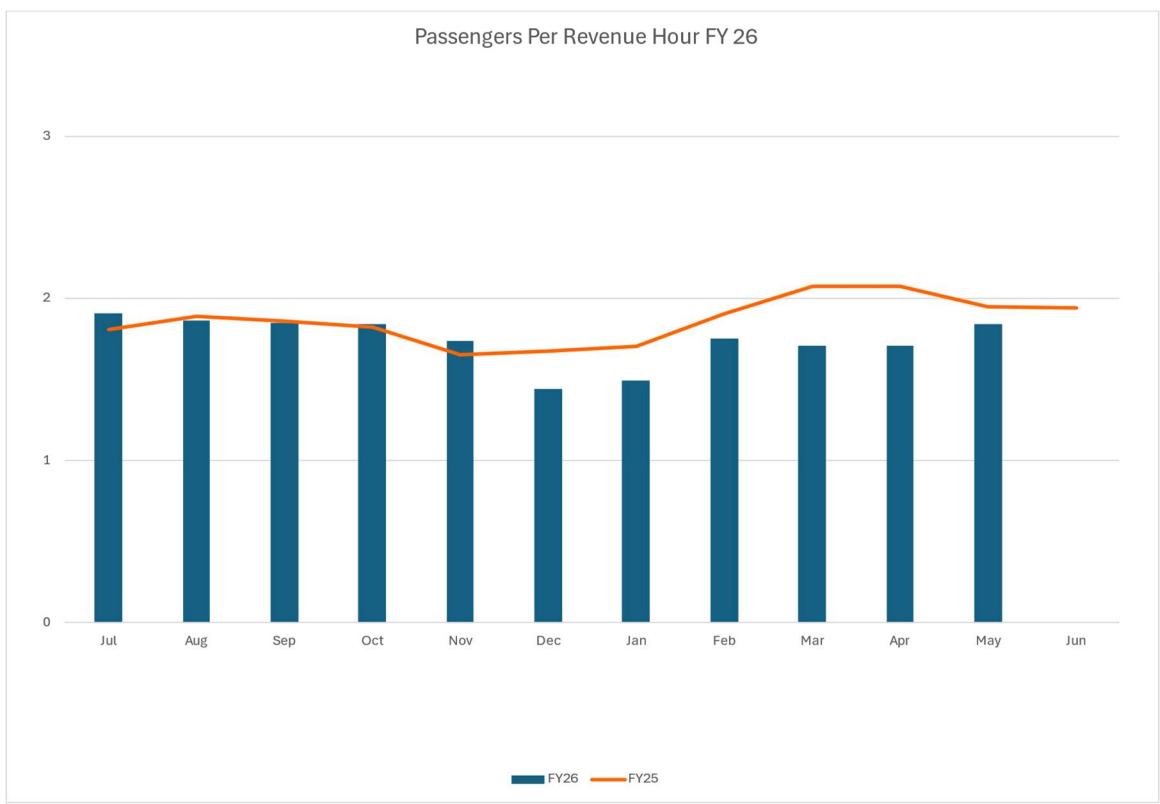
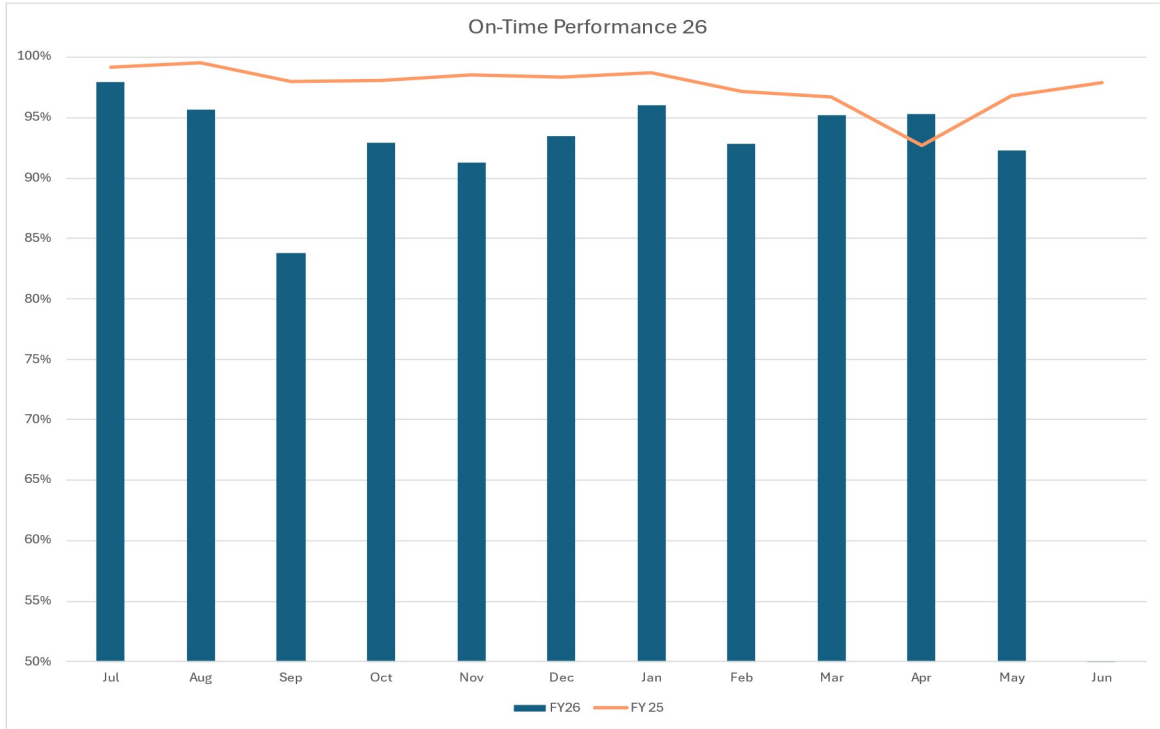


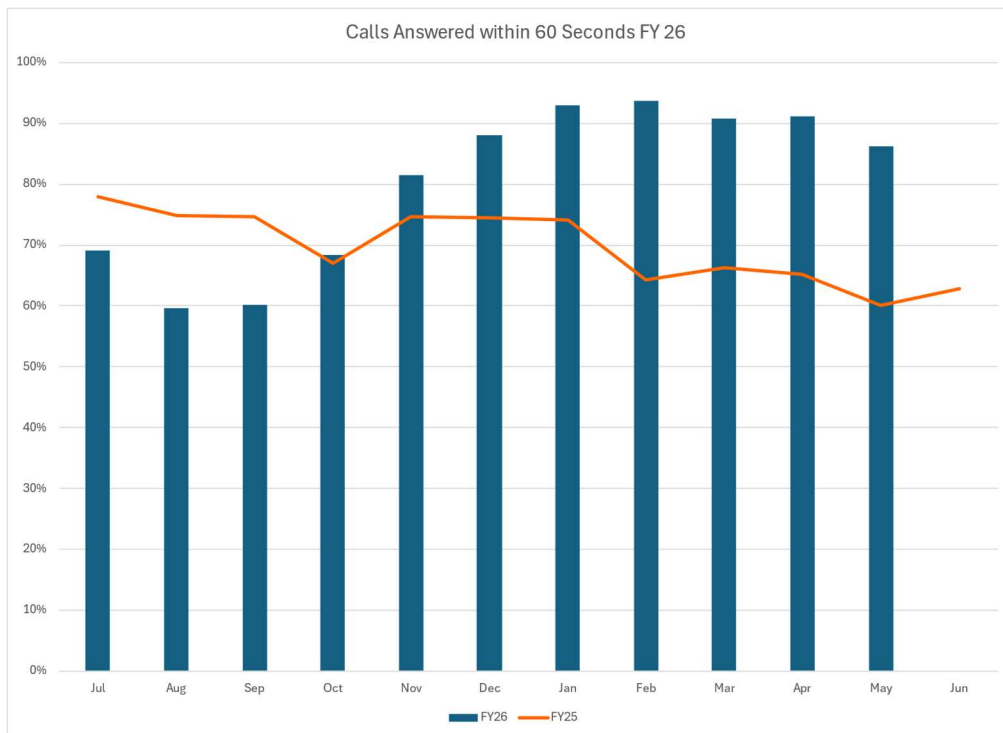
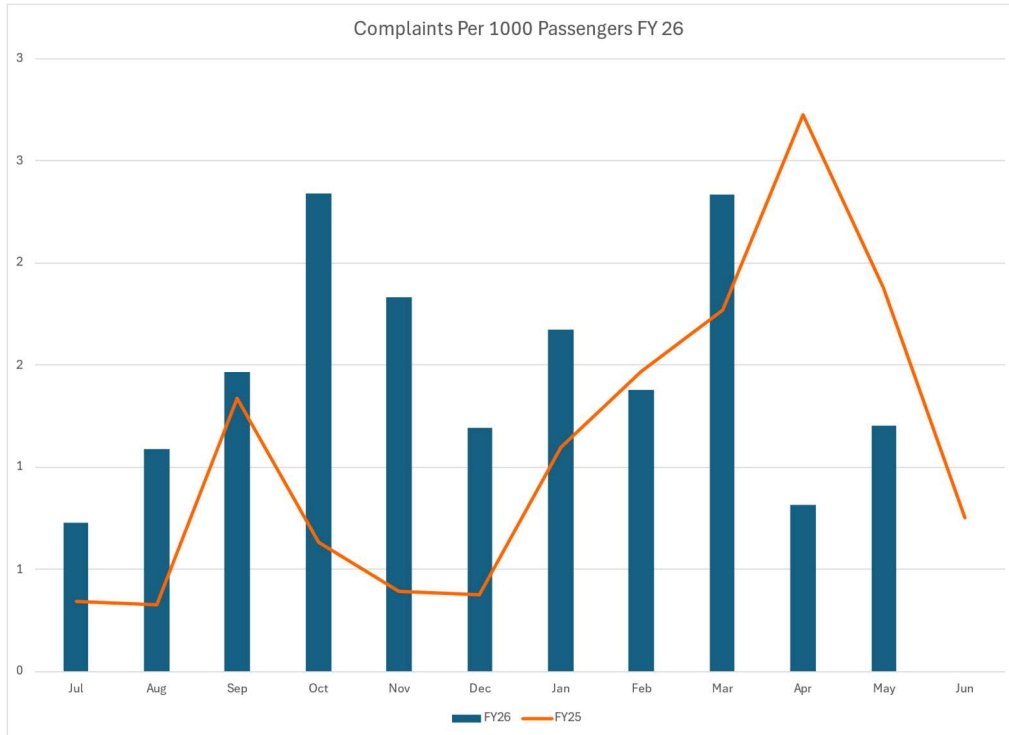


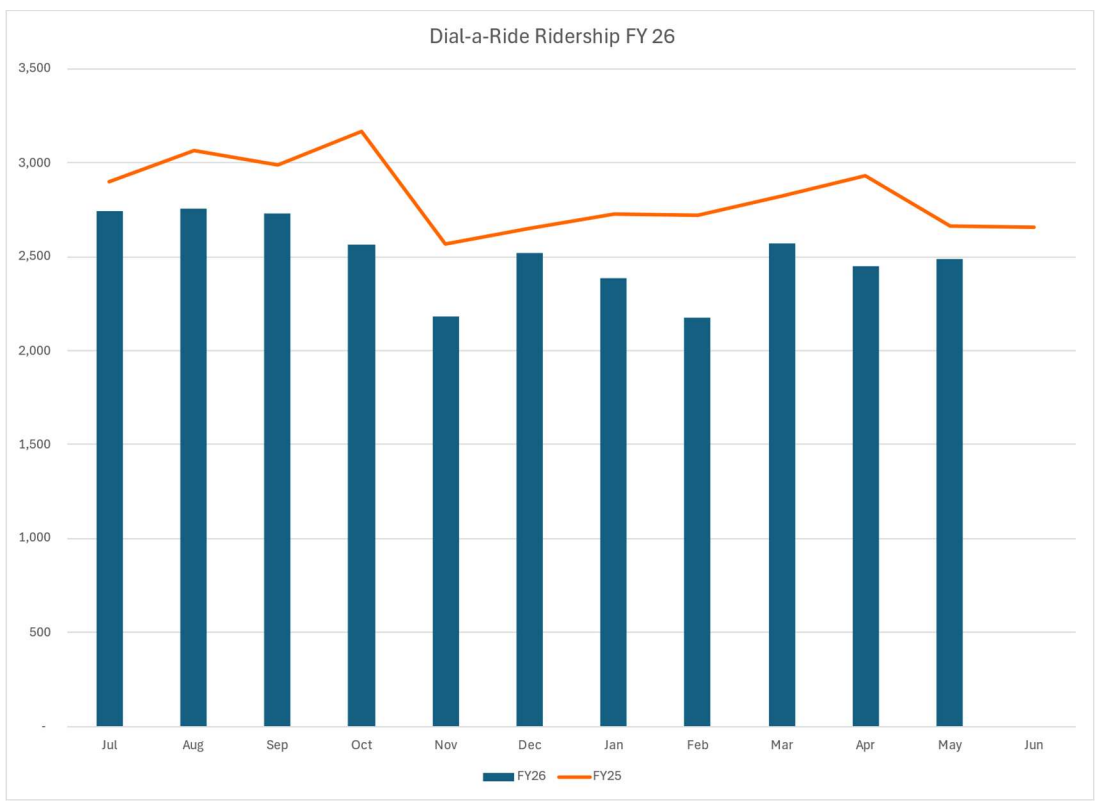
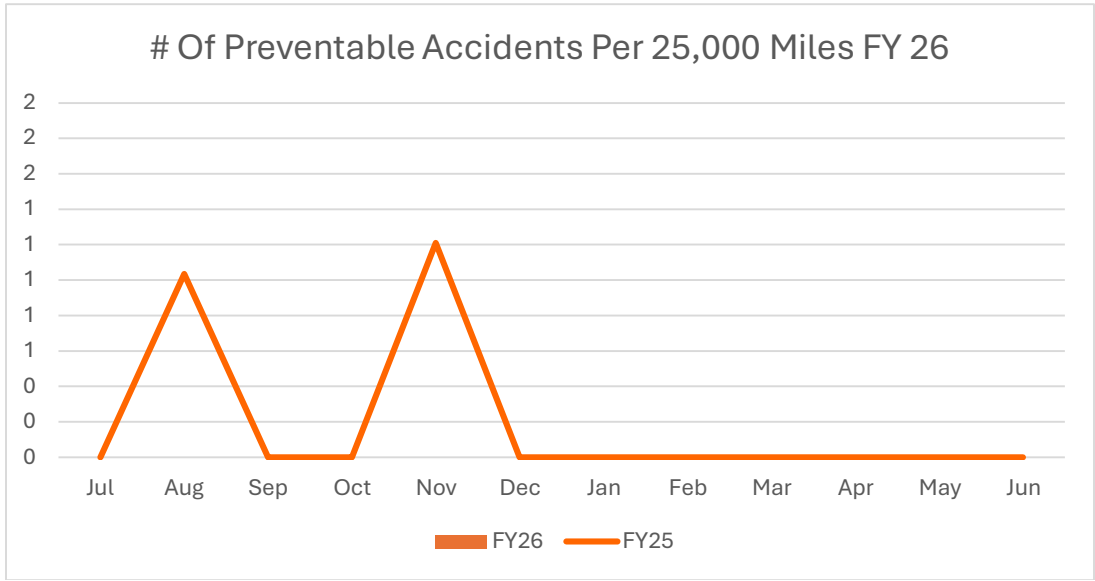


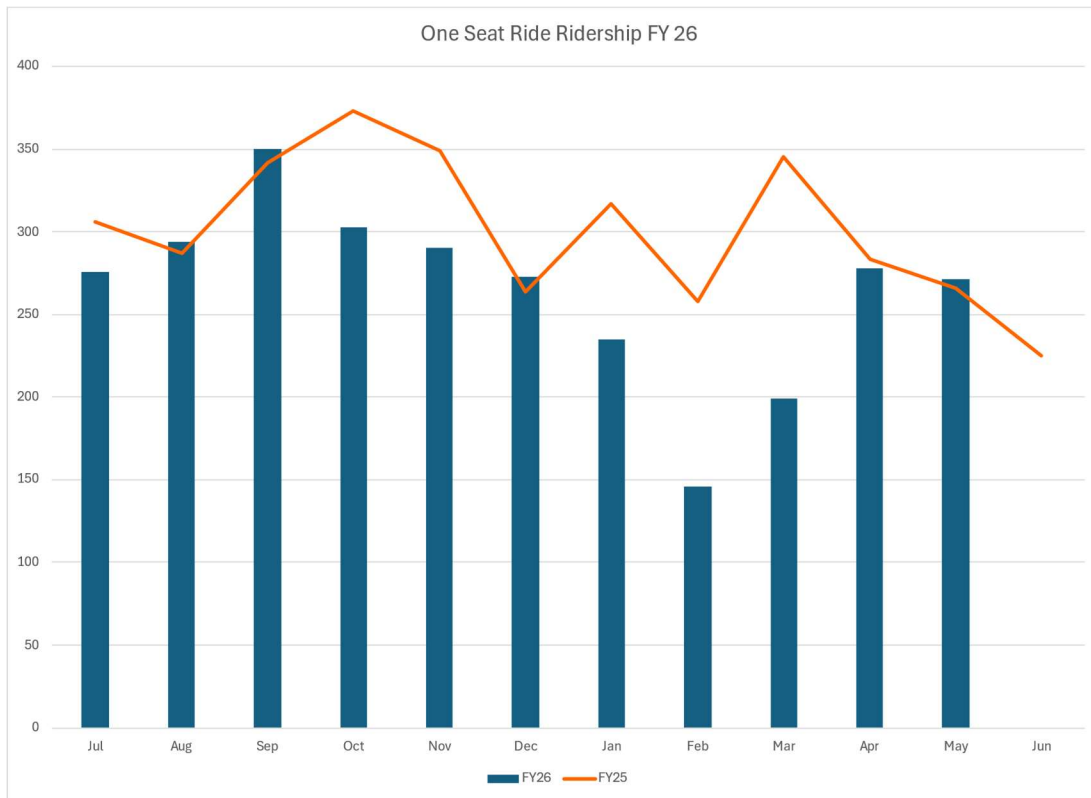
## Paratransit

Performance Indicator	May-25	May-26	MoM % Change		YoY % Change	
On-Time Performance	96.8%	92.3%	-3.1%	↓	-4.6%	↓
Passengers Per Revenue Hour	1.95	1.84	7.6%	—	-5.6%	↓
Valid Complaints Per 1,000 Passengers	1.88	1.21	47.9%	↑	-36%	↓
Phone Holds (% answered within 60 seconds)	60.1%	86.2%	-5.5%	↓	43.3%	↑
Average Phone Hold Time	0:01:43	0:00:46	24.3%	↑	-55.3%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0.0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$56.17	\$60.04	-8.7%	↓	6.9%	↑
Dial-A-Ride Ridership	2,661	2,488	1.4%	↑	-6.5%	↓
One Seat Ride Ridership	266	271	-2.5%	↓	2%	↑











## Go Tri-Valley

Performance Indicator	May-25	May-26	Year Over Year % Change
Total Ridership	4,995	978	-80%
Average Subsidy	\$4.42	\$3.90	-12%

