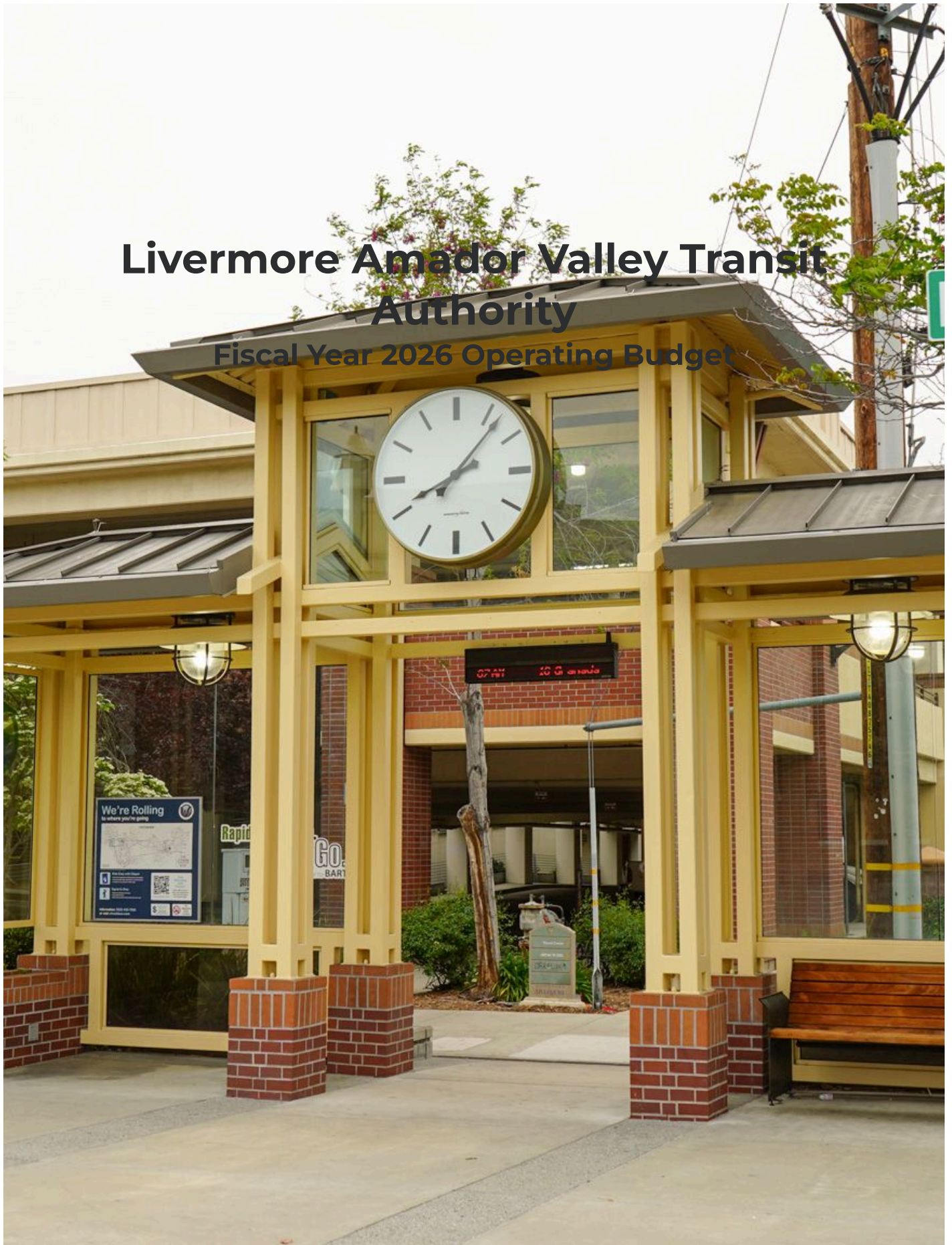


# Livermore Amador Valley Transit Authority

## Fiscal Year 2026 Operating Budget





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# LAVTA's Budget Message

## WHEELS

### Livermore Amador Valley Transit Authority

#### Fiscal Year 2026

#### Summary Outlook for FY2026

LAVTA's FY2026 Budget is \$26,830,558, which is 7% higher than the adopted FY2025 budget. The draft budget assumes LAVTA will provide slightly less than 129,000 fixed route service hours and 22,000 service hours for paratransit. The Budget for FY2026 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

#### *Fixed Route Operations*

FY2026 will be the first year of the three-year fixed route operations and maintenance contract with MV Transportation; based on the new contract, the cost to operate the current level of bus service increases 25% beginning July 1, 2025. Given the significant increase in costs, and without a corresponding increase in revenues, the FY2026 focus will be to develop a plan that addresses the financial shortfall with a phased plan to reduce service and/or adjust fares.

The FY2026 budget holds steady the FY2025 level of bus service. Ridership analysis will be completed in the early part of the fiscal year and is expected to drive a conversation on service adjustments, which may include the reduction/elimination of routes, reduction in span or days of service, or modified headways.

In FY2026, LAVTA's 2027-2036 Short Range Transit Plan (SRTP) is due to the Metropolitan Transportation Commission (MTC). Given the uncertainty of future funding levels in the Bay Area, the SRTP will provide the longer-term financial guiderails and is expected to help guide near-term decision making on routes and service levels.

Staff will continue to conduct marketing and outreach activities in FY2026 to build ridership on all routes, but also to continue to educate the community on Wheels and our services. In August, staff will be further adjusting routes that serve Dublin High School in order to respond to ridership changes associated with Emerald High School. As BART changes their train timetables in August, Wheels will make necessary changes to better connect to the regional system.

With the new operations and maintenance contract, all buses and support vehicles will have advanced driver monitoring systems that will assist the contractor in identifying and coaching unsafe driving behavior. Staff will continue to work with the contractor to identify areas of improvement in safety, sensitivity, and customer service skills with monthly safety meetings and targeted retraining as needed. Additionally, the agency will continue to monitor safety performance with the agency's Safety Plan and Safety Management System. Moreover, staff will continue to work with contractors to continue to address recruitment and retention issues which are expected to improve with higher wages effective July 1.

#### *Paratransit*

Ridership on paratransit is expected to level off in FY2026 as recovery from the COVID-19 pandemic normalizes. However, staff are expecting that One Seat Ride trips will continue to grow as awareness of the service improves. Additionally, staff will be onboarding a new contractor to oversee the *Wheels Access* Mobility Management program for seniors and people with disabilities.

#### *Planning*



As mentioned, this year the agency will be developing the next SRTP, which is due to MTC in March 2026. In FY2026 the agency will be conducting its biannual customer satisfaction survey. The Strategic Plan will be finalized in Summer 2025 and will help guide staff work plans and future budgets.

### *Capital Projects*

LAVTA's capital program in FY2026 will focus on completing design and moving several high priority projects forward into the construction phase, including remaining lighting and signage upgrades at the Livermore Transit Center, passenger facility improvements at BART, Lawrence Livermore National Lab, and Las Positas College, and the cloud-based transit signal priority upgrade. The Agency will also be placing an order for up to 8 diesel-hybrid buses which will replace the 29' 2011 buses that have reached the end of their useful life. The Agency will begin design on stop improvements at up to 47 locations on the rapid corridors. The Agency will continue to complete state of good repair projects at the Rutan facility, including replacing the bus yard gate, dispatch office renovation, and bus wash repairs.

Staff have moved the two hydrogen-related projects, including construction of the hydrogen fueling station on the Atlantis site and the purchase of 4 hydrogen fuel cell buses one year out to FY2027. The FY2026 capital program includes the full Atlantis project, although significant new funding is needed before that project can move into the construction phase. In FY2026, the agency may be revisiting the assumptions made in the Zero Emissions Bus Transition Plan and will be participating in conversations about the California Air Resources Board (CARB) Innovative Clean Transit (ICT) mandate. The high cost of hydrogen, the high cost of the buses, the lack of bus manufacturers in the United States, and questionable future demand are creating a need to revisit the zero-emissions strategy and timing.

### *Staffing*

The FY2026 budget includes no new FTEs and does not assume the Manager of Administrative Services position is filled. The budget assumes a 3.5% average increase in staff salaries for merit-based increases.

### *Revenues*

As the transit agency enters into FY2026, its activities will occur against the backdrop of an economy recovering from the COVID-19 pandemic and facing new uncertainties. LAVTA's largest revenue source is expected to drop in FY26 over FY25 and the budget continues to reflect a decrease in Farebox revenues compared to pre-COVID levels.

This is the first year of a contract with MV Transportation, representing negotiations resulting in increased wages for contracted staff. As this is the largest line item in the budget it had a dramatic effect on the overall budget amounts. However, the fuel market which tends to be unstable especially during the months that surround budget development is much more stable than it was a year ago, allowing for what we hope is a more realistic fuel budget, and reflects a decrease in line with what LAVTA has been paying. LAVTA benefits from purchasing fuel in bulk and "on the spot market" so that the cost per gallon is much lower than what is seen "at the pumps" however, the amount of fuel purchased each year means even small fluctuations in the market can have a big impact on LAVTA's budget.

## **FY25 Perspective and Accomplishments**

Before discussing FY2026, it is useful to briefly recap this past year. LAVTA's FY2025 Adopted Budget was \$25,035,641, which was 1.69% higher than FY24, primarily due to increased costs in our purchased transportation. There were no fare increases programmed, and LAVTA was again able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

For FY2025, the major highlight was the award of the fixed route operations and maintenance contract, as well as the completion of a successful Federal Transit Administration (FTA) Triennial audit. After the implementation of the Wheels in Motion network in Spring 2024, FY2025 saw growing fixed route ridership, especially on weekends. Go Tri-Valley ridership stabilized as the trip-cap implemented in FY2024 settled in.

The capital program delivered several capital projects in FY2025, including completion of the retrofit of the maintenance bays at LAVTA's Rutan facility for hydrogen-related safety equipment; repainting of the Livermore Transit Center passenger canopy and signature bus stop on Railroad Ave; roof and bathroom repairs at the Rutan facility.

Other work during FY2025 from the agency included:

### Policy Related Matters

Adopted FY2025 Legislative Program and monitored key legislation.

Securing a LAVTA State and Federal Lobbyist.

Participated in MTC's Regional Transportation Measure Executive Group.

### Fixed Route Operations

Completed the Wheels in Motion service plan.

Completed the annual fixed route customer satisfaction survey.

Developed a service plan for Emerald High School.

### Paratransit Service

Completed the third year of the paratransit contract with County Connection.

Formalized the One Seat Ride Paratransit service.

Increased both the monthly and per-trip maximums for the Para-Taxi program.

### Marketing

Provided marketing and administrative assistance to ACTC with the Measure BB Student Pass Pilot.

Assisted school districts with information about Wheels.

Outreach to Emerald High School in Dublin.

### Audits/Reviews

Completed the annual Financial Audit (ACFR)

Completed both the FTA and TDA Triennial Audits

Completed the RM2 and RM3 audits for funding for the route 30.

Prepared for the next Triennial Audit.

### Financial Management

Applied for FY25 FTA Low-No Grant for Atlantis Facility

With East Bay Coalition Partners, advocated for full funding of BART Feeder Bus Money.

Received GFOA's Award of Excellence for Financial Reporting for FY24 ACFR

## Personnel

Refreshed annual employee goals and performance metrics.

Hired a new Senior Marketing Specialist.

Hired a new Planning Intern.

Hired a new Executive Assistant.

## Major Features of FY2026's Operating Revenues

As the transit agency enters into FY2026, its activities will occur against the backdrop of an economy recovering from the COVID-19 pandemic but facing new uncertainties with the impacts of the new Federal administration, including unknown future federal grant opportunities, surface transportation reauthorization, and tariffs. LAVTA's largest revenue source is expected to drop in FY26 over FY25 and the budget continues to reflect a decrease in Farebox revenues compared to pre-COVID levels.

## Major Features of FY26's Operating Expenditures

The expenditure budget for FY2026 is \$26,830,558 which is 7% higher the budget for FY25. The Fixed Route and paratransit contracts have an increase this year, based on the escalators in the paratransit contract, and the new contract for Fixed Route. Similar to the revenue side, LAVTA's expenditure side is also driven by a handful of sources. For example, the O&M contracts, diesel fuel, taxes, utilities, and insurance make up about 75% of LAVTA's expenditures. Major matters regarding expenditures are described below.

O&M Services: FY2026 marks the first year of a multi-year contract for fixed route O&M services with MV Transportation, and the fourth year of a contract for paratransit services with CCCTA.

Fuel Prices: For FY2026, fuel is assumed to be \$3.50 per gallon, which is in line with the average that LAVTA has seen in the current fiscal year, and is lower than what was budgeted for FY25.

Personnel Costs: The FY2026 budget assumes one less FTEs than budgeted in FY2025. The Manager of Administrative Services position is not budgeted to be filled, but has not been eliminated. As in prior years, LAVTA will continue to implement merit-based increases based on staff's performance evaluations. LAVTA's annual salary survey is underway to determine the affects of the labor market on wages for positions similar to the ones at LAVTA.

Administrative Costs: Staff is proposing a FY2026 budget that keeps most budgeted line items, which staff has some control over, similar to the amounts in the FY2025 but with escalators based on trends.

## Major Features of the Capital Budget

The Capital Budget is expected to increase by \$13,051,029 over last year, primarily due to the increase in the budget for Atlantis. Last year, many themes that dominated the Capital Budget will continue through FY26. They are (1) a continued emphasis on a State of Good Repair (SGR), and (2) continued improvements that improve speed and reliability to the Rapid corridors, as well as upgraded and attractive Rapid stops.

## Strategic Plan Guidance and Projects for FY2026

The Wheels Strategic Plan is being updated in FY2025 and will be finalized in FY2026. It will update the overall vision and mission for Wheels and will identify a series of goals and strategies to guide the future development of services and projects. Until new goals are established, the following remain the goals of the agency identified in the 2011 Strategic Plan:

### ***Goal: Service Development***



Strategies:

1. Provide routes and services to meet current and future demand for timely/reliable transit service.
2. Increase accessibility to community, services, senior centers, medical facilities and jobs.
3. Optimize existing routes/services to increase productivity and response to MTC projects and studies.
4. Improve connectivity with regional transit systems Explore innovative fare policies and pricing options
5. Provide routes and services to promote mode shift from personal car to public transit.

Projects:

1. Conduct analysis of bus system and engage in strategic planning.
2. Monitor impacts of Wheels in Motion service plan and make necessary adjustments.
3. Modify service to respond to opening of Emerald High School.
4. Monitor impacts of changes to Go Tri-Valley.

**Goal: Marketing and Public Awareness**

Strategies:

1. Continue to build the Wheels brand image identity and value for customers.
2. Improve the public image and awareness of Wheels.
3. Increase communication between Wheels and its customers, particularly through enhanced real time information systems and technologies.
4. Increase ridership, particularly on new routes and weekends.
5. Promote Wheels to new businesses and residents.

Projects:

1. Continue ridership development at Las Positas College.
2. Continue ridership development at schools participating in the ACTC Measure BB Student Pass Pilot.
3. Continue targeted social media and mass promotion tools.

**Goal: Community and Economic Development**

Strategies:

1. Integrate transit into local economic development plans.
2. Advocate for increased TOD from member agencies and MTC.
3. Partner with employers in the use of transit to meet TDM goals and requirements.

Projects:

1. Continue to engage with city partners on development plans and provide comments on impacts to transit.
2. Support TOD Development in the Tri-Valley

**Goal: Regional Leadership**

Strategies:

1. Advocate for local regional, state, and federal policies that support the mission of Wheels.
2. Support staff involvement in leadership roles representing regional, state and federal forums.
3. Promote transit priority initiatives with member agencies.
4. Support regional initiatives that support mobility convenience.
5. Engage with advocacy organizations such as APTA and CTA.

Projects:

1. Advocate for positions taken by LAVTA FY2024 and FY2025 Legislative Plan
2. Engage with East Bay Transit Coalition partners to monitor and respond to MTC-led regional initiatives.
3. Participate in the Small Operators Committee and Operations Committee at CTA.

**Goal: Organizational Effectiveness**

Strategies:

1. Promote system wide continuous quality improvement.
2. Continue to expand the partnership with contract staff.
3. HR development with focus on employee quality of life and strengthening of technical resources.
4. Enhance and improve organizational structures, processes and procedures
5. Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions.

Projects:

1. Update the HR Policy.
2. Continue to emphasize and support training and development of employees to improve their technical and professional expertise.
3. Continue to perform annual salary study to ensure competitive wages and benefits.
4. Continue to look at staff job descriptions and staffing levels compared to agency projects and requirements to ensure success.
5. Complete an update to the Strategic Plan.

**Goal: Financial Management**

Strategies:

1. Develop budget in accordance with strategic plan
2. Explore and develop revenue generating opportunities
3. Maintain fiscally responsible long-range capital and operating plans

Projects:

1. Approve FY2025 budget with emphasis on growing ridership and providing support for innovative transit projects
2. Achieve continuing recognition for financial management excellence
3. Continue to explore potential revenue sources for supporting agency activities, such as cell tower rents, and facilities leasing opportunities.

**Summary**

To summarize, this FY2025 Budget supports 128,656 hours of fixed route service and 22,000 service hours for paratransit for next year. The Budget assumes that fares are not raised.

At the end of FY26, the forecast is to have \$25,097,828 million in reserves. In January 2009, the Board adopted a policy to gradually build up reserves, targeting a range of 3 to 6 months of operating expenses, and attaining this goal by the end of FY2012. The FY2012 Budget achieved that goal and the Budgets since then continue to maintain it.





# LAVTA's Budget Narrative

## WHEELS

### Livermore Amador Valley Transit Authority

#### Fiscal Year 2026

#### OPERATING REVENUES

LAVTA services are supported by two primary types of operating revenues:

- Revenues generated by the agency either through the provision of transit service (farebox and contract fares) or through supplementary activities such as advertising and ticket concessions.
- Federal, State and Local transportation funding assistance programs including Transportation Development Act (TDA), State Transit Assistance (STA), Federal Transit Administration grants, Bridge Toll Revenues (RM2 and RM3), Motor Vehicle Registration Surcharge (TFCA), and Measure BB sales tax revenue.

A brief description of each budget line item follows:

#### Passenger Fares

Revenues derived from the farebox are forecast to be slightly higher for fixed routes and paratransit based on an increase in ridership.

Revenue is also generated from an agreement with Hacienda Business Park. This revenue is expected to increase based on the parameters of the agreement.

#### Contract Services

LAVTA receives revenues from the San Joaquin Regional Rail Commission (SJRRRC) to subsidize the ACE shuttle service (ACE passengers then ride free). Revenue from an agreement with BART to supply paratransit services to the BART station for connections with East Bay Paratransit are also included. Additionally, there are contracted Fare Revenues from Las Positas college student body based on the student pass, and fares from the Alameda County Transportation Commission (ACTC) for their student pass pilot program.

#### Concessions, Advertising, Interest, T-Mobile, AT&T and Atlantis Lease Agreements

LAVTA currently contracts with Lamar Outdoor Advertising for use of exterior bus advertising space. LAVTA also receives revenues from an agreement with ACE to sell train tickets at the transit center. Interest is generated on unspent revenue in our LAIF account. The agreement with T-Mobile, and AT&T for the lease of space for a cell tower and the agreement with Google for parking at the Atlantis Facility are included.

#### Transportation Development Act Funds (TDA)

These funds are derived from a ¼ cent sales tax and distributed by the Metropolitan Transportation Commission (MTC) to Alameda County and all of its incorporated cities.

LAVTA is eligible for two different programs within this funding source:

TDA 4.0 which provides general transit assistance and can be used for capital and operating expenses for both fixed route and paratransit and TDA 4.5 which is exclusively for paratransit services.

The total amount requested in TDA 4.0 funds for operations for FY26 is \$15,324,489 additionally the amount requested in TDA 4.5 funds is \$420,861.

LAVTA also receives a portion of BART's TDA 4.0 and STA apportionments to help support feeder service to the Dublin/Pleasanton station. This is based on an agreement with BART from 1997. These funds help subsidize routes that run between Livermore and the BART stations. This year LAVTA will receive \$86,923 in TDA from this source.

### **State Transit Assistance Funds (STA)**

STA is distributed to jurisdictions for fixed route service in two ways – as a revenue-based and a population-based subsidy for transit capital and operating needs.

The amount of population-based STA requested by LAVTA for 2026 is \$1,905,830 and LAVTA has requested revenue-based STA funding of \$395,790.

Additional STA comes to LAVTA as part of the feeder bus agreement with BART. For FY26 LAVTA will receive \$497,672 in these funds, however, this will be the last year LAVTA will receive these funds.

### **Regional Measures (RM2 and RM3)**

Regional Measure 2 increased the toll on Bay Area bridges by \$1. Funds from these increases were designated to fund projects to improve transit in the Bay Area. LAVTA has received \$400,000 in RM2 funding for the Rapid service, these funds are still below pre-pandemic levels. RM3 funds are also derived from a \$1 increase in Bridge Tolls. These funds are currently being distributed based on demonstrated need and for FY 26 LAVTA will receive 700,000.

### **Federal Transit Administration (FTA) Section 5307**

FTA Section 5307 funds are distributed by MTC to transit operators in the region. These funds are available to LAVTA to fund bus replacement projects, and ADA paratransit. A provision of FTA legislation allows regional capital funds to be used for ADA paratransit operating purposes. This year's allocation for LAVTA's paratransit service is estimated at \$666,894.

### **Measure BB**

In 2014 voters in Alameda County voted for an additional sales tax increase for transit projects, with the stipulation that when Measure B expired (in 2022) it would increase to a full cent tax. This year measure BB is anticipated to provide \$924,303 for Paratransit service, and \$1,855,656 for Fixed Route.

## **OPERATING EXPENDITURES**

### **Salaries and Wages**

This category includes salaries for all staff members, including 7% towards PERS 457 Retirement Plan (for Executive Director only). In addition, employee salary increases are included in this line item however increases for employees are based on performance/merit only.

### **Personnel Benefits**



This category includes contributions to California Public Employees Retirement System (CalPERS), premiums for Medical, Dental, Vision, Disability and Life Insurance programs, Workers Compensation Insurance, Unemployment expense and Automobile Allowance (for the Executive Director only). Also included is the health annuity for retirees, pre-funding of the retirement “unfunded liability” and the amount necessary to prefund LAVTA’s annual OPEB obligation.

### **Professional Services**

Compensation for Board Members per Bylaws of LAVTA for attendance at meetings of the Board of Directors, Committees of the Board of Directors and other LAVTA business is included here. Additionally, on an on-going basis LAVTA contracts out for a variety of professional services including: legal counsel, short range planning, project engineering, financial services (for the annual audit), and graphic design.

### **Non-Vehicle Maintenance**

This line item includes the expenses to cover the cost of hiring professional maintenance vendors to assist in the cleaning of the Maintenance, Operations and Administration building (MOA), Transit Center facility and grounds, and cleaning of bus stops. In addition, this line item includes the cost of preventative maintenance for the facilities, office equipment such as the accounting system, copy machines, and phones. Costs also include computer support, including the annual contracts for the AVL system and a map platform update, and the cost of the bus shelter maintenance program.

### **Communications**

Postage, Federal Express, and courier charges are in this category of expenses.

### **Fuel and Lubricants**

Costs for all diesel and unleaded gas for buses and non-revenue vehicles are budgeted here. This line item is budgeted for FY 2026 at \$3.50 per gallon; fuel for non-revenue vehicles is budgeted at \$4.50 per gallon. This line item also contains a \$100,000 contingency to account for unstable and volatile gas prices.

### **Office/Operating Supplies**

This category includes copy machine paper, consumable office supplies, letterhead, envelopes and any other miscellaneous office supplies needed.

### **Printing**

The line item for printing covers the cost for printing public information materials, i.e. Wheels map and schedules, fare media, brochures and the production of exterior route and schedule displays.

### **Utilities**

Utilities include expenses to cover electricity, gas, water, sewer, garbage, and telephone bills.

### **Insurance**

This line item includes insurance on facility contents, employee dishonesty bonds, and property insurance on the MOA, Transit Center and Atlantis facilities. It also includes premiums for casualty, general liability and physical damage insurance. LAVTA has a \$25,000 self-insured retention on our liability program which has been assumed by our fixed route contractor. Due to LAVTA’s “experience modification factor”, and the general state of the Insurance industry LAVTA is seeing an increase in insurance expenses for FY 26.

### **Taxes and Fees**



Fees for fuel taxes and underground storage tank fees are budgeted here.

**Purchased Transportation Service**

Purchased transportation service is the largest of the budgeted line items. This line item includes the total operating costs and fixed monthly management fee based on the agreements between LAVTA and MV, and LAVTA and CCCTA, which includes all materials, supplies, lubricants, vehicle parts and labor for provision of operation and maintenance services.

This line item is increased from last year's budget due to the escalator in the paratransit contract and the increase in costs associated with the new fixed route contract. Additionally, expenses have been budgeted for the "Go Tri-Valley" services.

**Miscellaneous**

This line item includes membership dues for the American Public Transit Association, California Transit Association, CalAct, and the Dublin, Pleasanton, and Livermore Chambers of Commerce. Also included are promotional items related to special events, and any miscellaneous items not included elsewhere are budgeted here.

**Professional Development**

Professional development covers the expenses for transportation, meals, conference registration fees and lodging for attendance at transit conferences, training seminars, workshops and other required business meetings. This category also includes expenses associated with job specific development classes.

**Advertising**

The advertising budget includes any advertising done for LAVTA including radio, newspaper, flyers etc.

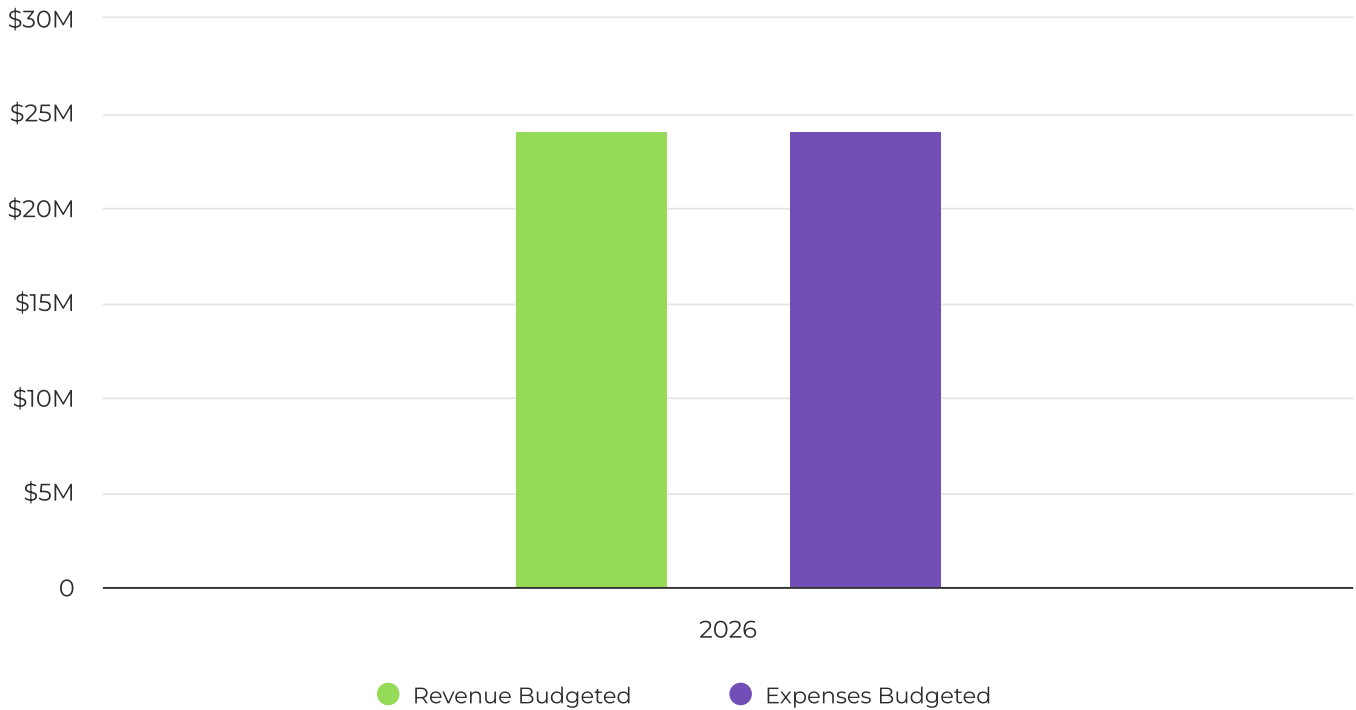
# Fixed Route Operating (General Fund)

Livermore/Amador Valley Transit Authority (Authority), which was established in 1985, is a Joint Powers Agency formed by the County of Alameda, and the Cities of Dublin, Livermore and Pleasanton to provide transportation services within the Cities' limits and portions of the unincorporated County. The Authority is doing business under the name of "Wheels".

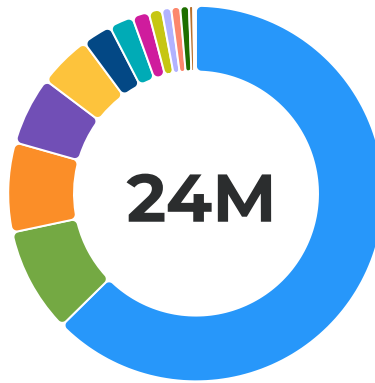
Fixed Route involves operating buses, which follow fixed routes and times throughout the Authority's service area and are available to anyone able to pay the fare.

The majority of LAVTA's expenses are attributable to this function.

## Revenues vs Expenditures Summary



### FY26 Revenues by Source



● TDA Article 4.0 - Fixed Route	<b>\$15,061,945</b>	62.64%
● STA Funds-pop	<b>\$2,175,150</b>	9.05%
● Measure BB Paratransit Funds-Paratransit	<b>\$1,855,656</b>	7.72%
● Fixed Route Passenger Fares	<b>\$1,415,000</b>	5.88%
● Bridge Toll- RM2, RM3	<b>\$1,100,000</b>	4.57%
● Special Contract Fares - Paratransit	<b>\$614,195</b>	2.55%
● STA Funds- Fixed Route BART	<b>\$497,672</b>	2.07%
● Miscellaneous Revenue-Interest	<b>\$350,000</b>	1.46%
● Business Park Revenues	<b>\$270,000</b>	1.12%
● Advertising Revenue	<b>\$195,000</b>	0.81%
● Non transportation revenue	<b>\$185,712</b>	0.77%
● Local Transportation revenue	<b>\$183,000</b>	0.76%
● TDA Article 4.0-BART	<b>\$86,923</b>	0.36%
● FTA Section	<b>\$30,000</b>	0.12%
● Concessions	<b>\$24,828</b>	0.10%

### Revenues by Source

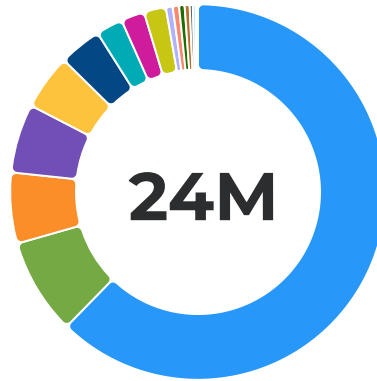
Category	FY 2026 Budgeted
Business Park Revenues	\$270,000.00
FTA Section	\$30,000.00
Fixed Route Passenger Fares	\$1,415,000.00
Special Contract Fares - Paratransit	\$614,195.00
Concessions	\$24,828.00
Advertising Revenue	\$195,000.00
Non transportation revenue	\$185,712.00
Miscellaneous Revenue-Interest	\$350,000.00
Local Transportation revenue	\$183,000.00
TDA Article 4.0 - Fixed Route	\$15,061,945.00
TDA Article 4.0-BART	\$86,923.00
Bridge Toll- RM2, RM3	\$1,100,000.00
STA Funds-pop	\$2,175,150.00
STA Funds- Fixed Route BART	\$497,672.00



Category	FY 2026 Budgeted
Measure BB Paratransit	\$1,855,656.00
Funds-Paratransit	
<b>Total Revenues</b>	<b>\$24,045,081.00</b>

## Expenditures by Expense Type

FY26 Expenditures by Expense Type



Purchased Transportation - Fixed Route	\$14,985,794	62.32%
Salaries and Wages	\$1,986,093	8.26%
Fixed Route Fuel Costs	\$1,466,962	6.10%
Benefits	\$1,424,503	5.92%
Professional Services	\$1,147,202	4.77%
Insurance payments	\$879,325	3.66%
Services Web/Trapeze	\$555,334	2.31%
Facilities	\$485,148	2.02%
Utilities	\$453,232	1.88%
Miscellaneous	\$144,960	0.60%
Advertising	\$130,400	0.54%
Other Taxes	\$114,000	0.47%
Office supplies	\$104,000	0.43%
Professional Development	\$61,650	0.26%
Subscriptions	\$59,877	0.25%
Fire/Security Monitoring	\$38,000	0.16%
Auto Allowance	\$5,400	0.02%
Communications	\$2,400	0.01%
Property/Fuel Tank Insurance	\$800	0.00%

## Expenditures by Expense Type

Category	FY 2026 Budgeted
Salaries and Wages	\$1,986,093.12
Benefits	\$1,424,503.30
Auto Allowance	\$5,400.00
Professional Services	\$1,147,202.00
Facilities	\$485,147.96
Services Web/Trapeze	\$555,334.00
Fire/Security Monitoring	\$38,000.00
Communications	\$2,400.00

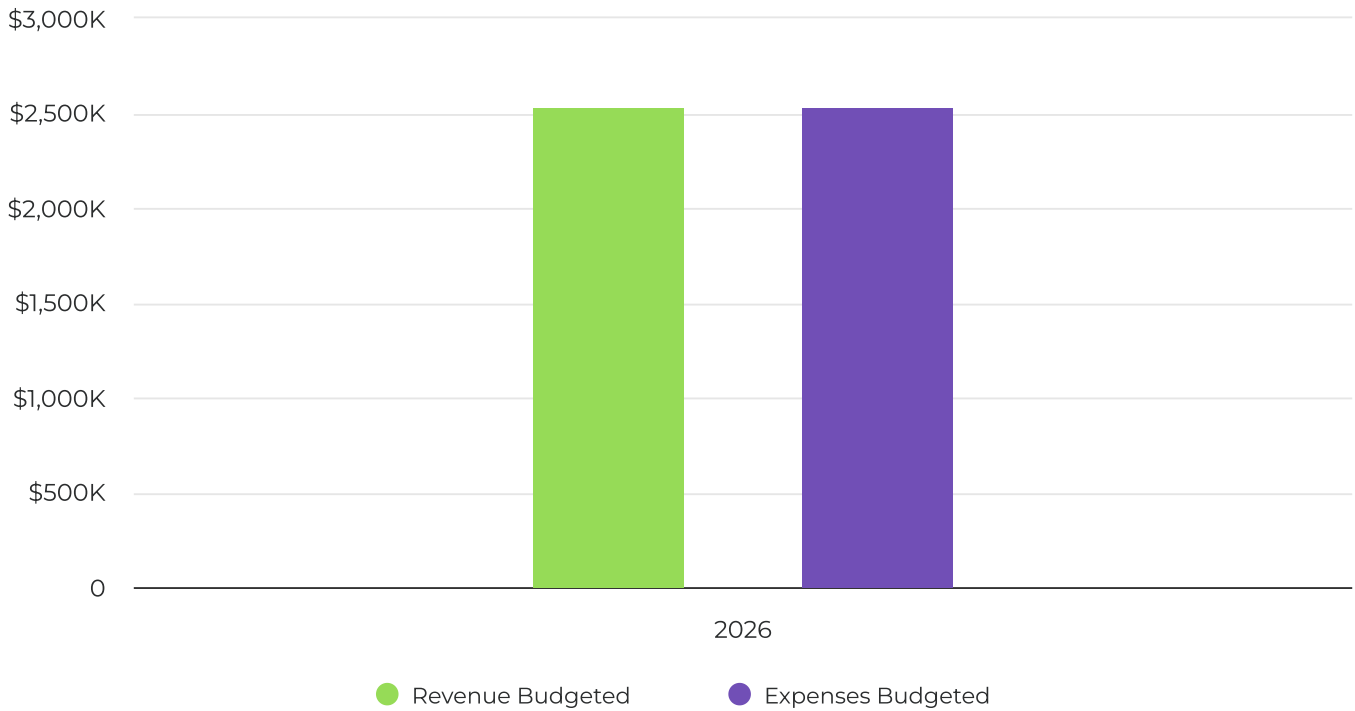


Category	FY 2026 Budgeted
Fixed Route Fuel Costs	\$1,466,962.00
Office supplies	\$104,000.00
Utilities	\$453,232.00
Property/Fuel Tank Insurance	\$800.00
Insurance payments	\$879,325.00
Other Taxes	\$114,000.00
Purchased Transportation - Fixed Route	\$14,985,794.00
Subscriptions	\$59,877.00
Professional Development	\$61,650.00
Advertising	\$130,400.00
Miscellaneous	\$144,960.00
<b>Total Expenditures</b>	<b>\$24,045,080.38</b>

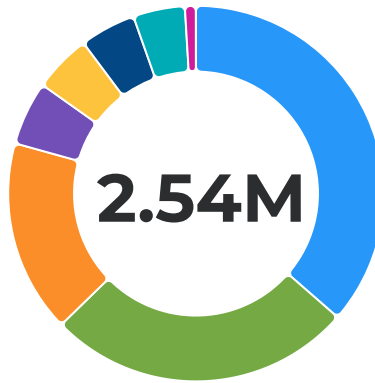
# Paratransit Operating

Complementary door-to-door ADA paratransit service in the Tri-Valley area is provided by Wheels Dial-A-Ride service. It is open to those who cannot use LAVTA’s fixed-route transit service. It operates as an on-demand service within a designated service area and provides service at the same times as LAVTA’s fixed-route service. As an exception, service is also provided to and from the San Ramon Medical Center and to the V.A. Hospital in Livermore if one end of the trip is in Livermore, Dublin, or Pleasanton. The V.A. Hospital is south of the Livermore city limits and outside of the LAVTA service area. In February, 2021 LAVTA Board authorized the Executive Director to enter into MOU with Central Contra Costa Transit Authority (CCCTA) to establish a 12-month pilot program for sharing one paratransit contractor. The pilot program commenced on April 1, 2021 with Transdev as the operator; in 2024, the One Seat Ride Program was made a permanent service. In addition to the provision of ADA paratransit service, LAVTA operates the Wheels Para-Taxi program. This program is a premium, same day service available to ADA paratransit registrants that provides a subsidy for using taxis and Transportation Network Companies (TNCs) such as Uber and Lyft.

## Revenues vs Expenditures Summary



### FY26 Revenues by Source



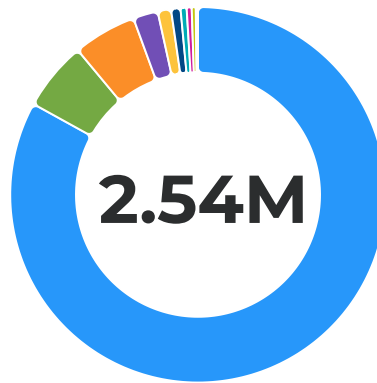
● Measure BB Paratransit Funds-Paratransit	<b>\$924,303</b>	36.43%
● FTA Section	<b>\$666,894</b>	26.29%
● TDA Article 4.5 - Paratransit	<b>\$420,861</b>	16.59%
● TDA Article 4.0 - Fixed Route	<b>\$139,499</b>	5.50%
● STA Funds-pop	<b>\$126,470</b>	4.99%
● Paratransit Passenger Fares	<b>\$121,850</b>	4.80%
● Measure B Gap	<b>\$113,000</b>	4.45%
● Special Contract Fares - Paratransit	<b>\$24,000</b>	0.95%

### Revenues by Source

Category	FY 2026 Budgeted
FTA Section	\$666,894.00
Paratransit Passenger Fares	\$121,850.00
Special Contract Fares - Paratransit	\$24,000.00
TDA Article 4.0 - Fixed Route	\$139,499.00
TDA Article 4.5 - Paratransit	\$420,861.00
STA Funds-pop	\$126,470.00
Measure BB Paratransit Funds-Paratransit	\$924,303.00
Measure B Gap	\$113,000.00
<b>Total Revenues</b>	<b>\$2,536,877.00</b>

# Expenditures by Expense Type

## FY26 Expenditures by Expense Type



● Purchased Transportation - Paratransit	<b>\$2,106,303</b>	83.03%
● Salaries and Wages	<b>\$150,690</b>	5.94%
● Professional Services	<b>\$138,600</b>	5.46%
● Benefits	<b>\$54,012</b>	2.13%
● Utilities	<b>\$28,915</b>	1.14%
● Services Web/Trapeze	<b>\$20,490</b>	0.81%
● RTC and Pex card fees	<b>\$13,467</b>	0.53%
● Office supplies	<b>\$10,800</b>	0.43%
● Miscellaneous	<b>\$9,000</b>	0.35%
● Professional Development	<b>\$3,000</b>	0.12%
● Communications	<b>\$1,000</b>	0.04%
● Auto Allowance	<b>\$600</b>	0.02%

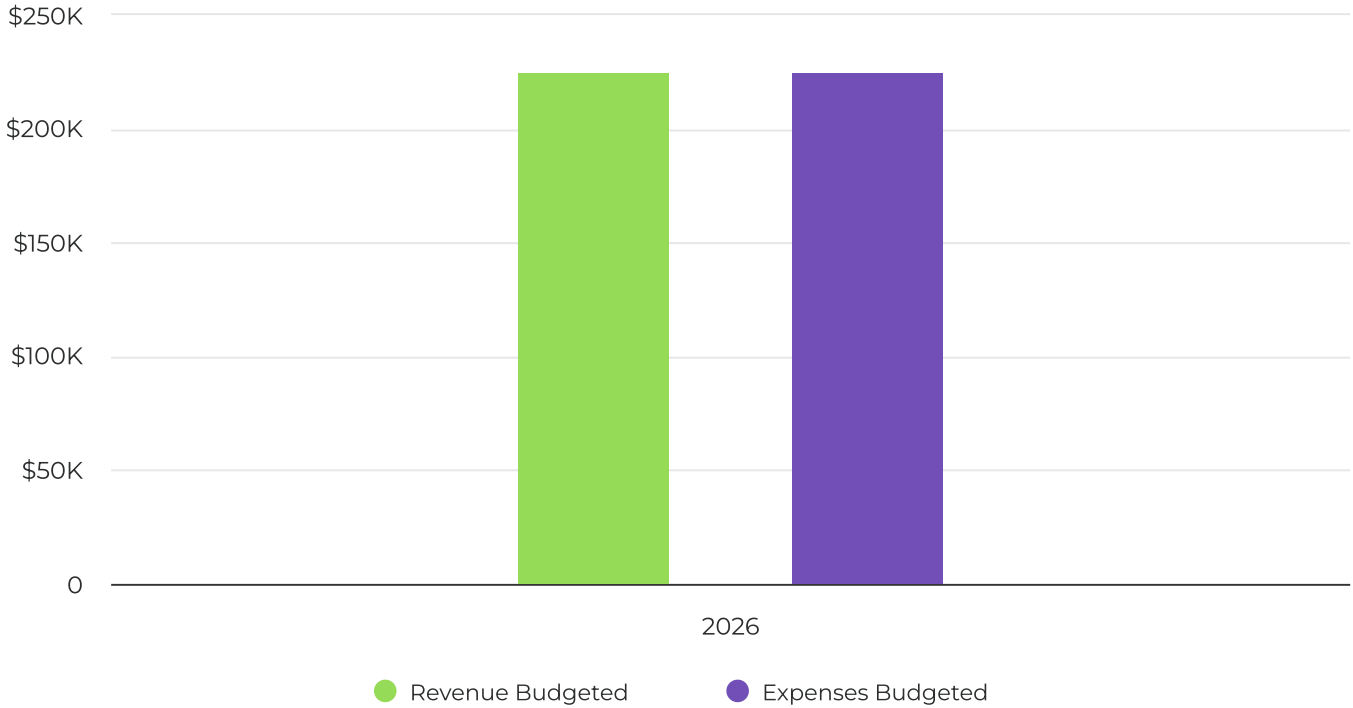
## Expenditures by Expense Type

Category	FY 2026 Budgeted
Salaries and Wages	\$150,690.33
Benefits	\$54,012.14
Auto Allowance	\$600.00
Professional Services	\$138,600.00
RTC and Pex card fees	\$13,467.00
Services Web/Trapeze	\$20,490.00
Communications	\$1,000.00
Office supplies	\$10,800.00
Utilities	\$28,915.00
Purchased Transportation - Paratransit	\$2,106,303.00
Professional Development	\$3,000.00
Miscellaneous	\$9,000.00
<b>Total Expenditures</b>	<b>\$2,536,877.46</b>

# Wheels on Demand (WOD)

Go Tri-Valley: In January 2017, LAVTA launched the Go Dublin! pilot program that was aimed at providing transit to low-density suburban areas of Dublin that saw the removal of fixed route service by LAVTA through the COA. Through this rideshare program, LAVTA partners with Lyft, Uber, and DeSoto Cab and subsidizes fares for riders who take trips within Dublin city limits. Each qualifying trip receives a 50% discount (up to \$5). Originally just planned for six months, the program was extended and then expanded in June 2020 to include the entire Tri-Valley area. In 2024 a 10-trip cap per TNC was implemented to better manage rising costs and demand.

## Revenues vs Expenditures Summary



## FY26 Revenues by Source



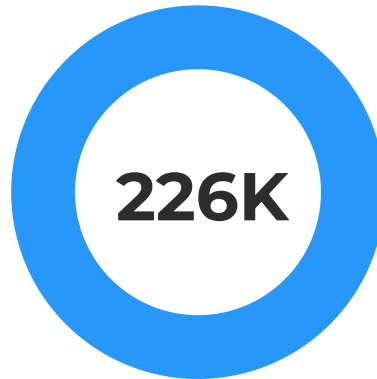
TDA Article 4.0 - Fixed Route \$225,600 100.00%

### Revenues by Object

Category	FY 2026 Budgeted
TDA Article 4.0 - Fixed Route	\$225,600.00
<b>Total Revenues</b>	<b>\$225,600.00</b>

### Expenditures by Expense Type

FY26 Expenditures by Expense Type



- Purchased Transportation- WHEELS on Demand \$225,600 100.00%

### Expenditures by Expense Type

Category	FY 2026 Budgeted
Purchased Transportation- WHEELS on Demand	\$225,600.00
<b>Total Expenditures</b>	<b>\$225,600.00</b>

# Reserve Analysis

## LAVTA

### RESERVES ANALYSIS

#### OVERVIEW OF THE ALLOCATION PROCESS

##### TDA

Under the State Transportation Development Act (TDA), the Metropolitan Transportation Commission (MTC) is designated as the body that distributes funds from the County Local Transportation Fund (LTF) to each transit operator in the county. Each year this distribution process begins in February when MTC passes a resolution approving each transit operator's apportionment of TDA funds for the upcoming fiscal year. This resolution defines LAVTA's share of the funds available in Alameda County. The funds are apportioned based on population. LAVTA's service area contains approximately 14% of the total population in the county.

Through its planning process LAVTA determines how much of this apportionment to request for the year and submits a claim for these funds. MTC then passes a resolution allocating the requested funds.

The difference between the apportioned amount and the allocated amount is reserved for LAVTA's future use. This amount, called "prior year funds", "carryover" or "reserves", is also shown in the apportionment resolution. These funds are retained in accordance with the California Administrative Code, in the LTF at the County of Alameda based on terms and conditions determined by MTC.

#### TDA RESERVES

The following analysis calculates LAVTA's expected reserves at the end of FY2026 based on currently available information about FY 2025

**Projected Reserves at June 30, 2025 \$14,937,022** (Projected Carryover 2/26/25)

FY2026 Apportionment (estimated) 11,624,472 (FY26 revenue estimate 2/26/25)

#### **FY2026 TDA Funds Available for Allocation \$26,561,494**

FY2026 Operating Request \$15,324,489

FY2026 Capital Request 17,216,481

**FY2026 TDA Request for Allocation \$32,540,970**

#### **Projected Reserves at June 30, 2025**

Reserves at June 30, 2025 -5,979,476



Expiring Capital Allocations @June 30, 2025 5,200,000 (estimate)

FY 2025 Unexpended Funds (Due to LTF) 250,000 (estimate)

Prior year Due to LTF \$25,627,304

**TOTAL TDA RESERVES \_\_\_\_\_ \$25,097,828**

**3-6-month target \$6,700,640 - \$13,401,279**