

STAFF REPORT

SUBJECT: Approval of the Capital Improvement Program for Fiscal Years 21 through 25

FROM: Tamara Edwards, Director of Finance

DATE: February 23, 2021

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**Action Requested**

It is requested that the Finance and Administration Committee recommend that the LAVTA Board of Directors approve the Capital Improvement Program for Fiscal Years 2021-2025 and adopt Resolution 07-2021.

**Background**

The MTC and Federal Transit Administration require submission of capital programs spanning a 10-year horizon. LAVTA develops our Short-Range Transportation Plan (SRTP) and updates it every four years. The SRTP on file was completed in 2016, at which time LAVTA's ridership was declining which was reflected in the Capital Improvement Plan by delaying bus purchases and decreasing the size of the vehicles purchased. However, since that SRTP was submitted LAVTA has experienced an unprecedented ridership increase (pre-COVID). This ridership increase required LAVTA to pull six buses from our contingency fleet in order to accommodate everyone. Therefore, we need a new Capital Improvement Program (CIP) approved by the Board for submission to MTC in order to purchase our buses in FY's 21 and 23 and buy 40-foot buses rather than 29 foot buses. Additionally, many other projects have been added since 2016 that need to be covered under this updated plan. Staff will again update the plan and make it a full 10-year plan with the updated SRTP, which will be brought to the Board hopefully later this year.

**Discussion**

The current SRTP on file has us replacing our 2007, 2009 and 2011 buses with Federal Funds programmed in FY's 23 and 24 (bus delivery is at least a year lag). Buses have a useful life of 12 years however, LAVTA's buses tend to last 14 and therefore we usually replace them at that point. However, with the ridership increase we need to replace them closer to the 12-year mark and therefore had submitted a request to do so with MTC. MTC in turn would like a board approved CIP with these purchases identified to match our request. Staff has also updated the CIP to include additional projects such as the SAV, and the Atlantis Facility in addition to updating facility and maintenance needs. In addition to meeting the MTC requirement the CIP will feed into our FY 2022 Capital Budget request that will come to the Board with our annual Operating Budget in May for approval.

**Recommendation**

Staff recommends that the Finance and Administration Committee approve and forward a recommendation to the LAVTA Board of Directors to approve the Capital Improvement Program for Fiscal Years 2021-2025 and adopt Resolution 07-2021.

**Attachments:**

1. FY 21 through FY 25 Capital Improvement Plan
2. Resolution 07-2021

**Capital Improvement Plan Fiscal Year 2021-2025  
Livermore Amador Valley Transit Authority**

# **CAPITAL IMPROVEMENT PLAN**

This plan provides a five-year budget for fiscal years 2021-2025 that is based on historical data, policies, guidelines, and vehicle prices set by MTC. The largest expenses in capital within the next five years are expected to come from the design and construction of the Atlantis facility, revenue fleet purchases, followed by major components rehab. FTA Sections 5307, and 5339, and TDA Article 4.0 are two of the major revenue sources that LAVTA is dependent on in balancing the five-year capital improvement program budget.

Expenses within LAVTA's capital improvement program include the replacement, maintenance, and repair of: revenue and non-revenue vehicles (though significantly less often than years before), non-vehicle items (including equipment, furniture, IT, security, etc.), and facilities (Rutan, Atlantis, bus stops, etc.).

Assumptions for the five-year capital improvement program include:

- Fiscal years where revenue vehicles are expected to be replaced are: 2021 and 2023, although with funding delays the vehicles will be received on a year lag.
- Fiscal years where non-revenue vehicles are expected to be replaced are: 2023, 2024, and 2025.
- Costs for many facility and major component capital needs for each increase CIP year are based on an inflation rate of 3%.

## **CAPITAL BUDGET**

Figure 1 below presents the capital improvement program over the five-year period. The total amount of funding needed for the capital improvement program over the period will be \$79,399,084.

**Capital Improvement Plan Fiscal Year 2021-2025  
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Figure 1: Capital Improvement Program for CIP Period FY 2021-2025

EXPENSES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
Fixed Route Vehicle Program	\$13,552,000	\$0	\$12,088,000	\$0	\$0	\$25,640,000
<i># of Vehicles</i>	16	0	12	0	0	28
Support Vehicle Replacement	\$0	\$0	\$50,000	\$85,000	\$135,000	\$270,000
<i># of Vehicles</i>	0	0	1	2	2	5
<i>SAV Vehicle Project</i>	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Components for Bus Purchases	\$917,296	\$0	\$722,184	\$0	\$0	\$1,639,480
Major Components	\$213,000	\$850,265	\$956,932	\$621,762	\$640,415	\$3,282,373
Miscellaneous Needs	\$1,789,050	\$3,441,766	\$3,124,759	\$852,409	\$351,024	\$9,559,007
Facility	\$1,620,924	\$1,241,900	\$18,221,000	\$16,209,400	\$215,000	\$37,508,224
<b>TOTAL CAPITAL EXPENSES</b>	<b>\$18,092,270</b>	<b>\$7,033,931</b>	<b>\$35,162,874</b>	<b>\$17,768,571</b>	<b>\$1,341,438</b>	<b>\$79,399,084</b>

REVENUES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
FTA	\$12,115,437	\$206,000	\$10,460,327	\$218,545	\$105,733	\$23,106,042
RM2	\$0	\$2,200,000	\$250,000	\$0	\$0	\$2,450,000
Other Local Funds	\$245,962	\$2,342,000	\$2,507,821	\$500,000	\$0	\$5,595,783
TDA Article 4.0	\$5,529,909	\$1,585,931	\$8,344,726	\$4,250,025	\$1,235,705	\$20,946,297
Funding Not Secured	\$200,962	\$700,000	\$13,600,000	\$12,800,000	\$0	\$27,300,962
<b>TOTAL CAPITAL REVENUES</b>	<b>\$18,092,270</b>	<b>\$7,033,931</b>	<b>\$35,162,874</b>	<b>\$17,768,571</b>	<b>\$1,341,438</b>	<b>\$79,399,084</b>

Vehicle replacement program costs are based on MTC's price list as show in the next section.

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## REVENUE VEHICLES

The existing LAVTA revenue fleet is shown below in Figure 2. The current fleet size is 66 vehicles, there are 52 vehicles used at maximum pullout, and the spare ratio is 21. In 2018 LAVTA retired the buses purchased in 2003, all but 6 were sold. Those six were put in the “contingency fleet” and brought back out and put in the active fleet to accommodate the unprecedented ridership growth LAVTA was experiencing. Vehicles that are removed from the fleet are typically sold. The vehicle replacement schedule is shown in Figure 7.

Figure 2: Current Revenue Fleet

Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair Capacity	Mode of Power	Major Rehab	Year of Retire
Gillig Hybrid	2009	15GGD301891078670	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301X91078671	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301191078672	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301391078673	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301591078674	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301791078675	40	39	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGD301991078676	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	2009	15GGD301091078677	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	2009	15GGD301291078678	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	2009	15GGD301491078679	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	2009	15GGD301091078680	40	39	2	Diesel Electric	No	2024
Gillig Hybrid	2009	15GGD301291078681	40	39	2	Diesel Electric	No	2024
Gillig	2003	15GGD201531073704	40	39	2	Diesel	No	2023
Gillig	2003	15GGD201431073712	40	39	2	Diesel	No	2023
Gillig	2003	15GGD201631073713	40	39	2	Diesel	No	2023
Gillig	2003	15GGD201831073714	40	39	2	Diesel	No	2023
Gillig	2003	15GGD201531073717	40	39	2	Diesel	No	2023
Gillig	2003	15GGD201031073724	40	39	2	Diesel	No	2023
Gillig Hybrid	2007	15GGE191871091288	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	2007	15GGE191X71091289	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGE301491091784	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	2009	15GGE301691091785	29	22	2	Diesel Electric	No	2023
Gillig Hybrid	2011	15GGE3019B1092287	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	2011	15GGE3010B1092288	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	2011	15GGE3012B1092289	29	22	2	Diesel Electric	No	2024
Gillig Hybrid	2011	15GGE3012B1092289	29	22	2	Diesel Electric	No	2024
Gillig BAE Hybrid	2016	15GGB301XG1187554	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3011G1187555	35	28	2	Diesel Electric	No	2029

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Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair Capacity	Mode of Power	Major Rehab	Year of Retire
Gillig BAE Hybrid	2016	15GGB3013G1187556	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3015G1187557	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3017G1187558	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3019G1187559	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3015G1187560	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3017G1187561	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3019G1187562	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGB3010G1187563	35	28	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD301XG1187564	40	34	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3011G1187565	40	34	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3013G1187566	40	34	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3015G1187567	40	34	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3017G1187568	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3019G1187569	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3015G1187570	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3017G1187571	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3019G1187572	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2016	15GGD3010G1187573	40	37	2	Diesel Electric	No	2029
Gillig BAE Hybrid	2017	15GGD3019H3189358	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3010H3189359	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3017H3189360	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3019H3189361	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3010H3189362	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3012H3189363	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3014H3189364	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3016H3189365	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3018H3189366	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD301XH3189367	40	34	2	Diesel Electric	No	2030
Gillig BAE Hybrid	2017	15GGD3011H3189368	40	35	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3015H3093305	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3017H3093306	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3019H3093307	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3010H3093308	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3012H3093309	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3019H3093310	29	22	2	Diesel Electric	No	2030

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Manufacturer	Year of Manufacture	VIN	Size	Seating Capacity	Wheelchair Capacity	Mode of Power	Major Rehab	Year of Retire
Gillig Hybrid	2017	15GGE3010H3093311	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3012H3093312	29	22	2	Diesel Electric	No	2030
Gillig Hybrid	2017	15GGE3014H3093313	29	22	2	Diesel Electric	No	2030

Based on MTC vehicle price guidelines (see Figure 3), LAVTA will require \$25,640,000 to replace 28 revenue vehicles over the five-year period. These vehicles will be replaced, because they will be at the end of their life cycles. In 2011, LAVTA was experiencing a ridership decline and 12 vehicles were retired, but only 4 were replaced. LAVTA took a “full life deferral” credit. However, in 2023 LAVTA is eligible to replace those vehicles and with the ridership increase, and the possibility of the need to continue social distancing LAVTA plans to purchase the additional 8 vehicles.

Additionally, to accommodate the ridership increase LAVTA will be replacing the 29’ vehicles with 40’ vehicles. This is not usually allowed. However, LAVTA is due to replace some paratransit “cutaway” vehicles, but with the current paratransit model these vehicles are not needed. Therefore, the seating capacity of this “deferred” vehicles are added to the seating capacity of the 29’ vehicles to allow for the purchase of 40’ vehicles.

Figure 4 lists the breakdown of revenue vehicles to be purchased, the costs associated, and the revenue sources that will be used to purchase the vehicles for the five-year period. Fleet replacement is expected to occur in FY 2021, and 2023, with buses in service in FY 2022 and 2024. Twenty-four of the twenty-eight planned purchases are diesel- electric hybrid vehicles. The remaining four will be Zero Emission Buses. LAVTA is currently conducting a study to determine if these should be electric or hydrogen powered. LAVTA’s next bus purchase after this period should be twenty vehicles in FY 2028 and it is anticipated that all these vehicles will be Zero Emission Buses.

Figure 6 lists the additional components needed for the revenue vehicles. These are the Automatic Vehicle Locator (AVL) system, the fareboxes, and the radios.

In addition to the regular Fixed Route Fleet LAVTA is looking to establish a fleet of Shared Autonomous Vehicles to provide “last mile” service. Figure 5 shows the expenses and revenues for these purchases.

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Figure 3: MTC Vehicle Price List

MTC VEHICLE PRICE	FY2021	FY2022	FY2023	FY2024	FY2025
40' bus Hybrid					
Federal	\$677,600	\$690,400	\$703,200	\$716,800	\$730,400
Local	\$169,400	\$172,600	\$175,800	\$179,200	\$182,600
Total	\$847,000	\$863,000	\$879,000	\$896,000	\$913,000
40' bus Fuel Cell					
Federal	\$974,400	\$992,800	\$1,011,200	\$1,030,400	\$1,049,600
Local	\$243,600	\$248,200	\$252,800	\$257,600	\$262,400
Total	\$1,218,000	\$1,241,000	\$1,264,000	\$1,288,000	\$1,312,000



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Figure 4: Fixed-Route Revenue Vehicle Procurement Program for CIP Period

EXPENDITURES	Replacement Vehicles	# of Vehicles	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
2007 Gillig Coaches (29 ft)	40 ft standard hybrid coaches	2	\$1,694,000	\$0	\$0	\$0	\$0	\$1,694,000
2009 Gillig Rapid Coaches (29 & 40 ft)	40 ft standard hybrid coaches	14	\$11,858,000	\$0	\$0	\$0	\$0	\$11,858,000
2011 Gillig Hybrid Coaches (29')	40 ft standard Zero Emission coaches	4	\$0	\$0	\$5,056,000	\$0	\$0	\$5,056,000
2011 Gillig Hybrid Coaches previously deferred	40 ft standard hybrid coaches	8	\$0	\$0	\$7,032,000	\$0	\$0	\$7,032,000
2016 Gillig Rapid Coaches (35 & 40 ft)		20	\$0	\$0	\$0	\$0	\$0	\$0
2017 Gillig Rapid Coaches (29 & 40 ft)		20	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL EXPENSES</b>		<b>68</b>	<b>\$13,552,000</b>	<b>\$0</b>	<b>\$12,088,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,640,000</b>
# of vehicles			16 40'		12 40'			

REVENUES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
FTA Section 5307/5339	\$10,841,600	\$0	\$9,670,400	\$0	\$0	\$20,512,000
Other Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
State/Regional Funds	\$0	\$0	\$0	\$0	\$0	\$0
Bridge Tolls	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$2,710,400	\$0	\$1,472,624	\$0	\$0	\$4,183,024
LCTOP	\$0	\$0	\$944,976	\$0	\$0	\$944,976
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL REVENUES</b>	<b>\$13,552,000</b>	<b>\$0</b>	<b>\$12,088,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,640,000</b>

\*5307 and 5339 Funding assumed for replacement purchases. TDA additional local match may be required when purchasing replacements as shown in table.

Figure 5: SAV Revenue Vehicle Procurement Program for CIP Period	EXPENDITURES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
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Length, Year & Manufacturer	2020		2021		2022		2023		2024		2025	
40' 2003 Gillig Low-Floor *b	6			6								
29' 2007 Gillig Hybrid	2			2								
29' 2009 Gillig Hybrid	2			2								
40' 2009 Gillig Hybrid	12		6	12	6							
29' 2011 Gillig Hybrid	4		4		4			4				
35' 2016 Fixed Route Replacement	10		10		10		10		10		10	
40' 2016 Fixed Route Replacement	10		10		10		10		10		10	
29' 2017 Fixed Route Replacement	9		9		9		9		9		9	
40' 2017 Fixed Route Replacement	11		11		11		11		11		11	
40' 2021 Fixed Route Replacement			16		16		16		16		16	
40' 2023 Fixed Route Replacement							4		12		12	
40' 2023 Fixed Route Replacement *c							8					
35' 2028 Fixed Route Replacement												
40' 2028 Fixed Route Replacement												
29' 2029 Fixed Route Replacement												
40' 2029 Fixed Route Replacement												
<b>Buses Retired</b>	<b>0</b>		<b>22</b>		<b>0</b>		<b>4</b>		<b>0</b>		<b>0</b>	
<b>Replacement buses purchased</b>	<b>0</b>		<b>16</b>		<b>0</b>		<b>12</b>		<b>0</b>		<b>0</b>	
<b>FTA Reported Fleet Size</b>	<b>66</b>		<b>66</b>		<b>66</b>		<b>68</b>		<b>68</b>		<b>68</b>	
<b>Spare Ratio *a</b>	<b>21%</b>		<b>21%</b>		<b>21%</b>		<b>21%</b>		<b>21%</b>		<b>21%</b>	

\*a - Assumes 52 bus peak pull out for FY21 and FY22 and 54 bus peak pull out for the remaining years.

\*b - These were actually retired and replaced in 2017, but had to be brought back into service to meet demand.

\*c - These 8 buses were deferred from 2011 bus purchase

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## NON-REVENUE VEHICLES

Existing non-revenue vehicle details are shown in Figure 8 below. There are a total of fourteen vehicles. Non-revenue vehicles have a variety of uses, including supervision, operator shift changes, marketing, maintenance department use, and other uses.

Figure 8: Current Non-Revenue Vehicles

Make	Model	Year	Estimated Replacement Year	Estimated Replacement Cost	Vehicle Type	Mode of Power
Chrysler	Town and Country	2008	2025	\$35,000	Mini Van	Gas
Ford	F 550	2003	2023*	\$50,000	Truck	Diesel
Chevrolet	3500 HD	2008	2024*	\$50,000	Truck	Diesel
Dodge	Ram 150	2015	2025	\$100,000	Truck	Diesel
Toyota	Prius	2005	2025	\$30,000	Car	Gas
Ford	Fusion Hybrid	2018	2028	\$45,000	Car	Gas
Ford	Fusion Hybrid	2018	2028	\$45,000	Car	Gas
Ford	Fusion Hybrid	2018	2028	\$45,000	Car	Gas
Ford	Transit 150	2019	2029	\$60,000	Van w/wheelchair ramp	Gas
Ford	Transit 150	2019	2029	\$60,000	Van w/wheelchair ramp	Gas
Ford	Transit Connect	2019	2029	\$60,000	Van	Gas
Ford	Transit Connect	2019	2029	\$60,000	Van	Gas
Ford	F 550	2019	2029	\$100,000	Truck	Diesel
Ford	F 350	2019	2029	\$50,000	Truck	Diesel

\*Previously replaced but kept in the fleet for other uses

These vehicles will be replaced as needed. Figure 9 lists the breakdown of non-revenue vehicles to be purchased, the costs associated, and the revenue sources that will be used to purchase the vehicles over the CIP period. Non-revenue vehicles are expected to be replaced in FY 2023, 2024, and 2025. The total cost for non-revenue vehicle replacements will be \$270,000.

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Figure 9: Non-Revenue Vehicle Procurement Program for CIP Period

EXPENDITURES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
2015 Dodge Ram	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2018 Ford Fusion Hybrid	\$0	\$0	\$0	\$0	\$0	\$0
2018 Ford Fusion Hybrid	\$0	\$0	\$0	\$0	\$0	\$0
2018 Ford Fusion Hybrid	\$0	\$0	\$0	\$0	\$0	\$0
2019 Transit 150	\$0	\$0	\$0	\$0	\$0	\$0
2019 Transit 150	\$0	\$0	\$0	\$0	\$0	\$0
2019 Transit Connect	\$0	\$0	\$0	\$0	\$0	\$0
2019 Transit Connect	\$0	\$0	\$0	\$0	\$0	\$0
2019 Ford 550	\$0	\$0	\$0	\$0	\$0	\$0
2019 Ford 350	\$0	\$0	\$0	\$0	\$0	\$0
2003 Ford F 550	\$0	\$0	\$50,000	\$0	\$0	\$50,000
2008 3500 HD	\$0	\$0	\$0	\$50,000	\$0	\$50,000
2008 Town and Country	\$0	\$0	\$0	\$0	\$35,000	\$35,000
2005 Prius Hybrid (6420)	\$0	\$0	\$0	\$35,000	\$0	\$35,000
<b>TOTAL VEHICLE EXPENSES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$85,000</b>	<b>\$135,000</b>	<b>\$270,000</b>
# of vehicles	0	0	1	2	2	5
TDA Article 4.0	\$0	\$0	\$50,000	\$85,000	\$135,000	\$270,000
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL REVENUES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$85,000</b>	<b>\$135,000</b>	<b>\$270,000</b>

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## **FACILITIES & NON-VEHICLES**

Figure 10 shows facility costs over the CIP period. Maintenance facility expenses are expected to be most significant in FY 2021. Funding sources are expected to be limited to PTMISEA, TDA Article 4.0 and FTA. Maintenance facility costs include any equipment, and tree maintenance at owned facilities.

Other miscellaneous categories not categorized as revenue vehicles, non-revenue vehicles, or maintenance are shown in Figure 11 and Figure 11 12 on the following pages.

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Figure 10: Facility Needs for the CIP Period

<b>FACILITY</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>5 Year Total</b>
Administration, Operations	\$199,000	\$100,000	\$1,100,000	\$100,000	\$100,000	\$1,599,000
Maintenance Facility	\$501,924	\$141,900	\$121,000	\$109,400	\$115,000	\$989,224
Transit Center	\$570,000	\$0	\$0	\$0	\$0	\$570,000
Atlantis	\$350,000	\$1,000,000	\$17,000,000	\$16,000,000		\$34,350,000
<b>TOTAL FACILITY</b>	<b>\$1,620,924</b>	<b>\$1,241,900</b>	<b>\$18,221,000</b>	<b>\$16,209,400</b>	<b>\$215,000</b>	<b>\$37,508,224</b>
<b>REVENUES</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>5 Year Total</b>
FTA	\$440,000	\$0	\$0	\$0	\$0	\$440,000
PTMISEA	\$220,962	\$0	\$0	\$0	\$0	\$220,962
Bridge Tolls	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$759,000	\$541,900	\$4,621,000	\$3,409,400	\$215,000	\$9,546,300
Other local funding	\$0	\$0	\$0	\$0	\$0	\$0
Funding Not Secured	\$200,962	\$700,000	\$13,600,000	\$12,800,000	\$0	\$27,300,962
<b>TOTAL CAPITAL REVENUES</b>	<b>\$1,620,924</b>	<b>\$1,241,900</b>	<b>\$18,221,000</b>	<b>\$16,209,400</b>	<b>\$215,000</b>	<b>\$37,508,224</b>

**Capital Improvement Plan Fiscal Year 2021-2025  
Livermore Amador Valley Transit Authority**

Figure 11: Miscellaneous Capital Improvement Program for CIP Period

<b>FACILITIES NEEDS</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>5 Year Total</b>
Miscellaneous Facility/Office Equipment	\$0	\$6,000	\$3,000	\$10,000	\$5,000	\$24,000
Other Facility Needs	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Mobility Hubs (2)	\$0	\$1,350,000	\$0	\$0	\$0	\$1,350,000
Traffic Signal Communications (3)	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Bike/Scooter Program	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Computers	\$15,000	\$15,450	\$15,914	\$16,391	\$16,883	\$79,637
Servers, Server Software	\$0	\$75,000	\$30,000	\$0	\$0	\$105,000
Windows and Office Upgrade	\$0	\$0	\$0	\$10,000	\$0	\$10,000
Server 2019 Operating System Upgrade	\$0	\$15,000	\$0	\$0	\$0	\$15,000
SQL 2019 Software Upgrade	\$0	\$0	\$20,000	\$0	\$0	\$20,000
Exchange Server 2019 Software Upgrade	\$0	\$0	\$0	\$0	\$0	\$0
SAV Street Improvements	\$0	\$750,000	\$0	\$0	\$0	\$750,000
Bus Stop Improvements	\$1,774,050	\$425,000	\$1,600,000	\$600,000	\$100,000	\$4,499,050
<b>TOTAL FACILITY NEEDS</b>	<b>\$1,789,050</b>	<b>\$3,246,450</b>	<b>\$1,918,914</b>	<b>\$636,391</b>	<b>\$121,883</b>	<b>\$7,712,687</b>

  

<b>VEHICLE NEEDS</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>5 Year Total</b>
Trapeze Upgrade	\$0	\$195,316	\$1,205,845	\$216,018	\$229,141	\$1,846,320
<b>TOTAL VEHICLE NEEDS</b>	<b>\$0</b>	<b>\$195,316</b>	<b>\$1,205,845</b>	<b>\$216,018</b>	<b>\$229,141</b>	<b>\$1,846,320</b>

  

<b>TOTAL MISCELLANEOUS NEEDS</b>	<b>\$1,789,050</b>	<b>\$3,441,766</b>	<b>\$3,124,759</b>	<b>\$852,409</b>	<b>\$351,024</b>	<b>\$9,559,007</b>
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**Capital Improvement Plan Fiscal Year 2021-2025  
Livermore Amador Valley Transit Authority**

REVENUES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
FTA	\$0	\$0	\$0	\$0	\$0	\$0
Other Local Funds	\$0	\$2,304,155	\$1,562,845	\$500,000	\$0	\$4,367,000
RM2	\$0	\$700,000	\$250,000	\$0	\$0	\$950,000
TDA Article 4.0	\$1,789,050	\$437,611	\$1,311,914	\$352,409	\$351,024	\$4,242,007
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL REVENUES</b>	<b>\$1,789,050</b>	<b>\$3,441,766</b>	<b>\$3,124,759</b>	<b>\$852,409</b>	<b>\$351,024</b>	<b>\$9,559,007</b>

Figure 12: Major Components Rehab Plan for CIP Period

ENGINES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
2009 Gillig BRT Coaches Engine Repower per CARB	\$0	\$157,590	\$162,318	\$0	\$0	\$319,908
Battery Refresh (2009 40' Fleet [8] done in conjunction with above repower)	\$0	\$185,400	\$190,962	\$0	\$0	\$376,362
2016 Mid-life rebuild	\$0	\$78,795	\$81,159	\$83,594	\$86,101	\$329,649
2017 Mid-life rebuild	\$0	\$0	\$81,159	\$83,594	\$86,101	\$250,854
<b>TOTAL ENGINES EXPENSES</b>	<b>\$0</b>	<b>\$421,785</b>	<b>\$515,597</b>	<b>\$167,187</b>	<b>\$172,203</b>	<b>\$1,276,772</b>

**Capital Improvement Plan Fiscal Year 2021-2025  
Livermore Amador Valley Transit Authority**

OTHER MAJOR COMPONENTS	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
Transmissions - Allison	\$45,000	\$92,700	\$95,481	\$98,345	\$101,296	\$432,822
Quantity	1	2	2	2	2	
Transmissions - BAE	\$25,000	\$51,500	\$53,045	\$54,636	\$56,275	\$240,457
Quantity	1	2	2	2	2	
Batteries for Hybrids - Allison	\$45,000	\$92,700	\$95,481	\$98,345	\$101,296	\$432,822
Quantity	1	2	2	2	2	
Batteries for Hybrids - BAE	\$80,000	\$164,800	\$169,744	\$174,836	\$180,081	\$769,462
Quantity	1	2	2	2	2	
Engine, Transmission for Service Vehicles - Cars	\$8,000	\$16,480	\$16,974	\$17,484	\$18,008	\$76,946
Quantity	1	2	2	2	2	
Engine, Transmission for Service Vehicles - Trucks	\$10,000	\$10,300	\$10,609	\$10,927	\$11,255	\$53,091
Quantity	1	1	1	1	1	
<b>TOTAL OTHER EXPENSES</b>	<b>\$213,000</b>	<b>\$428,480</b>	<b>\$441,334</b>	<b>\$454,574</b>	<b>\$468,212</b>	<b>\$2,005,600</b>
<b>TOTAL MAJOR COMPONENTS</b>	<b>\$213,000</b>	<b>\$850,265</b>	<b>\$956,932</b>	<b>\$621,762</b>	<b>\$640,415</b>	<b>\$3,282,373</b>

REVENUES	FY2021	FY2022	FY2023	FY2024	FY2025	5 Year Total
FTA	\$100,000	\$206,000	\$212,180	\$218,545	\$105,733	\$842,458
SGR	\$25,000	\$37,845	\$0	\$0	\$0	\$62,845
Bridge Tolls	\$0	\$0	\$0	\$0	\$0	\$0
TDA Article 4.0	\$88,000	\$606,420	\$744,752	\$403,216	\$534,682	\$2,377,070
Funding Not Secured	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL CAPITAL REVENUES</b>	<b>\$213,000</b>	<b>\$850,265</b>	<b>\$956,932</b>	<b>\$621,762</b>	<b>\$640,415</b>	<b>\$3,282,373</b>

**RESOLUTION NO. 07-2021**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING A CAPITAL  
IMPROVEMENT PROGRAM FOR FISCAL YEARS 2021-2025**

**WHEREAS** LAVTA Staff has identified Capital Projects that would benefit the Agency and our riders to be completed during Fiscal Years 2021 to 2025 resulting in a need to adopt a Capital Improvement Program; and

**WHEREAS** the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of March 1, 2021 reviewed and approved the Capital Improvement Program for Fiscal Years 2021 to 2025,

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the Board of Directors that the Capital Improvement Program for the Livermore Amador Valley Transit Authority for Fiscal Years 2021 through 2025, attached hereto and incorporated herein as Attachment 1, is hereby adopted.

**APPROVED AND PASSED** this 1st day of March 2021.

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Bob Woerner, Chair

**ATTEST:**

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Michael Tree, Executive Director