

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

**BOARD OF DIRECTORS MEETING**

**DATE:** May 5, 2025

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

**TIME:** 4:00 PM

**TELECONFERENCE LOCATIONS**

Scott Haggerty Heritage House  
4501 Pleasanton Avenue  
Pleasanton CA. 94566

**BOARD MEMBERS**

**EVAN BRANNING – CHAIR**  
**CRAIG EICHER**  
**DAVID HAUBERT**  
**MICHAEL McCORRISTON**

**JULIE TESTA – VICE CHAIR**  
**JEAN JOSEY**  
**KRISTIE WANG**

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

*Documents received after publication of the Agenda and considered by the Board of Directors in its deliberation will be available for inspection only via electronic document transfer, due to the COVID-19 outbreak. See the COVID-19 provisions outlined below. Please call or email the Executive Director during normal business hours if you require access to any such documents.*

**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, May 5, 2025, at [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 5/5/2025” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

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 dial \*9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved, and you will be allowed to speak. You will then dial \*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, May 5, 2025 to [frontdesk@lavta.org](mailto:frontdesk@lavta.org). Please include “Public Comment BOD – 5/5/2025” and the agenda item to which your comment applies in the subject line. In the body of the email please include your name. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

1. **Call to Order and Pledge of Allegiance**
2. **Roll Call of Members**
3. **Meeting Open to Public**
4. **Consent Agenda**

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

**A Minutes of April 7, 2025 – Board of Directors Meeting**

**B Treasurer’s Report for March 2025**

**Recommendation:** The Finance & Administration Committee recommends that the Board of Directors approve the March 2025 Treasurer’s Report.

**C Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2025-2026**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the Resolution 14-2025 and Resolution 15-2025 authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2025-2026.

**5. Public Hearing Regarding Staff Vacancies (AB 2561)**

**Recommendation:** Recommend that the Board of Directors hold a public hearing to receive any comments on LAVTA's current vacancies and retention and hiring policies as required by Assembly Bill 2561 (2024).

**6. Legislative Update**

**Recommendation:** The Finance & Administration Committee recommends the Board accept the legislative update report and approve four legislative positions.

**7. Cradlepoint Routers Procurement**

**Recommendation:** Recommend that the Board of Directors approve (1) a purchase order issued to Always Connect Solutions, LLC for the purchase of sixty (60) Cradlepoint R1900 routers and associated licenses, modems, switches, and antennas for \$279,894.54, plus a 10% contingency in the amount of \$27,989.45, increasing the total not-to-exceed amount to \$307,884; and (2) a contract to Vontas, a subdivision of Trapeze Software Group, Inc., for the installation kits, associated cabling, licensing for the multimodal interface, and warranty for \$195,926, plus a 10% contingency in the amount of \$19,592.60, increasing the total not-to-exceed amount to \$215,518.60.

**8. FY2026 Operating and Capital Budget**

**Recommendation:** The Finance and Administration Committee recommends that the Board of Directors approve the FY 2026 Operating and Capital Budget and Resolution 16-2025.

**9. Executive Director's Report**

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

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

**11. Next Meeting Date is Scheduled for: June 2, 2025**

**12. 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/ Lynn Domagas*

*05/01/2025*

*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 APRIL 7, 2025 LAVTA BOARD OF DIRECTORS MEETING**

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

The meeting was called to order by Chair Evan Branning at 4:00pm

### **2. Roll Call of Members**

#### **Members Present**

Evan Branning – City of Livermore

Craig Eicher – City of Pleasanton

Jean Josey – City of Dublin

David Haubert – County of Alameda

Jeff Nibert – City of Pleasanton, Alternate

Michael McCorriston – City of Dublin

Kristie Wang – City of Livermore

### **3. Meeting Open to Public**

### **4. Minutes from March 5, 2025 Tri-Valley Accessible Advisory Committee**

Shawn Costello, Chair for Tri-Valley Accessible Advisory Committee (TAAC), commented on the longer layover at the West Dublin BART Station stop.

### **5. Consent Agenda**

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

**A Minutes of the March 3, 2025, Board of Directors Meeting**

**B Treasurer’s Report for February 2025**

**C State Low Carbon Transit Operations Program (LCTOP) Resolution**

Approved Resolution 10-2025 in support of an allocation request to Caltrans for the FY 2024-2025 Low Carbon Transit Operations Program (LCTOP) to construct necessary facility improvements at LAVTA’s Atlantis Operations & Maintenance Facility.

**D LAVTA Records Retentions Policy**

Approved Resolution 11-2025 and the Records Retention Policy.

**E Capital Projects Update**

Information only.

All items on the Consent Agenda were approved by the Board of Directors

Motion/Second: Haubert/Josey

Aye: McCorriston, Branning, Eicher, Wang, Nibert

No: None

Abstain: None

## **6. Recognizing Hector Garcia, Recipient of the Katherine McClary Award**

The Board of Directors approved Resolution 12-2025, recognizing MV Transportation's Katherine McClary Award recipient Hector Garcia.

Motion/Second: Josey/McCorriston

Aye: Haubert, Branning, Eicher, Wang, Nibert

No: None

Abstain: None

## **7. Legislative Update**

The Board of Directors held discussions on this report and legislative position:

- SB 63 (Wiener, Arreguin) – Local Revenue Measure: Transportation Funding –  
SUPPORT IF AMENDED

The Board approved the support if amended position on SB63. The motion included strengthening the asks included in the letter, specifically: Return to Source and Fair Share component. The Board commented that if language gets added to bill mandating consolidation, then the position would change to *oppose unless amended*.

Motion/Second: Josey/McCorriston

Aye: Haubert, Branning, Eicher, Wang, Nibert

No: None

Abstain: None

## **8. Conflict of Interest Policy**

Executive Director Wegener introduced the item and gave a brief overview of why the policy is being taken to the Board for consideration. Legal Counsel Michael Conneran clarified that this policy is a different area of protection than our standard conflict of interest policy; it does not supersede the original 1090 Conflict of Interest.

Public comment: Shawn Costello provided comments on sales tax for local areas to be used for a BART station at Fallon Road and additional funding. Also commented on the award recipient and the importance of bus driver training.

The Board approved Resolution 13-2025, authorizing the Adoption of an Organizational Conflict of Interest Policy for all Projects Funded by the U.S. Department of Energy and Design-Build Projects.

Motion/Second: Haubert/McCorriston

Aye: Josey, Branning, Eicher, Wang, Nibert

No: None

Abstain: None

## **9. Executive Director's Report**

Executive Director Christy Wegener provided a brief overview of the Executive Director's Report that was included in the packet. Wegener reported that LAVTA's ridership continues to have positive gains but noted a drop in ridership in Dublin High School ridership. Wegener also noted LAVTA events such as Employee Appreciation Day and Village High School Career Day. Lastly, Wegener summarized her trip to Washington DC; she met with the California delegation and key staff.

The item was discussed by the Board of Directors and staff.

Public Comment: Shawn Costello provided comment regarding wheelchair mobility on the buses to enter and exit, he says it is very narrow.

## **10. Matters Initiated by the Board of Directors**

None.

## **11. Next Meeting Date is scheduled for: May 5, 2025**

## **12. Adjournment**

Meeting adjourned at 5:33pm.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer's Report for March 2025

FROM: Tamara Edwards, Director of Finance

DATE: May 5, 2025

**Action Requested**

Review and approve the LAVTA Treasurer's Report for March 2025.

**Discussion**

***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 March 1, 2025	\$1,259,656.95
Payments made	\$2,728,144.52
Deposits made	\$319,430.88
Transfer from LAIF	\$2,000,000.00
Transfer from Farebox account	\$200,000.00
Ending balance March 31, 2025	\$1,050,943.31

***Farebox account activity (106):***

Beginning balance March 1, 2025	\$219,937.16
Deposits made	\$28,694.54
Transfer to General Checking	\$200,000.00
Ending balance March 31, 2025	\$48,631.70

***LAIF investment account activity (135):***

Beginning balance March 1, 2025	\$27,109,825.91
Transfer to General Checking	\$2,000,000.00
Ending balance March 31, 2025	\$25,109,825.91

***Operating Expenditures and Revenues Summary:***

As this is the ninth 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 75% The agency is at 66.65% overall.

***Operating Revenues Summary:***

While expenses are at 66.65%, revenues are at 78%. Additionally, the agency has a healthy cash flow and reserve balance.

**Contracts Executed in March by the Executive Director between \$50,000 and \$100,000:**

W.W. Williams Battery Replacement for hybrid bus-\$67,304

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the March 2025 Treasurer's Report.

**Attachments:**

1. March 2025 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**BALANCE SHEET**  
**FOR THE PERIOD ENDING:**  
**March 31, 2025**

**ASSETS:**

101 PETTY CASH	200	
102 TICKET SALES CHANGE	240	
105 CASH - GENERAL CHECKING	1,050,943	
106 CASH - FIXED ROUTE ACCOUNT	48,631	
107 Clipper Cash	958,939	
108 Rail	0	
109 BOC	46	
120 ACCOUNTS RECEIVABLE	886,369	
135 INVESTMENTS - LAIF	25,109,826	
13599 INVESTMENTS - LAIF Mark to Market	(43,343)	
14001 Due From Rail	2,930,530	
150 PREPAID EXPENSES	131,419	
160 OPEB ASSET	69,638	
165 DEFERRED OUTFLOW-Pension Related	777,421	
166 DEFERRED OUTFLOW-OPEB	593,386	
170 INVESTMENTS HELD AT CALTIP	0	
175 CEPPT RESTRICTED INVESTMENTS	310,502	
111 NET PROPERTY COSTS	57,761,136	
<b>TOTAL ASSETS</b>		<b>90,585,883</b>

**LIABILITIES:**

205 ACCOUNTS PAYABLE	90,528	
211 PRE-PAID REVENUE	2,853,878	
21101 Clipper to be distributed	858,848	
22000 FEDERAL INCOME TAXES PAYABLE	40	
22010 STATE INCOME TAX	58	
22020 FICA MEDICARE	228	
22050 PERS HEALTH PAYABLE	0	
22040 PERS RETIREMENT PAYABLE	(98)	
22030 SDI TAXES PAYABLE	21	
22070 AMERICAN FIDELITY INSURANCE PAYABLE	1,299	
22090 WORKERS' COMPENSATION PAYABLE	119,802	
22100 PERS-457	0	
22110 Direct Deposit Clearing	1,034	
22120 Compensated absences	126,117	
23101 Net Pension Liability	1,605,376	
23105 Deferred Inflow- OPEB Related	374,181	
23104 Deferred Inflow- Pension Related	141,094	
23103 INSURANCE CLAIMS PAYABLE	3,844	
23102 UNEMPLOYMENT RESERVE	7,889	
<b>TOTAL LIABILITIES</b>		<b>6,184,139</b>

**FUND BALANCE:**

301 FUND RESERVE	57,544,179	
304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,164,157	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	(5,393,462)	
<b>TOTAL FUND BALANCE</b>		<b>84,401,744</b>
<b>TOTAL LIABILITIES &amp; FUND BALANCE</b>		<b>90,585,883</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
REVENUE REPORT  
FOR THE PERIOD ENDING:  
March 31, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
4010100	Fixed Route Passenger Fares	1,560,675	37,500	870,387	690,288	55.8%
4020000	Business Park Revenues	226,476	20,100	172,431	54,045	76.1%
4020500	Special Contract Fares	613,318	0	144,046	469,272	23.5%
4020500	Special Contract Fares - Paratransit	37,200	0	21,129	16,071	56.8%
4010200	Paratransit Passenger Fares	162,675	11,838	80,026	82,649	49.2%
4060100	Concessions	23,916	0	12,638	11,278	52.8%
4060300	Advertising Revenue	190,000	0	190,000	-	100.0%
4070400	Miscellaneous Revenue-Interest	350,000	0	344,469	5,531	98.4%
4070300	Non transportation revenue	181,956	11,548	146,092	35,864	80.3%
4099100	TDA Article 4.0 - Fixed Route	12,847,398	0	13,682,140	(834,742)	106.5%
4099500	TDA Article 4.0-BART	101,010	0	51,185	49,825	50.7%
4099200	TDA Article 4.5 - Paratransit	253,114	0	0	253,114	0.0%
4099600	Bridge Toll- RM2, RM3	1,364,384	12,264	12,264	1,352,120	0.9%
4099900	Other local funds	106,300	30,000	32,401	73,899	30.5%
4110100	STA Funds-Paratransit	148,001	0	0	148,001	0.0%
4110500	STA Funds- Fixed Route BART	496,359	0	309,993	186,366	62.5%
4110100	STA Funds-pop	1,983,778	0	1,641,391	342,387	82.7%
4110100	STA Funds- rev	694,172	0	0	694,172	0.0%
4110100	STA Funds- Lifeline	56,967	0	0	56,967	0.0%
4130000	FTA Section	-	0	0	-	100.0%
4130000	FTA Section 5307 ADA Paratransit	579,428	0	229,495	349,933	39.6%
4640500	Measure BB Paratransit Funds-GAP	1	0	0	1	0.0%
4640200	Measure BB Paratransit Funds-Fixed Route	1,948,320	131,997	1,086,742	861,578	55.8%
4640200	Measure BB Paratransit Funds-Paratransit	1,171,902	65,173	536,573	635,329	45.8%
<b>RAIL</b>		<b>0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL REVENUE</b>		<b>25,097,350</b>	<b>320,420</b>	<b>19,563,403</b>	<b>5,533,947</b>	<b>78.0%</b>

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
OPERATING EXPENDITURES  
FOR THE PERIOD ENDING:  
March 31, 2025**

		<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
501 02	Salaries and Wages	\$2,244,059	\$150,811	\$1,447,074	\$796,985	64.48%
502 00	Personnel Benefits	\$1,656,498	\$644,645	\$1,312,848	\$343,650	79.25%
503 00	Professional Services	\$1,576,482	\$122,901	\$799,574	\$776,908	50.72%
503 05	Non-Vehicle Maintenance	\$1,170,734	\$61,751	\$798,050	\$384,684	68.17%
503 99	Communications	\$6,402	\$432	\$1,572	\$4,830	24.55%
504 01	Fuel and Lubricants	\$1,663,500	\$101,011	\$740,935	\$922,565	44.54%
504 03	Non contracted vehicle maintenance	\$90,001	\$0	\$9,524	\$80,477	10.58%
504 99	Office/Operating Supplies	\$60,022	\$2,727	\$35,747	\$24,275	59.56%
504 99	Printing	\$134,000	\$6,670	\$40,804	\$93,196	30.45%
505 00	Utilities	\$521,285	\$35,737	\$328,364	\$192,921	62.99%
506 00	Insurance	\$648,917	(\$4,622)	\$722,014	(\$73,097)	111.26%
507 99	Taxes and Fees	\$111,868	\$10,195	\$80,368	\$31,500	71.84%
508 01	Purchased Transportation Fixed Route	\$11,986,359	\$1,026,363	\$9,049,690	\$2,936,669	75.50%
2-508 02	Purchased Transportation Paratransit	\$2,564,940	\$156,285	\$973,440	\$1,591,500	37.95%
508 03	Purchased Transportation WOD	\$200,000	\$17,623	\$143,027	\$56,973	71.51%
509 00	Miscellaneous	\$155,281	\$14,797	\$117,621	\$37,660	75.75%
509 02	Professional Development	\$132,500	\$7,956	\$94,062	\$38,438	70.99%
509 08	Advertising	\$174,000	\$44	\$31,658	\$142,342	18.19%
<b>TOTAL</b>		<b>\$25,096,848</b>	<b>\$2,355,327</b>	<b>\$16,726,370</b>	<b>\$8,382,477</b>	<b>66.65%</b>



**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
EXPENDITURE REPORT  
FOR THE PERIOD ENDING:  
March 31, 2025**

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>BOARD OF DIRECTORS - COST CENTER 01</b>						
5020101	FICA	500	138	1,056	(556)	211.17%
5030101	Professional Services	14,500	1,800	13,800	700	95.17%
5099901	Miscellaneous	200	0	0	200	0.00%
5090201	Professional Development	10,000	0	899	9,101	8.99%
<b>TOTAL - BOARD OF DIRECTORS</b>		<b>25,200</b>	<b>1,938</b>	<b>15,755</b>	<b>9,445</b>	<b>62.52%</b>
<b>EXECUTIVE DIRECTOR - COST CENTER 02</b>						
5010202	Salaries and Wages	265,290	20,404	184,458	80,832	69.53%
5020002	Personnel Benefits	115,930	8,028	77,496	38,434	66.85%
5049902	Office supplies	1	0	71	(70)	7124.00%
5090202	Professional Development	16,500	668	6,971	9,529	42.25%
5099902	Miscellaneous	10,600	207	6,734	3,866	63.53%
5030302	Professional Services	235,000	13,000	120,998	114,002	51.49%
<b>TOTAL- EXECUTIVE DIRECTOR</b>		<b>643,321</b>	<b>42,306</b>	<b>396,728</b>	<b>246,593</b>	<b>61.67%</b>
<b>ADMINISTRATIVE SERVICES - COST CENTER 03</b>						
5010203	Salaries and Wages	745,133	32,735	344,778	400,355	46.27%
5020003	Personnel Benefits	1,074,230	597,349	855,274	218,956	79.62%
5030003	Professional Services	324,946	44,278	205,758	119,188	63.32%
5030503	Non-Vehicle Maintenance	574,691	42,551	327,075	247,616	56.91%
5039903	Communications	4,000	432	1,572	2,428	39.29%
5049903	Office & Operating Supplies	60,020	2,727	31,858	28,162	53.08%
5050203	Utilities	521,285	35,737	328,364	192,921	62.99%
5060003	Insurance	78,224	0	771	77,453	0.99%
5090203	Professional Development	28,500	1,795	18,985	9,515	66.61%
5090103	Dues and Subscriptions	52,330	5,441	51,496	834	98.41%
5099903	Miscellaneous	25,000	5,769	36,989	(11,989)	147.96%
<b>TOTAL - ADMINISTRATIVE SERVICES</b>		<b>3,488,359</b>	<b>768,814</b>	<b>2,202,921</b>	<b>1,285,438</b>	<b>63.15%</b>
<b>SUB-TOTAL OPERATING EXPENDITURES</b>		<b>4,156,880</b>	<b>813,058</b>	<b>2,615,404</b>	<b>1,541,476</b>	<b>62.92%</b>

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
EXPENDITURE REPORT (CONTINUED)  
March 31, 2025  
Page 2

ACCOUNT	DESCRIPTION	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>TRANSIT DEVELOPMENT PLANNING - COST CENTER 04</b>						
5010204	Salaries & Wages	125,297	11,334	105,939	19,358	84.55%
5020004	Personnel Benefits	41,600	3,218	27,402	14,198	65.87%
5030304	Professional Services	185,900	4,118	12,659	173,241	6.81%
5030504	Non Vehicle Maintenance	5,500	0	0	5,500	0.00%
5039904	Communications	1	0	0	1	0.00%
5049904	Office supplies	1	0	3,818	(3,817)	381800.00%
5040304	Non contracted vehicle maintenance	1	0	0	1	0.00%
5080204	Purchased Transportation (Parataxi)	45,000	184	27,514	17,486	0.00%
5090104	Dues and Subscriptions	1	0	777	(776)	77706.00%
5090204	Professional Development	4,000	0	1,992	2,008	49.81%
5099904	Miscellaneous	3,150	0	0	3,150	0.00%
<b>TOTAL - TRANSIT DEVELOPMENT - PLANNING</b>		<b>410,451</b>	<b>18,854</b>	<b>180,101</b>	<b>230,350</b>	<b>43.88%</b>
<b>TRANSIT DEVELOPMENT MARKETING - COST CENTER 05</b>						
5010205	Salaries and Wages	564,944	39,060	363,319	201,625	64.31%
5020005	Personnel Benefits	247,956	20,777	202,295	45,661	81.59%
5030305	Professional Services	292,000	18,970	144,617	147,383	49.53%
5030605	Website	7,200	0	0	19,199	0.00%
5039905	Communications	2,400	0	0	2,400	0.00%
5049905	Schedules/Printing	124,000	6,670	35,086	88,914	28.30%
5050805	WIFI	1	0	0	1	0.00%
5080105	Purchased Transportation	1	0	0	1	0.00%
5090805	Advertising	174,000	44	31,658	142,342	18.19%
5090105	Chamber memberships	1,500	500	1,070	430	71.33%
5090205	Professional Development	10,500	2,123	12,225	(1,725)	116.43%
5099905	Miscellaneous	47,500	125	4,024	43,476	8.47%
<b>TOTAL - TRANSIT DEVELOPMENT - MARKETING</b>		<b>1,472,002</b>	<b>88,269</b>	<b>794,294</b>	<b>677,708</b>	<b>53.96%</b>
<b>TRANSIT OPERATIONS - COST CENTER 06</b>						
5010206	Salaries and Wages	543,395	47,278	448,580	94,815	82.55%
5020006	Personnel Benefits	176,782	15,274	150,380	26,402	85.07%
5030306	Professional services	524,136	40,736	301,742	222,394	57.57%
5030506	Non-Vehicle Maintenance and Supplies	583,343	19,199	470,975	112,368	80.74%
5039906	Postage	1	0	0	1	0.00%
5040106	Fixed Route Fuel Costs	1,663,500	101,011	740,935	922,565	44.54%
5040306	Non contracted vehicle maintenance	90,000	0	9,524	80,476	0.00%
5049906	Supplies	10,000	0	5,718	4,282	0.00%
5060306	Casualty and Liability Insurance	570,693	(4,622)	721,243	(150,550)	
5079906	Fuel Taxes	111,868	10,195	80,368	31,500	71.84%
5080106	Purchased Transportation - Fixed Route	11,986,359	1,026,363	9,049,690	2,936,669	75.50%
5080206	Purchased Transportation - Paratransit	2,519,940	156,101	945,926	1,574,014	37.54%
5080306	Purchased Transportation-WHEELS on Demand	200,000	17,623	143,027	56,973	71.51%
5099906	Misc	15,000	2,755	16,531	(1,531)	110.20%
5090206	Professional Development	63,000	3,371	52,989	10,011	84.11%
<b>TOTAL TRANSIT OPERATIONS</b>		<b>19,058,017.00</b>	<b>1,435,283.86</b>	<b>13,137,626.75</b>	<b>5,920,390</b>	<b>68.93%</b>
<b>Rail</b>			3,566	28,496		
<b>TOTAL OPERATING EXPENDITURES</b>		<b>25,097,350</b>	<b>2,359,031</b>	<b>16,755,922</b>	<b>8,369,924</b>	<b>66.76%</b>
<b>FUND BALANCE (OPERATING)</b>		<b>0.00</b>	<b>(2,038,611)</b>	<b>2,807,481</b>		

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY  
CAPITAL REVENUE AND EXPENDITURE REPORT (Page 1 of 2)  
FOR THE PERIOD ENDING:  
March 31, 2025**

ACCOUNT	DESCRIPTON	BUDGET	CURRENT MONTH	YEAR TO DATE	BALANCE AVAILABLE	PERCENT BUDGET EXPENDED
<b>REVENUE DETAILS</b>						
4090594	TDA (office and facility equip)	368,700	0	0	368,700	0.00%
4090194	TDA Shop repairs and replacement	165,000	0	0	165,000	0.00%
4091094	TDA Transit Center Improvements	123,317	0	0	123,317	0.00%
409??94	TDA (Transit Capital)	100,000	0	0	100,000	0.00%
4092094	TDA (Major component rehab)	462,500	0	0	462,500	0.00%
4090094	TDA WiFi	440,000	0	0	440,000	0.00%
4091794	TDA bus stops	863,000	0	0	863,000	0.00%
4090694	TDA TSP	95,000	0	0	95,000	0.00%
4090994	TDA Buses 2025	2,430,697	0	0	2,430,697	0.00%
4090294	TDA Atlantis	14,840,483	0	0	14,840,483	0.00%
4090696	BT TSP	2,695,000	0	0	2,695,000	0.00%
4091796	BT Bus Stops	23,000	0	0	23,000	0.00%
40799	Insurance Proceeds	-	28,963	28,963	(28,963)	#DIV/0!
4110900	State (SGR) Buses 2025	131,715	0	0	131,715	0.00%
4110200	State (LCTOP) Atlantis	7,595,544	0	0	7,595,544	0.00%
4110500	State (LCTOP) Rutan retrofit	944,976	0	0	944,976	0.00%
41309	FTA Buses 2025	10,213,047	0	0	10,213,047	0.00%
41317	FTA bus stops	2,000,000	0	0	2,000,000	0.00%
41302	FTA Atlantis	10,651,568	0	0	10,651,568	0.00%
41305	FTA Rutan Retrofit	530,159	0	0	530,159	0.00%
41320	FTA Hybrid battery packs	250,000	0	11,504	238,496	4.60%
41310	FTA Transit Center	287,739	0	10,920	276,819	3.80%
46405	Measure BB Atlantis	3,000,000	0	0	3,000,000	0.00%

<b>TOTAL REVENUE</b>	<b>58,211,445</b>	<b>28,963</b>	<b>51,387</b>	<b>55,160,058</b>	<b>0.09%</b>
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**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY**  
**CAPITAL REVENUE AND EXPENDITURE REPORT (Page 2 of 2)**  
**FOR THE PERIOD ENDING:**  
**March 31, 2025**

<b>ACCOUNT</b>	<b>DESCRIPTON</b>	<b>BUDGET</b>	<b>CURRENT MONTH</b>	<b>YEAR TO DATE</b>	<b>BALANCE AVAILABLE</b>	<b>PERCENT BUDGET EXPENDED</b>
<b>EXPENDITURE DETAILS</b>						
<b>CAPITAL PROGRAM - COST CENTER 07</b>						
5550207	Atlantis Facility	35,868,995	0	0	35,868,995	0.00%
5550107	Shop Repairs and replacement	15,000	0	0	15,000	0.00%
5550107	Bus Wash	150,000	0	0	150,000	0.00%
5552307	Buses 2025	12,811,559	0	880	12,810,679	0.01%
5550507	Office and Facility Equipment	434,200	277,266	760,533	(326,333)	175.16%
5551007	Transit Center Upgrades and Improvements	411,056	675	8,780	402,276	2.14%
5550507	Rutan Retrofit	1,475,135	0	0	1,475,135	0.00%
5550607	TSP	2,790,000	0	26,290	2,763,710	0.94%
5550907	IT	440,000	0	29,928	410,072	6.80%
5550007	WIFI routers	440,000	0	0	440,000	0.00%
5551707	Bus Shelters and Stops	3,093,000	66,950	75,297	3,017,704	2.43%
5552007	Major component rehab	622,500	15,254	87,045	535,455	13.98%
555??07	Transit Capital	100,000	0	0	100,000	0.00%
<b>TOTAL CAPITAL EXPENDITURES</b>		<b>58,651,445</b>	<b>360,144</b>	<b>988,752</b>	<b>57,662,693</b>	<b>1.69%</b>

<b>FUND BALANCE (CAPITAL)</b>	<b>-440000.00</b>	<b>(331,181)</b>	<b>(937,365)</b>
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<b>FUND BALANCE (CAPTIAL &amp; OPERATING)</b>	<b>-440,000.00</b>	<b>(2,369,792)</b>	<b>1,870,116</b>
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REPORT.: Apr 14 25 Monday  
RUN....: Apr 14 25 Time: 14:34  
Run By.: Daniel Zepeda

LAVTA  
Month End Cash Disbursements Report  
Prior Period Report for 03-25 BANK ACCOUNT 105

PAGE: 001  
ID #: PY-CD  
Attachment CTL: WHE

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-25	024484	03/12/25	ITO01 (INSTITUTE FOR TRANSIT OPERAT		(950.00)	.00	(950.00)	Ck# 024484 Reversed
	024520	03/14/25	CAL13 (CALIFORNIA TRANSIT)		5,531.36	.00	5,531.36	Automatic Generated Check
	024521	03/14/25	CW101 (CUMMINS WEST, INC- SAN LEAND		15,253.75	.00	15,253.75	Automatic Generated Check
	024522	03/14/25	FSX01 (FSX EQUIPMENT, INC)		441.99	.00	441.99	Automatic Generated Check
	024523	03/14/25	GOG01 (GO GO GRANDPARENT)		5,794.58	.00	5,794.58	Automatic Generated Check
	024524	03/14/25	ITO01 (INSTITUTE FOR TRANSIT OPERAT		2,200.00	.00	2,200.00	Automatic Generated Check
	024525	03/14/25	MEA01 (MARIA ELENA AMARAL)		1,540.00	.00	1,540.00	Automatic Generated Check
	024526	03/14/25	MIG01 (MOORE IACOFANO GOLTSMAN)		622.50	.00	622.50	Automatic Generated Check
	024527	03/14/25	PLE01 (PLEASANTON CHAMBER OF)		480.00	.00	480.00	Automatic Generated Check
	024528	03/14/25	TX257 (SHIPRA AGRAWAL)		59.90	.00	59.90	Automatic Generated Check
	024529	03/28/25	ATT02 (AT&T )		407.26	.00	407.26	Automatic Generated Check
	024530	03/28/25	AVI01 (AMADOR VALLEY INDUSTRIES)		632.71	.00	632.71	Automatic Generated Check
	024531	03/28/25	GEN05 (GENFARE LLC)		1,138.03	.00	1,138.03	Automatic Generated Check
	024532	03/28/25	HOT01 (PACIFIC BAY EQUIPMENT-HOTSY)		1,120.44	.00	1,120.44	Automatic Generated Check
	024533	03/28/25	KIM02 (KIMLEY-HORN AND ASSOC, INC)		67,624.50	.00	67,624.50	Automatic Generated Check
	024534	03/28/25	MET01 (METROPOLITAN TRANSPORT-)		5,675.96	.00	5,675.96	Automatic Generated Check
	024535	03/28/25	MIG01 (MOORE IACOFANO GOLTSMAN)		3,495.00	.00	3,495.00	Automatic Generated Check
	024536	03/28/25	TX254 (HOSSEIN SHAHRZAD)		419.79	.00	419.79	Automatic Generated Check
	024537	03/28/25	TX260 (THOMAS ZANETTI)		70.82	.00	70.82	Automatic Generated Check
	H15386	03/14/25	RMS01 (RELIABLE MONITORING SERVICES		154,756.99	.00	154,756.99	RMS01, 2130840, RUTAN HYD
	H15393	03/14/25	LIU02 (JOY LIU)		1,223.92	.00	1,223.92	LIU02, 2/23/25-3/2/25 TRA
	H15429	03/14/25	TPG01 (VILLAGE INSTANT PRINTING)		4,484.37	.00	4,484.37	TPG01, 80418, MP2292 LAVT
	H15430	03/14/25	AAL01 (ALPHA ANALYTICAL LABORATORIE		395.00	.00	395.00	AAL01, 5026460, 2/27/25 R
	H15431	03/14/25	AAL01 (ALPHA ANALYTICAL LABORATORIE		395.00	.00	395.00	AAL01, 5026461, 2/27/25 A
	H15432	03/14/25	ASM01 (AMERICAN SWEEPING & MAINTENA		635.00	.00	635.00	ASM01, 16949, JAN-25 PARK
	H15433	03/14/25	ASM01 (AMERICAN SWEEPING & MAINTENA		635.00	.00	635.00	ASM01, 16950, FEB-25 PARK
	H15434	03/14/25	CAL15 (CALTRONICS BUSINESS SYS)		106.23	.00	106.23	CAL15, 4297790, 1/16/25-2
	H15435	03/14/25	CCL01 (CARPI & CLAY INC)		4,500.00	.00	4,500.00	CCL01, 25-02LAVTA, FEB-25
	H15436	03/28/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		146,001.16	.00	146,001.16	CEN04, 25125, DEC-24 MONT
	H15437	03/14/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		3,386.39	.00	3,386.39	CEN04, 25127, DEC-24 MONT
	H15438	03/14/25	CNO01 (CIRCA NOW LLC)		2,700.00	.00	2,700.00	CNO01, 2129, PO7879 FEB-2
	H15439	03/14/25	CNO01 (CIRCA NOW LLC)		3,600.00	.00	3,600.00	CNO01, 2130, PO7907 TO4-F
	H15440	03/14/25	CNO01 (CIRCA NOW LLC)		1,875.00	.00	1,875.00	CNO01, 2131, PO7907 TO4 F
	H15441	03/14/25	CNO01 (CIRCA NOW LLC)		1,312.50	.00	1,312.50	CNO01, 2132, TO6-FEB-25 A
	H15442	03/14/25	CNO01 (CIRCA NOW LLC)		490.00	.00	490.00	CNO01, 2133, TO7-FEB-25 B
	H15443	03/14/25	CNO01 (CIRCA NOW LLC)		1,612.50	.00	1,612.50	CNO01, 2134, TO8-FEB-25 T
	H15444	03/14/25	COR01 (CORBIN WILLITS SYSTEMS)		320.05	.00	320.05	COR01, C502151, MAR-25 SE
	H15445	03/14/25	CTE01 (CENTER FOR TRANSPORTATION &		18,000.00	.00	18,000.00	CTE01, 660-3, PO7883 HYDR
	H15446	03/14/25	DAY02 (DAY & NITE PEST CONTROL)		218.00	.00	218.00	DAY02, 200458, 2/19/25 PE
	H15447	03/14/25	HAN01 (HANSON BRIDGETT MARCUS)		3,169.50	.00	3,169.50	HAN01, 1514522, DEC-24 CO
	H15448	03/14/25	HAN01 (HANSON BRIDGETT MARCUS)		3,526.50	.00	3,526.50	HAN01, 1514523, DEC-24 AD
	H15449	03/14/25	HAN01 (HANSON BRIDGETT MARCUS)		8,595.50	.00	8,595.50	HAN01, 1516791, JAN-25 CO
	H15450	03/14/25	HAN01 (HANSON BRIDGETT MARCUS)		6,778.00	.00	6,778.00	HAN01, 1516792, JAN-25 AD
	H15451	03/14/25	INT05 (INTERSTATE OIL COMPANY)		26,778.87	.00	26,778.87	INT05, D270617IN, 2/21/25
	H15452	03/14/25	LYF01 (LYFT, INC)		7,361.95	.00	7,361.95	LYF01, 1178405, FEB-25 GO
	H15453	03/14/25	LYF01 (LYFT, INC)		153.83	.00	153.83	LYF01, 1178406, FEB-25 GO
	H15454	03/14/25	OAK01 (OAKS BUSINESS PK OWNERS)		451.04	.00	451.04	OAK01, 1ST QTR 2025 BUSIN
	H15455	03/14/25	POL01 (POLITICO GROUP INC)		2,500.00	.00	2,500.00	POL01, FEB-25 STATE ADVOC
	H15456	03/14/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,845.00	.00	9,845.00	RMT01, 20250247, 2/10/25-
	H15457	03/14/25	RSE01 (R & S ERECTION)		2,153.00	.00	2,153.00	RSE01, 138539GR, MP2295 H
	H15458	03/14/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,590.72	.00	2,590.72	SAN01, 945206778, DEC-24
	H15459	03/14/25	SAN01 (SAN JOAQUIN COUNTY REGIONAL		2,590.72	.00	2,590.72	SAN01, 945206779, JAN-25
	H15460	03/14/25	SCF01 (SC FUELS)		9,909.08	.00	9,909.08	SCF01, 671926, 2/13/25 FU
	H15461	03/14/25	SCF01 (SC FUELS)		24,746.34	.00	24,746.34	SCF01, 675517, 2/27/25 FU
	H15462	03/14/25	SHA02 (SHAMROCK OFFICE SOLUTIONS)		36.53	.00	36.53	SHA02, 4308086, FRONT DES
	H15463	03/14/25	SOLO1 (SOLUTIONS FOR TRANSIT)		2,083.33	.00	2,083.33	SOLO1, 25-0305LAVTA, FEB-
	H15464	03/14/25	STA01 (STATE COMPENSATION FUND)		1,292.33	.00	1,292.33	STA01, FEB-25 WORKER'S CO
	H15465	03/14/25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC)		6,000.00	.00	6,000.00	TPA01, 23043, MAR-25 STAT
	H15466	03/14/25	WCC01 (ASSOCIATED COMPRESSOR & EQUI		2,628.14	.00	2,628.14	WCC01, 21079-1, MP2351 RE
	H15467	03/14/25	AIR02 (AIRESPRING)		3,594.13	.00	3,594.13	AIR02, 194094406, 3/1/25-
	H15468	03/14/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,466.58	.00	1,466.58	AME06, FEB-25 FLEXIBLE SP
	H15469	03/14/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,464.99	.00	1,464.99	AME06, NOV-24 FLEXIBLE SP
	H15470	03/14/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,423.84	.00	1,423.84	AME06, JAN-25 SUPPLEMENTA
	H15471	03/14/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,423.84	.00	1,423.84	AME06, FEB-25 SUPPLEMENTA
	H15472	03/14/25	AME06 (AMERICAN FIDELITY ASSURANCE		1,221.64	.00	1,221.64	AME06, DEC-24 SUPPLEMENTA
	H15473	03/06/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10, CA STATE GARNISHME
	H15474	03/14/25	CAR07 (CALIFORNIA AIR RESOURCES BOA		654.78	.00	654.78	CAR07, 2025 COMPLIANCE FE
	H15475	03/07/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		46,144.46	.00	46,144.46	DIR02, PR DIRECT DEPOSIT
	H15476	03/04/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		1,580.69	.00	1,580.69	DIR02, PR DIRECT DEPOSIT-
	H15477	03/06/25	EFT01 (ELECTRONIC FUND TRANFERS)		12,190.20	.00	12,190.20	EFT01, FEDERAL TAX 2/15/2
	H15478	03/04/25	EFT01 (ELECTRONIC FUND TRANFERS)		407.22	.00	407.22	EFT01, FEDERAL TAX-BOD 2/
	H15479	03/06/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,312.54	.00	4,312.54	EMP01, STATE TAX 2/15/25-
	H15480	03/04/25	EMP01 (EMPLOYMENT DEVEL DEPT)		48.80	.00	48.80	EMP01, STATE TAX-BOD 2/1/
	H15481	03/14/25	HDE01 (HOME DEPOT-CREDIT SERVICES)		160.86	.00	160.86	HDE01, FEB-25 MISC MAINT
	H15482	03/14/25	LIV10 (LIVERMORE SANITATION INC)		2,828.42	.00	2,828.42	LIV10, 2619908, 2/1/25-2/
	H15483	03/14/25	MAR07 (DAVID MARK)		346.17	.00	346.17	MAR07, 2/23/25-2/25/25 TR
	H15484	03/10/25	MVT01 (MV TRANSPORTATION, INC.)		124,542.75	.00	124,542.75	MVT01, JAN-25 FIXED ROUTE
	H15485	03/14/25	PER01 (PERS )		5,552.89	.00	5,552.89	PER01, PERS CLASSIC CONTR
	H15486	03/14/25	PER01 (PERS )		7,014.54	.00	7,014.54	PER01, PERS NEW CONTRIBUT
	H15487	03/14/25	PER04 (CALPERS RETIREMENT SYSTEM)		6,333.67	.00	6,333.67	PER04, PERS 457 CONTRIBUT
	H15488	03/14/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		2,506.27	.00	2,506.27	ROB06, 64715665, FRONT DE
	H15489	03/28/25	YEU01 (ETHAN YEUNG)		280.00	.00	280.00	YEU01, 3/16/25-3/19/25 TR
	H15490	03/14/25	VER01 (VERIZON WIRELESS)		2,256.88	.00	2,256.88	VER01, 6106725223, 1/23-2
	H15491	03/14/25	RKC01 (RONNY KRAFT CONSULTING)		7,380.00	.00	7,380.00	RKC01, LVTA-1, MP2311 202
	H15492	03/28/25	RSE01 (R & S ERECTION)		225.00	.00	225.00	RSE01, 138596GR, MP2295 H
	H15493	03/14/25	TTR01 (TRANSTRACK SYSTEMS INC)		8,073.00	.00	8,073.00	TTR01, 1886, PO7887 APC C
	H15494	03/14/25	TX242 (BONNIE WOLF)		240.00	.00	240.00	TX242, PARATAKI REIMBURSE
	H15495	03/28/25	HAN01 (HANSON BRIDGETT MARCUS)		5,537.00	.00	5,537.00	HAN01, 1519760, FEB-25 CO
	H15496	03/28/25	HAN01 (HANSON BRIDGETT MARCUS)		9,060.00	.00	9,060.00	HAN01, 1519761, FEB-25 AD
	H15497	03/28/25	AIM01 (AIM TO PLEASE JANITORIAL SER		6,524.83	.00	6,524.83	AIM01, 116, FEB-25 MONTHL
	H15498	03/28/25	AIM01 (AIM TO PLEASE JANITORIAL SER		7,400.00	.00	7,400.00	AIM01, 1133, FEB-25 BUS S
	H15500	03/28/25	CEN04 (CENTRAL CONTRA COSTA TRAN)		3,587.65	.00	3,587.65	CEN04, 25139, JAN-25 MONT
	H15501	03/28/25	CRA02 (CRANETECH INC.)		1,205.00	.00	1,205.00	CRA02, 52025, QTRLY CRANE
	H15502	03/28/25	ESE01 (EDWARDS & SONS EQUIPMENT SER		669.46	.00	669.46	ESE01, 58915, 2025 ANNUAL

Attachment 1

Period	Check Number	Check Date	Vendor # (Name)	Disc. Terms	Gross Amount	Disc Amount	Net Amount	Check Description
03-25	H15503	03/28/25	GAN01 (GANNETT FLEMING COMPANIES)		1,425.00	.00	1,425.00	GAN01, 49191, PO7865 TO2-
	H15504	03/28/25	GAN01 (GANNETT FLEMING COMPANIES)		12,793.00	.00	12,793.00	GAN01, 49193, PO7869 TO3-
	H15505	03/28/25	GAN01 (GANNETT FLEMING COMPANIES)		8,840.00	.00	8,840.00	GAN01, 49194, PO7897 TO4-
	H15506	03/28/25	OAK01 (OAKS BUSINESS PK OWNERS)		4,910.04	.00	4,910.04	OAK01, 2ND QTR 2025 BUSIN
	H15507	03/28/25	RMS01 (RELIABLE MONITORING SERVICES)		94,216.68	.00	94,216.68	RMS01, 2131043, RUTAN HYD
	H15508	03/28/25	RMT01 (RMT LANDSCAPE CONTRACTORS IN		9,450.00	.00	9,450.00	RMT01, 20250367, MP2334 T
	H15509	03/28/25	RSE01 (R & S ERECTION)		317.50	.00	317.50	RSE01, 138728GR, 3/4/25 A
	H15510	03/28/25	RSE01 (R & S ERECTION)		2,331.00	.00	2,331.00	RSE01, 138836GR, MP2371 R
	H15511	03/28/25	SCF01 (SC FUELS)		24,016.90	.00	24,016.90	SCF01, 680201, 3/7/25 FUE
	H15512	03/28/25	SCF01 (SC FUELS)		23,791.61	.00	23,791.61	SCF01, 682335, 3/13/25 FU
	H15513	03/28/25	SDI01 (SDI PRESENCE LLC)		9,546.55	.00	9,546.55	SDI01, 18476, IT MODERNIZ
	H15514	03/28/25	TPG01 (VILLAGE INSTANT PRINTING)		966.18	.00	966.18	TPG01, 80657, MP2370 SHEL
	H15515	03/28/25	UBE01 (UBER )		10,107.30	.00	10,107.30	UBE01, FEB-25 GO DUBLIN B
	H15516	03/28/25	WCC01 (ASSOCIATED COMPRESSOR & EQUI		1,211.68	.00	1,211.68	WCC01, 21645-1, MP2373 RU
	H15517	03/28/25	WCC01 (ASSOCIATED COMPRESSOR & EQUI		445.00	.00	445.00	WCC01, 21767-1, 3/7/25 RU
	H15518	03/20/25	CAL10 (CALIFORNIA STATE DISBURSEMEN		455.53	.00	455.53	CAL10, CA STATE GARNISHME
	H15519	03/28/25	DIR01 (DIRECT TV)		24.00	.00	24.00	DIR01, 96X250311, 3/10/25
	H15520	03/21/25	DIR02 (DIRECT DEPOSIT OF PAYROLL CH		49,035.82	.00	49,035.82	DIR02, PR DIRECT DEPOSIT
	H15521	03/20/25	EFT01 (ELECTRONIC FUND TRANSFERS)		13,267.84	.00	13,267.84	EFT01, FEDERAL TAX 3/1/25
	H15522	03/20/25	EMP01 (EMPLOYMENT DEVEL DEPT)		4,573.32	.00	4,573.32	EMP01, STATE TAX 3/1/25-3
	H15523	03/28/25	HDE01 (HOME DEPOT-CREDIT SERVICES)		844.52	.00	844.52	HDE01, MAR-25 MISC MAINT
	H15524	03/21/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 133288, MAR-25 1ST
	H15525	03/31/25	MVT01 (MV TRANSPORTATION, INC.)		450,000.00	.00	450,000.00	MVT01, 133289, MAR-25 2ND
	H15526	03/21/25	PER01 (PERS )		5,432.70	.00	5,432.70	PER01, PERS CLASSIC CONTR
	H15527	03/21/25	PER01 (PERS )		7,258.02	.00	7,258.02	PER01, PERS NEW CONTRIBUT
	H15528	03/21/25	PER04 (CALPERS RETIREMENT SYSTEM)		6,533.29	.00	6,533.29	PER04, PERS 457 CONTRIBUT
	H15529	03/28/25	PER03 (CAL PUB EMP RETIRE SYSTM)		43,302.83	.00	43,302.83	PER03, APR-25 PERS HEALTH
	H15530	03/28/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		2,417.29	.00	2,417.29	ROB06, 64741540, FRONT DE
	H15531	03/28/25	ROB06 (ROBERT HALF MANAGEMENT RESOU		1,898.24	.00	1,898.24	ROB06, 64771853, FRONT DE
	H15532	03/28/25	VSP01 (VSP )		527.66	.00	527.66	VSP01, APR-25 VSP VISION
	H15533	03/28/25	VSP01 (VSP )		566.50	.00	566.50	VSP01, MAR-25 VSP VISION
	H15534	03/28/25	WEG01 (CHRISTY WEGENER)		230.00	.00	230.00	WEG01, 3/31/25-4/2/25 TRA
	H15535	03/28/25	TAX01 (HERB HASTINGS)		203.64	.00	203.64	TAX01, PARATAXI REIMBURSE
	H15536	03/28/25	TX259 (MOHAMMAD SHAHIM)		30.00	.00	30.00	TX259, PARATAXI REIMBURSE
	H15537	03/31/25	YEU01 (ETHAN YEUNG)		636.16	.00	636.16	YEU01, 3/16/25-3/20/25 TR
	H15538	03/31/25	BAN03 (BANKCARD CENTER)		17,322.03	.00	17,322.03	BAN03, FEB-25 BMO CC STAT
	H15539	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		180.61	.00	180.61	CAL04, 0198655555, BUS WA
	H15540	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		70.26	.00	70.26	CAL04, 2575555555, TC FIR
	H15541	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		86.64	.00	86.64	CAL04, 3616555555, TC WAT
	H15542	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		196.17	.00	196.17	CAL04, 4616555555, TC IRR
	H15543	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 4755555555, MOA FI
	H15544	03/31/25	CAL04 (CALIFORNIA WATER SERVICE)		93.67	.00	93.67	CAL04, 5755555555, CONTRA
	H15545	03/31/25	CIT06 (CITY OF LIVERMORE SEWER)		113.17	.00	113.17	CIT06, 138143-00, BUS WAS
	H15546	03/31/25	CIT06 (CITY OF LIVERMORE SEWER)		1,384.10	.00	1,384.10	CIT06, 133294-00, MOA WAT
	H15547	03/31/25	CIT06 (CITY OF LIVERMORE SEWER)		58.82	.00	58.82	CIT06, 133389-00, TRANSIT
	H15548	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		48.68	.00	48.68	CIT07, 139361-00, ATLANTI
	H15549	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		137.10	.00	137.10	CIT07, 139388-00, BUS WAS
	H15550	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		43.26	.00	43.26	CIT07, 139399-00, ATLANTI
	H15551	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		246.57	.00	246.57	CIT07, 138430-01, ATLANTI
	H15552	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		46.94	.00	46.94	CIT07, 138431-00, ATLANTI
	H15553	03/31/25	CIT07 (CITY OF LIVERMORE - WATER)		12.38	.00	12.38	CIT07, 138432-00, ATLANTI
	H15554	03/31/25	MER01 (MERCHANT SERVICES)		53.44	.00	53.44	MER01, FEB-25 MOA CC STAT
	H15555	03/31/25	MER01 (MERCHANT SERVICES)		169.26	.00	169.26	MER01, FEB-25 TRANSIT CEN
	H15556	03/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		13,642.51	.00	13,642.51	PAC02, 5809326332-3, MOA
	H15557	03/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		1,684.82	.00	1,684.82	PAC02, 6062256368-6, ATLA
	H15558	03/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		2,759.67	.00	2,759.67	PAC02, 7264840356-5, BUS
	H15559	03/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		135.09	.00	135.09	PAC02, 7649646868-7, DOOL
	H15560	03/31/25	PAC02 (PACIFIC GAS AND ELECTRIC)		7,555.25	.00	7,555.25	PAC02, 9007202117-4, MOA
	H15561	03/31/25	PER02 (CALPERS RETIREMENT SYSTEM)		100,000.00	.00	100,000.00	PER02, FY25 CEPPT CONTRIB
	H15562	03/31/25	PER02 (CALPERS RETIREMENT SYSTEM)		129,398.00	.00	129,398.00	PER02, FY25 CERBT CONTRIB
	H15563	03/31/25	PER02 (CALPERS RETIREMENT SYSTEM)		350,000.00	.00	350,000.00	PER02, FY25 OPEB ADDITION
Total for Bank Account 105 ----->					2,726,647.62	.00	2,726,647.62	
Grand Total of all Bank Accounts ----->					2,726,647.62	.00	2,726,647.62	



REPORT.: Apr 10 25 Thursday  
 RUN....: Apr 10 25 Time: 14:29  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 03-25

PAGE: 001  
 ID #: PY-AC  
 Attachment 1 CTL.: WHE

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-25	AAL01 (ALPHA ANALYTICAL LABORATORI	5026460H	02/07/25	03/09/25	A	395.00	AAL01, 5026460, 2/27/25 RUTAN STORM WATER TE
		5026461H	02/07/25	03/09/25	A	395.00	AAL01, 5026461, 2/27/25 ATLANTIS STORM WATER
		Vendor's Total ----->				790.00	
03-25	AIM01 (AIM TO PLEASE JANITORIAL SE	1133H	03/10/25	04/09/25	A	7400.00	AIM01, 1133, FEB-25 BUS STOP CLEANING SERVIC
	116FEB-25H		03/10/25	04/09/25	A	6524.83	AIM01, 116, FEB-25 MONTHLY JANITORIAL SERVIC
		Vendor's Total ----->				13924.83	
03-25	AIR02 (AIRESPRING)	194094406H	03/01/25	03/31/25	A	3594.13	AIR02, 194094406, 3/1/25-3/31/25 SERVICE
03-25	AME06 (AMERICAN FIDELITY ASSURANCE	FSA02-25H	01/01/25	01/31/25	A	1466.58	AME06, FEB-25 FLEXIBLE SPENDING ACCOUNT
		FSA11-24H	11/01/24	12/01/24	A	1464.99	AME06, NOV-24 FLEXIBLE SPENDING ACCOUNTS
		SUPP01-25H	01/01/25	01/31/25	A	1423.84	AME06, JAN-25 SUPPLEMENTAL INSURANCE
		SUPP02-25H	02/01/25	03/03/25	A	1423.84	AME06, FEB-25 SUPPLEMENTAL INSURANCE
		SUPP12-24H	12/01/24	12/31/24	A	1221.64	AME06, DEC-24 SUPPLEMENTAL INSURANCE
		Vendor's Total ----->				7000.89	
03-25	ASM01 (AMERICAN SWEEPING & MAINTEN	16949H	02/27/25	03/29/25	A	635.00	ASM01, 16949, JAN-25 PARKING LOT SWEEPING
		16950H	02/27/25	03/29/25	A	635.00	ASM01, 16950, FEB-25 PARKING LOT SWEEPING
		Vendor's Total ----->				1270.00	
03-25	ATT02 (AT&T )	23183200	03/13/25	04/12/25	A	407.26	ATT02, 23183200, PAYER #9391035694 2/13/25-3
03-25	AVI01 (AMADOR VALLEY INDUSTRIES)	1184842	02/28/25	03/30/25	A	632.71	AVI01, 1184842, FEB-25 GARBAGE PICK UP SERVI
03-25	BAN03 (BANKCARD CENTER)	FEB-2025H	03/03/25	04/02/25	A	17322.03	BAN03, FEB-25 BMO CC STATEMENT
03-25	CAL04 (CALIFORNIA WATER SERVICE)	198022025H	02/20/25	03/22/25	A	180.61	CAL04, 01986555555, BUS WASH 1/22/25-2/19/25
		257030325H	03/03/25	04/02/25	A	70.26	CAL04, 25755555555, TC FIRE 3/1/25-3/31/25
		361030425H	03/04/25	04/03/25	A	86.64	CAL04, 36165555555, TC WATER 2/1/25-3/3/25
		461030425H	03/04/25	04/03/25	A	196.17	CAL04, 46165555555, TC IRRG 2/1/25-3/3/25
		475030325H	03/03/25	04/02/25	A	93.67	CAL04, 47555555555, MOA FIRE 3/1/25-3/31/25
		575030325H	03/03/25	04/02/25	A	93.67	CAL04, 57555555555, CONTRACTOR FIRE 3/1/25-3/
		Vendor's Total ----->				721.02	
03-25	CAL10 (CALIFORNIA STATE DISBURSEME	20250228H	03/05/25	04/04/25	A	455.53	CAL10, CA STATE GARNISHMENT 2/15/25-2/28/25
		20250314H	03/19/25	04/18/25	A	455.53	CAL10, CA STATE GARNISHMENT 3/1/25-3/14/25
		Vendor's Total ----->				911.06	
03-25	CAL13 (CALIFORNIA TRANSIT)	312025FEB	03/03/25	04/02/25	A	5531.36	CAL13, 31-2025-FEB, FEB-25 INSURANCE CLAIMS
03-25	CAL15 (CALTRONICS BUSINESS SYS)	4297790H	02/14/25	03/16/25	A	106.23	CAL15, 4297790, 1/16/25-2/15/25 BIZHUB
03-25	CAR07 (CALIFORNIA AIR RESOURCES BO2025-FEESH)	03/05/25	04/04/25	A	654.78	CAR07, 2025 COMPLIANCE FEES-21 VEHICLES	
03-25	CCL01 (CARPI & CLAY INC)	25-02LAVTH	03/12/25	04/11/25	A	4500.00	CCL01, 25-02LAVTA, FEB-25 FEDERAL ADVOCACY P
03-25	CEN04 (CENTRAL CONTRA COSTA TRAN)	25125H	02/26/25	03/28/25	A	146001.16	CEN04, 25125, DEC-24 MONTHLY SERVICE PARATRA
		25127H	02/26/25	03/28/25	A	3386.39	CEN04, 25127, DEC-24 MONTHLY ONE SEAT SERVIC
		25139H	03/13/25	04/12/25	A	3587.65	CEN04, 25139, JAN-25 MONTHLY SERVICE ONE SEA
		Vendor's Total ----->				152975.20	
03-25	CIT06 (CITY OF LIVERMORE SEWER)	BW021925H	02/19/25	03/21/25	A	113.17	CIT06, 138143-00, BUS WASH 1/22/25-2/19/25
		TC031125H	03/11/25	04/10/25	A	58.82	CIT06, 133389-00, TRANSIT CENTER 2/11/25-3/1
		MOA021925H	02/19/25	03/21/25	A	1384.10	CIT06, 133294-00, MOA WATER 1/22/25-2/19/25
		Vendor's Total ----->				1556.09	
03-25	CIT07 (CITY OF LIVERMORE ~ WATER)	361021925H	02/19/25	03/21/25	A	48.68	CIT07, 139361-00, ATLANTIS CT SEWER 1/22-2/1
		388030425H	03/04/25	04/03/25	A	137.10	CIT07, 139388-00, BUS WASH 2/4/25-3/4/25
		399021925H	02/19/25	03/21/25	A	43.26	CIT07, 139399-00, ATLANTIS ST SEWER 1/22-2/1
		430021925H	02/19/25	03/21/25	A	246.57	CIT07, 138430-01, ATLANTIS INDOOR 1/22/25-2/
		431030425H	03/04/25	04/03/25	A	46.94	CIT07, 138431-00, ATLANTIS IRRG 2/4/25-3/4/2
		432021925H	02/19/25	03/21/25	A	12.38	CIT07, 138432-00, ATLANTIS FIRE 1/22/25-2/19
		Vendor's Total ----->				534.93	
03-25	CNO01 (CIRCA NOW LLC)	2129H	03/05/25	04/04/25	A	2700.00	CNO01, 2129, PO7879 FEB-25 WEBSITE MANAGE &
		2130H	03/05/25	04/04/25	A	3600.00	CNO01, 2130, PO7907 TO4-FEB-25 MARKETING PLA

Attachment 1

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-25	CNO01 (CIRCA NOW LLC)	2131H	03/05/25	04/04/25	A	1875.00	CNO01, 2131, PO7907 TO4 FEB-25 40TH ANNIVERS
		2132H	03/05/25	04/04/25	A	1312.50	CNO01, 2132, TO6-FEB-25 ADHOC CREATIVE & DES
		2133H	03/05/25	04/04/25	A	490.00	CNO01, 2133, TO7-FEB-25 BROCHURE CREATION-FA
		2134H	03/05/25	04/04/25	A	1612.50	CNO01, 2134, TO8-FEB-25 TRIP PLANNER
		Vendor's Total ----->				11590.00	
03-25	COR01 (CORBIN WILLITS SYSTEMS)	C502151H	02/15/25	03/17/25	A	320.05	COR01, C502151, MAR-25 SERVICE
03-25	CRA02 (CRANETECH INC.)	52025H	03/11/25	04/10/25	A	1205.00	CRA02, 52025, QTRLY CRANE PREVENT MAINT MAR-
03-25	CTE01 (CENTER FOR TRANSPORTATION &	660-3HN02	06/25	03/08/25	A	18000.00	CTE01, 660-3, PO7883 HYDROGEN BUS & FUELING
03-25	CWI01 (CUMMINS WEST, INC- SAN LEAN	250272480	02/03/25	03/05/25	A	15253.75	CWI01, 250272480, PO7911 BUS 1710 DPF REPLAC
03-25	DAY02 (DAY & NITE PEST CONTROL)	200458H	02/26/25	03/28/25	A	218.00	DAY02, 200458, 2/19/25 PEST SERVICE
03-25	DIR01 (DIRECT TV)	96X250311H	03/11/25	04/10/25	A	24.00	DIR01, 96X250311, 3/10/25-4/9/25 SERVICE
03-25	DIR02 (DIRECT DEPOSIT OF PAYROLL C	20250228H	03/05/25	04/04/25	A	46144.46	DIR02, PR DIRECT DEPOSIT 2/15/25-2/28/25
		20250314H	03/19/25	04/18/25	A	49035.82	DIR02, PR DIRECT DEPOSIT 3/1/25-3/14/25
		20250228BH	03/03/25	04/02/25	A	1580.69	DIR02, PR DIRECT DEPOSIT-BOD 2/1/25-2/28/25
		Vendor's Total ----->				96760.97	
03-25	EFT01 (ELECTRONIC FUND TRANFERS)	20250228H	03/05/25	04/04/25	A	12190.20	EFT01, FEDERAL TAX 2/15/28-2/28/25
		20250314H	03/19/25	04/18/25	A	13267.84	EFT01, FEDERAL TAX 3/1/25-3/14/25
		20250228BH	03/03/25	04/02/25	A	407.22	EFT01, FEDERAL TAX-BOD 2/1/25-2/28/25
		Vendor's Total ----->				25865.26	
03-25	EMP01 (EMPLOYMENT DEVEL DEPT)	20250228H	03/05/25	04/04/25	A	4312.54	EMP01, STATE TAX 2/15/25-2/28/25
		20250314H	03/19/25	04/18/25	A	4573.32	EMP01, STATE TAX 3/1/25-3/14/25
		20250228BH	03/03/25	04/02/25	A	48.80	EMP01, STATE TAX-BOD 2/1/25-2/28/25
		Vendor's Total ----->				8934.66	
03-25	ESE01 (EDWARDS & SONS EQUIPMENT SE	58915H	03/10/25	04/09/25	A	669.46	ESE01, 58915, 2025 ANNUAL LIFT INSPECTIONS A
03-25	FSX01 (FSX EQUIPMENT, INC)	53310	02/05/25	03/07/25	A	441.99	FSX01, 53310, MP2332 FSX TRAP BLASTER REPLAC
03-25	GAN01 (GANNETT FLEMING COMPANIES)	49191H	03/18/25	04/17/25	A	1425.00	GAN01, 49191, PO7865 TO2-HYDROGEN RETROFIT 2
		49193H	03/18/25	04/17/25	A	12793.00	GAN01, 49193, PO7869 TO3-HYDROGEN RETROFIT 2
		49194H	03/18/25	04/17/25	A	8840.00	GAN01, 49194, PO7897 TO4-ARC FLASH STUDY 2/2
		Vendor's Total ----->				23058.00	
03-25	GEN05 (GENFARE LLC)	90208334	03/19/25	04/18/25	A	1138.03	GEN05, 90208334, MP2364 CHANGE CARDS 100K
03-25	GOG01 (GO GO GRANDPARENT)	3015	02/29/24	03/30/24	A	483.38	GOG01, 3015, FEB-24 GO TRI VALLEY & PARATAXI
		3016	03/31/24	04/30/24	A	732.00	GOG01, 3016, MAR-24 GO TRI VALLEY & PARATAXI
		3287	04/30/24	05/30/24	A	599.85	GOG01, 3287, APR-24 GO TRI VALLEY & PARATAXI
		3288	05/31/24	06/30/24	A	571.57	GOG01, 3288, MAY-24 GO TRI VALLEY & PARATAXI
		3289	06/30/24	07/30/24	A	337.55	GOG01, 3289, JUNE-24 GO TRI VALLEY & PARATAX
		3290	07/31/24	08/30/24	A	654.41	GOG01, 3290, JULY-24 GO TRI VALLEY & PARATAX
		3291	08/31/24	09/30/24	A	760.87	GOG01, 3291, AUG-24 GO TRI VALLEY & PARATAXI
		3490	10/31/24	11/30/24	A	503.87	GOG01, 3490, OCT-24 GO TRI VALLEY RIDES
		3491	10/31/24	11/30/24	A	183.75	GOG01, OCT-24 GO PARATAXI RIDES
		3829	02/28/25	03/30/25	A	687.35	GOG01, 3829, FEB-25 GO TRI VALLEY RIDES
		3830	02/28/25	03/30/25	A	279.98	GOG01, 3830, FEB-25 GO PARATAXI RIDES
		Vendor's Total ----->				5794.58	
03-25	HAN01 (HANSON BRIDGETT MARCUS)	1514522H	01/10/25	02/09/25	A	3169.50	HAN01, 1514522, DEC-24 CONTRACT LEGAL FEES
		1514523H	01/10/25	02/09/25	A	3526.50	HAN01, 1514523, DEC-24 ADMIN LEGAL FEES
		1516791H	02/11/25	03/13/25	A	8595.50	HAN01, 1516791, JAN-25 CONTRACT LEGAL FEES
		1516792H	02/11/25	03/13/25	A	6778.00	HAN01, 1516792, JAN-25 ADMIN LEGAL FEES
		1519760H	03/13/25	04/12/25	A	5537.00	HAN01, 1519760, FEB-25 CONTRACT LEGAL FEES
		1519761H	03/13/25	04/12/25	A	9060.00	HAN01, 1519761, FEB-25 ADMIN LEGAL FEES
		Vendor's Total ----->				36666.50	
03-25	HDE01 (HOME DEPOT-CREDIT SERVICES)	FEB-2025 H	02/13/25	03/15/25	A	160.86	HDE01, FEB-25 MISC MAINT SUPPLIES CC
		MAR-2025 H	03/13/25	04/12/25	A	844.52	HDE01, MAR-25 MISC MAINT SUPPLIES CC
		Vendor's Total ----->				1005.38	



Attachment 1

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-25	HOT01 (PACIFIC BAY EQUIPMENT-HOTS)	97005	02/25/25	03/27/25	A	1120.44	HOT01, 97005, MP2310 PRESSURE WASHER RENTAL
03-25	INT05 (INTERSTATE OIL COMPANY)	D270617INH	02/21/25	03/23/25	A	26778.87	INT05, D270617IN, 2/21/25 FUEL DELIVERY
03-25	ITO01 (INSTITUTE FOR TRANSIT OPERA	01-23-25uN03/12/25	/	/		950.00	CK# 024484 Reversed
		031825JX	03/13/25	04/12/25	A	1100.00	ITO01, JIAYAO XU ITOP COURSE REGISTRATION 5/
		031825MT	03/13/25	04/12/25	A	1100.00	ITO01, MICHAEL TOBIN ITOP COURSE REGISTRATIO
		Vendor's Total ----->				1250.00	
03-25	KIM02 (KIMLEY-HORN AND ASSOC, INC)	30682458	01/22/25	02/21/25	A	66949.50	KIM02, 30682458, P07864 FACILITIES ENHANCE 1
		31139724	02/28/25	03/30/25	A	675.00	KIM02, 31139724, P07899 T04-TC MONUMENT SIGN
		Vendor's Total ----->				67624.50	
03-25	LIU02 (JOY LIU)	0223-0302H	03/03/25	04/02/25	A	1223.92	LIU02, 2/23/25-3/2/25 TRAVEL EXPENSE REIMBUR
03-25	LIV10 (LIVERMORE SANITATION INC)	2619908H	03/01/25	03/31/25	A	2828.42	LIV10, 2619908, 2/1/25-2/28/25 GARBAGE SERVI
03-25	LYF01 (LYFT, INC)	1178405H	02/28/25	03/30/25	A	7361.95	LYF01, 1178405, FEB-25 GO TRI VALLEY
		1178406H	02/28/25	03/30/25	A	153.83	LYF01, 1178406, FEB-25 GO SAN RAMON
		Vendor's Total ----->				7515.78	
03-25	MAR07 (DAVID MARK)	0223-0225H	03/05/25	04/04/25	A	346.17	MAR07, 2/23/25-2/25/25 TRAVEL REIMBURSEMENT
03-25	MEA01 (MARIA ELENA AMARAL)	03-18-25	03/12/25	04/11/25	A	1540.00	MEA01, MAR-25 EMPLOYEE APPRECIATION-TACOS
03-25	MER01 (MERCHANT SERVICES)	TC022825H	02/28/25	03/30/25	A	169.26	MER01, FEB-25 TRANSIT CENTER CC STATEMENT
		MOA022825H	02/28/25	03/30/25	A	53.44	MER01, FEB-25 MOA CC STATEMENT
		Vendor's Total ----->				222.70	
03-25	MET01 (METROPOLITAN TRANSPORT-)	AR038050	02/04/25	03/06/25	A	1284.59	MET01, AR038050, OCT-DEC 2024 QTRLY RTC FEES
		AR038074	03/04/25	04/03/25	A	928.50	MET01, AR038074, RTC STAFF COST FY2025
		AR038102	03/14/25	04/13/25	A	3462.87	MET01, AR038102, JAN-25 CLIPPER FEES 2.0
		Vendor's Total ----->				5675.96	
03-25	MIG01 (MOORE IACOFANO GOLTSMAN)	0090299	02/27/25	03/29/25	A	622.50	MIG01, 0090299, LAVTA STRATEGIC PLANNING 1/3
		0090520	03/14/25	04/13/25	A	3495.00	MIG01, 0090520, LAVTA STRATEGIC PLANNING 2/2
		Vendor's Total ----->				4117.50	
03-25	MVT01 (MV TRANSPORTATION, INC.)	133288H	03/03/25	04/02/25	A	450000.00	MVT01, 133288, MAR-25 1ST INSTALL PAYMENT
		133289H	03/03/25	04/02/25	A	450000.00	MVT01, 133289, MAR-25 2ND INSTALL PAYMENT
		JAN-2025H	02/04/25	03/06/25	A	124542.75	MVT01, JAN-25 FIXED ROUTE MONTHLY SERVICE
		Vendor's Total ----->				1024542.75	
03-25	OAK01 (OAKS BUSINESS PK OWNERS)	1STQTR25AH	03/01/25	03/31/25	A	451.04	OAK01, 1ST QTR 2025 BUSINESS PARK DUES-ADJUS
		2NDQTR-25H	04/01/25	05/01/25	A	4910.04	OAK01, 2ND QTR 2025 BUSINESS PARK DUES
		Vendor's Total ----->				5361.08	
03-25	PAC02 (PACIFIC GAS AND ELECTRIC)	580030625H	03/06/25	04/05/25	A	13642.51	PAC02, 5809326332-3, MOA ELECTRIC 1/29/25-2/
		606030425H	03/04/25	04/03/25	A	1684.82	PAC02, 6062256368-6, ATLANTIS 1/27/25-2/25/2
		726022825H	02/28/25	03/30/25	A	2759.67	PAC02, 7264840356-5, BUS STOPS 1/18/25-2/18/
		764021425H	02/14/25	03/16/25	A	135.09	PAC02, 7649646868-7, DOOLAN TWR 1/10/25-2/9/
		900021125H	02/11/25	03/13/25	A	7555.25	PAC02, 9007202117-4, MOA GAS 1/11/25-2/10/25
		Vendor's Total ----->				25777.34	
03-25	PER01 (PERS )	20250228CH	03/05/25	04/04/25	A	5552.89	PER01, PERS CLASSIC CONTRIBUTION 2/15/25-2/2
		20250228NH	03/05/25	04/04/25	A	7014.54	PER01, PERS NEW CONTRIBUTION 2/15/25-2/28/25
		20250314CH	03/19/25	04/18/25	A	5432.70	PER01, PERS CLASSIC CONTRIBUTION 3/1/25-3/14
		20250314NH	03/19/25	04/18/25	A	7258.02	PER01, PERS NEW CONTRIBUTION 3/1/25-3/14/25
		Vendor's Total ----->				25258.15	
03-25	PER02 (CALPERS RETIREMENT SYSTEM)	FY25OPEBH	10/28/24	11/27/24	A	350000.00	PER02, FY25 OPEB ADDITIONAL CONTRIBUTION
		FY25CEPPTH	10/28/24	11/27/24	A	100000.00	PER02, FY25 CEPPT CONTRIBUTION FUNDING
		FY25CERBTH	10/28/24	11/27/24	A	129398.00	PER02, FY25 CERBT CONTRIBUTION FUNDING
		Vendor's Total ----->				579398.00	

Attachment 1

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-25	PER03 (CAL PUB EMP RETIRE SYSTM)	APR-2025H	03/14/25	04/13/25	A	43302.83	PER03, APR-25 PERS HEALTH INSURANCE
03-25	PER04 (CALPERS RETIREMENT SYSTEM)	20250228H 20250314H	03/05/25 03/19/25	04/04/25 04/18/25	A A	6333.67 6533.29	PER04, PERS 457 CONTRIBUTION 2/15/25-2/28/25 PER04, PERS 457 CONTRIBUTION 3/1/25-3/14/25
		Vendor's Total ----->				12866.96	
03-25	PLE01 (PLEASANTON CHAMBER OF)	33008	03/01/25	03/31/25	A	480.00	PLE01, 33008, 2025 ANNUAL MEMBERSHIP MP2377
03-25	POL01 (POLITICO GROUP INC)	FEB-2025H	03/05/25	04/04/25	A	2500.00	POL01, FEB-25 STATE ADVOCACY & CONSULTING
03-25	RKC01 (RONNY KRAFT CONSULTING)	LVTA-1H	03/04/25	04/03/25	A	7380.00	RKC01, LVTA-1, MP2311 2025 TITLE VI CONSULT
03-25	RMS01 (RELIABLE MONITORING SERVICE)	2130840H 2131043H	01/31/25 02/28/25	03/02/25 03/30/25	A A	154756.99 94216.68	RMS01, 2130840, RUTAN HYDROGEN RETROFIT 1/31 RMS01, 2131043, RUTAN HYDROGEN RETROFIT 2/28
		Vendor's Total ----->				248973.67	
03-25	RMT01 (RMT LANDSCAPE CONTRACTORS I	20250247H 20250367H	02/10/25 03/20/25	03/12/25 04/19/25	A A	9845.00 9450.00	RMT01, 20250247, 2/10/25-3/9/25 LANDSCAPING RMT01, 20250367, MP2334 TRANSIT CENTER TREE
		Vendor's Total ----->				19295.00	
03-25	ROB06 (ROBERT HALF MANAGEMENT RESO	64715665H 64741540H 64771853H	03/04/25 03/11/25 03/19/25	04/03/25 04/10/25 04/18/25	A A A	2506.27 2417.29 1898.24	ROB06, 64715665, FRONT DESK TEMP HELP W/E 2/ ROB06, 64741540, FRONT DESK TEMP HELP W/E 3/ ROB06, 64771853, FRONT DESK TEMP HELP W/E 3/
		Vendor's Total ----->				6821.80	
03-25	RSE01 (R & S ERECTION)	138539GRH 138596GRH 138728GRH 138836GRH	02/27/25 02/28/25 03/11/25 03/18/25	03/29/25 03/30/25 04/10/25 04/17/25	A A A A	2153.00 225.00 317.50 2331.00	RSE01, 138539GR, MP2295 HY-SECURITY MOTOR MO RSE01, 138596GR, MP2295 HY-SECURITY MOTOR MO RSE01, 138728GR, 3/4/25 ATLANTIS GATE SERVIC RSE01, 138836GR, MP2371 RUTAN GATE REPAIR
		Vendor's Total ----->				5026.50	
03-25	SAN01 (SAN JOAQUIN COUNTY REGIONAL	945206778H 945206779H	01/31/25 01/31/25	03/02/25 03/02/25	A A	2590.72 2590.72	SAN01, 945206778, DEC-24 TRANSIT CENTER SECU SAN01, 945206779, JAN-25 TRANSIT CENTER SECU
		Vendor's Total ----->				5181.44	
03-25	SCF01 (SC FUELS)	671926H 675517H 680201H 682335H	02/13/25 02/27/25 03/07/25 03/13/25	03/15/25 03/29/25 04/06/25 04/12/25	A A A A	9909.08 24746.34 24016.90 23791.61	SCF01, 671926, 2/13/25 FUEL DELIVERY SCF01, 675517, 2/27/25 FUEL DELIVERY SCF01, 680201, 3/7/25 FUEL DELIVERY SCF01, 682335, 3/13/25 FUEL DELIVERY
		Vendor's Total ----->				82463.93	
03-25	SDI01 (SDI PRESENCE LLC)	18476H	02/28/25	03/30/25	A	9546.55	SDI01, 18476, IT MODERNIZATION/CONSULTING 2/
03-25	SHA02 (SHAMROCK OFFICE SOLUTIONS)	4308086H	02/27/25	03/29/25	A	36.53	SHA02, 4308086, FRONT DESK PRINTER 2/28-3/29
03-25	SOL01 (SOLUTIONS FOR TRANSIT)	25-0305LAH	03/05/25	04/04/25	A	2083.33	SOL01, 25-0305LAVTA, FEB-25 CLIPPER ANALYSIS
03-25	STA01 (STATE COMPENSATION FUND)	FEB-2025H	02/21/25	03/23/25	A	1292.33	STA01, FEB-25 WORKER'S COMP PREMIUM
03-25	TAX01 (HERB HASTINGS)	0110-0214H	03/27/25	04/26/25	A	203.64	TAX01, PARATAXI REIMBURSEMENT 1/10/25-2/14/2
03-25	TPA01 (TOWNSEND PUBLIC AFFAIRS INC	23043H	03/01/25	03/31/25	A	6000.00	TPA01, 23043, MAR-25 STATE ADVOCACY/CONSULT
03-25	TPG01 (VILLAGE INSTANT PRINTING)	80657H 80418AH	03/13/25 02/19/25	04/12/25 03/21/25	A A	966.18 4484.37	TPG01, 80657, MP2370 SHELTER MAPS-SYSTEM TPG01, 80418, MP2292 LAVTA TIMETABLES 7,500Q
		Vendor's Total ----->				5450.55	
03-25	TTR01 (TRANSTRACK SYSTEMS INC)	1886H	02/28/25	03/30/25	A	8073.00	TTR01, 1886, PO7887 APC CLEANSING & RIDECHEC
03-25	TX242 (BONNIE WOLF)	0203-0228H	03/13/25	04/12/25	A	240.00	TX242, PARATAXI REIMBURSEMENT 2/3/25-2/28/25
03-25	TX254 (HOSSEIN SHAHRZAD)	0103-0228	03/27/25	04/26/25	A	419.79	TX254, PARATAXI REIMBURSEMENT 1/3/25-2/28/25
03-25	TX257 (SHIPRA AGRAWAL)	0226-0227	03/13/25	04/12/25	A	59.90	TX257, PARATAXI REIMBURSEMENT 2/26/25-2/27/2

REPORT.: Apr 10 25 Thursday  
 RUN....: Apr 10 25 Time: 14:29  
 Run By.: Daniel Zepeda

LAVTA  
 Month End Payable Activity Report  
 Prior Period Report for 03-25

PAGE: 005  
 ID #: PY-AC  
 CTL.: WHE

Attachment 1

Attachment 1

Period	Vendor # (Name)	Invoice Number	Invoice Date	Due Date	Disc. Terms	Gross Amount	Description
03-25	TX259 (MOHAMMAD SHAHIM)	03-08-25H	03/27/25	04/26/25	A	30.00	TX259, PARATAXI REIMBURSEMENT 3/8/25
03-25	TX260 (THOMAS ZANETTI)	1221-0314	03/27/25	04/26/25	A	70.82	TX260, PARATAXI REIMBURSEMENT 12/21/24-3/14/
03-25	UBE01 (UBER )	FEB-2025H	03/02/25	04/01/25	A	10107.30	UBE01, FEB-25 GO DUBLIN BILLING
03-25	VER01 (VERIZON WIRELESS)	106725223H	02/22/25	03/24/25	A	2256.88	VER01, 6106725223, 1/23-2/22/25 CELL, WIFI,
03-25	VSP01 (VSP )	APR-2025H	03/21/25	04/20/25	A	527.66	VSP01, APR-25 VSP VISION INSURANCE
		MAR-2025H	03/21/25	04/20/25	A	566.50	VSP01, MAR-25 VSP VISION INSURANCE
		Vendor's Total ----->				1094.16	
03-25	WCC01 (ASSOCIATED COMPRESSOR & EQU	21079-1H	02/24/25	03/26/25	A	2628.14	WCC01, 21079-1, MP2351 REPLACE PRESSURE TRAN
		21645-1H	03/10/25	04/09/25	A	1211.68	WCC01, 21645-1, MP2373 RUTAN SHOP COMPRESSOR
		21767-1H	03/11/25	04/10/25	A	445.00	WCC01, 21767-1, 3/7/25 RUTAN SHOP COMPRESSOR
		Vendor's Total ----->				4284.82	
03-25	WEG01 (CHRISTY WEGENER)	0331-0402H	03/27/25	04/26/25	A	230.00	WEG01, 3/31/25-4/2/25 TRAVEL PER DIEM
03-25	YEU01 (ETHAN YEUNG)	0316-0319H	01/02/25	02/01/25	A	280.00	YEU01, 3/16/25-3/19/25 TRAVEL PER DIEM
		0316-0320H	03/27/25	04/26/25	A	636.16	YEU01, 3/16/25-3/20/25 TRAVEL REIMBURSEMENT
		Vendor's Total ----->				916.16	
		Total of Purchases ->				2726647.62	

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2025-2026

FROM: Tamara Edwards, Director of Finance

DATE: May 5, 2025

---

**Action Requested**

Review and approve the following resolutions:

1. Resolution 14-2025 of the Board of Directors of the Livermore Amador Valley Transit Authority authorizing the filing of a claim with the Metropolitan Transportation Commission (MTC) for Allocation of Transportation Development Act (TDA) Article 4.0, State Transit Assistance (STA), Regional Measure 2 (RM 2), and Regional Measure 3 (RM3) for Fiscal Year 2025-2026
2. Resolution 15-2025 of the Board of Directors of the Livermore Amador Valley Transit Authority Authorizing the filing of a claim with the Metropolitan Transportation Commission for Allocation of Transportation Development Act Article 4.5 Funds for the Fiscal Year 2025-2026

These resolutions authorize staff to file applications with the MTC for the 2025-2026 Fiscal Year.

**Background**

Attached for your review and approval are the annual resolutions authorizing LAVTA's Executive Director (or designee) to file a claim with MTC for TDA Article 4.0, 4.5, and STA funds for Fiscal Year 2025-2026. These resolutions are required as part of MTC's annual claim submittal. The funds requested in the claim are limited to the amount allocated to LAVTA, based on a prescribed apportionment formula. On an annual basis, LAVTA is required to resolve support for the submission of applications for Regional Measure 2 and Regional Measure 3 operating assistance in connection with providing service to the BRT service. MTC has advised LAVTA that the inclusion of provisions relevant to RM2 and RM3 can be included in the TDA and STA resolutions for ease of submission.

**Discussion**

Attached to this report is the MTC staff report which accompanied their estimate and gives background information on the various funding sources and the bases for this year's estimates:

**Budget Considerations**

The next step will be to prepare a detailed capital and operating budget within the available revenues.

**Recommendation**

The Finance and Administration Committee recommends that the Board of Directors approve the Resolution 14-2025 and Resolution 15-2025 authorizing the filing of a claim with MTC for Allocation of TDA Article 4.0, 4.5, STA, RM2, and RM3 Funds for Fiscal Year 2025-2026.

**Attachments:**

1. February 26, 2025, Fund Estimate from MTC
2. Resolution 14-2025
3. Resolution 15-2025

## RESOLUTION NO. 14-2025

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4.0, STATE TRANSIT ASSISTANCE, REGIONAL MEASURE 2, AND REGIONAL MEASURE 3 FUNDS FOR FISCAL YEAR 2025-2026

**WHEREAS**, the Transportation Development Act (TDA), (Pub. Utilities Code 992200 et. seq. provides for the disbursement of funds from the Local Transportation Fund of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin, Livermore and Pleasanton; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code 99310 (et. seq.); and

**WHEREAS**, the STA fund makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

**WHEREAS**, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA and STA funds pursuant to PUC Section 99260 and Article 4 funds pursuant to PUC Section 99260A, as attested by the Livermore Amador Valley Authority's opinion of counsel dated April 2, 2025; and

**WHEREAS**, TDA funds from the Local Transport Fund of Alameda County and STA funds will be required by claimant in Fiscal Year 2025-2026 for transit service;

**WHEREAS**, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, LAVTA is an eligible sponsor of transportation project(s) in Regional Measure 3, Expenditure Plan; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors as follows:

1. That the Executive Director or his designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for allocation of TDA/STA funds in Fiscal Year 2025-2026; and be it further resolved

2. That a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein; and be it further resolved
3. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's, "Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures," (MTC Resolution No. 3636, Amended April 28, 2010); and be it further resolved
4. That LAVTA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's "Regional Measure 3 Policies and Procedures," (MTC Resolution No. 4404, Amended October 25, 2023); and be it further resolved
5. That LAVTA certifies that the project is consistent with the Regional Transportation Plan (RTP) and is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.); and be it further resolved
6. That LAVTA approves the updated Operating Assistance Proposal, attached to this resolution; and be it further resolved
7. That LAVTA approves the certification of assurances, attached to this resolution; and be it further resolved
8. That there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of LAVTA to deliver such project; and be it further resolved
9. That LAVTA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of LAVTA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and RM3 funds; and be it further resolved
10. That LAVTA authorizes its Executive Director, or his designee to execute and submit an allocation request for operating or planning costs for Fiscal Year 2025-2026 with MTC for Regional Measure 2 funds, and Regional Measure 3 funds, for the project, purposes and amounts included in the project application attached to this resolution; and be it further resolved
11. That the Executive Director, or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the OAP as he/she deems appropriate.

**PASSED AND ADOPTED** this 5th day of May 2025.

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Evan Branning, Chair

**ATTEST:**

---

Christy Wegener, Executive Director



**RESOLUTION NO. 15-2025**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE FILING OF  
A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION  
FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE  
4.5 FUNDS FOR THE FISCAL YEAR 2025-2026**

**WHEREAS**, the Transportation Development Act (TDA), Pub Util. Code 99200 et. seq. provides for the disbursement of funds from the Local Transportation Funds of the County of Alameda for use by eligible claimants for the purpose of providing local transit service in the cities of Dublin and Livermore; and

**WHEREAS**, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal Adm. Code 660 et. seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Funds shall file its claim with the Metropolitan Transportation Commission; and

**WHEREAS**, TDA funds from the Local Transportation Fund of Alameda County will be required by claimant in Fiscal Year 2025-2026 for paratransit services; and

**WHEREAS**, the Livermore Amador Valley Transit Authority is an eligible claimant for TDA funds pursuant to PUC Section 99275 funds as attested by the Livermore Amador Valley Transit Authority's opinion of counsel dated April 2, 2025; and

**RESOLVED**, that the Executive Director or his/her designee is authorized to execute and file an appropriate TDA/STA claim together with all necessary supporting documents with the Metropolitan Transportation Commission for an allocation of TDA funds in Fiscal Year 2025-2026; and be it further

**NOW, THEREFORE, LET IT BE RESOLVED**, that a copy of this Resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

**PASSED AND ADOPTED** this 5th day of May 2025.

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Evan Branning, Chair

**ATTEST:**

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Christy Wegener, Executive Director

**FY 2025-26 FUND ESTIMATE**  
**TRANSPORTATION DEVELOPMENT ACT FUNDS**  
**ALAMEDA COUNTY**

Attachment A  
 Res No. 4688  
 Page 2 of 19  
 5/28/2025

FY2024-25 TDA Revenue Estimate				FY2025-26 TDA Revenue Estimate						
FY2024-25 Generation Estimate Adjustment				FY2025-26 County Auditor's Generation Estimate						
1. Original County Auditor Estimate (Feb, 24)		104,539,854		13. County Auditor Estimate		90,853,416				
2. Revised Estimate (Feb, 25)		89,953,877		FY2025-26 Planning and Administration Charges						
3. Revenue Adjustment (Lines 2-1)		(14,585,977)		14. MTC Administration (0.5% of Line 13)		454,267				
FY2024-25 Planning and Administration Charges Adjustment				15. County Administration (0.5% of Line 13)		454,267				
4. MTC Administration (0.5% of Line 3)		(72,930)		16. MTC Planning (3.0% of Line 13)		2,725,602				
5. County Administration (Up to 0.5% of Line 3) <sup>4</sup>		(72,930)		17. Total Charges (Lines 14+15+16)		3,634,136				
6. MTC Planning (3.0% of Line 3)		(437,579)		18. TDA Generations Less Charges (Lines 13-17)		87,219,280				
7. Total Charges (Lines 4+5+6)		(583,439)		FY2025-26 TDA Apportionment By Article						
8. Adjusted Generations Less Charges (Lines 3-7)		(14,002,538)		19. Article 3.0 (2.0% of Line 18)		1,744,386				
FY2024-25 TDA Adjustment By Article				20. Funds Remaining (Lines 18-19)		85,474,894				
9. Article 3 Adjustment (2.0% of line 8)		(280,051)		21. Article 4.5 (5.0% of Line 20)		4,273,745				
10. Funds Remaining (Lines 8-9)		(13,722,487)		22. TDA Article 4 (Lines 20-21)		81,201,149				
11. Article 4.5 Adjustment (5.0% of Line 10)		(686,124)								
12. Article 4 Adjustment (Lines 10-11)		(13,036,363)								
TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2024	FY2023-24	6/30/2024	FY2023-25	FY2024-25	FY2024-25	FY2024-25	6/30/2025	FY2025-26	FY2025-26
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) <sup>1</sup>	Outstanding Commitments <sup>2</sup>	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	7,947,155	310,327	8,257,482	(8,283,141)	0	2,007,165	(280,051)	1,701,454	1,744,386	3,445,840
Article 4.5	173,317	13,931	187,248	(4,327,294)	0	4,917,555	(686,124)	91,385	4,273,745	4,365,130
SUBTOTAL	8,120,472	324,258	8,444,730	(12,610,435)	0	6,924,720	(966,175)	1,792,839	6,018,131	7,810,970
Article 4										
AC Transit										
District 1	257,874	56,692	314,567	(52,098,533)	0	60,180,711	(8,396,745)	0	52,436,116	52,436,116
District 2	67,810	15,019	82,828	(13,813,874)	0	15,957,528	(2,226,482)	0	13,768,141	13,768,141
BART <sup>3</sup>	570	114	684	(87,601)	0	101,010	(14,093)	0	86,923	86,923
LAVTA	32,228,413	830,069	33,058,482	(29,636,638)	0	13,382,358	(1,867,180)	14,937,022	11,624,472	26,561,494
Union City	10,181,834	454,071	10,635,906	(3,358,323)	0	3,811,933	(531,862)	10,557,654	3,285,496	13,843,150
SUBTOTAL	42,736,502	1,355,965	44,092,467	(98,994,969)	0	93,433,540	(13,036,363)	25,494,676	81,201,149	106,695,825
GRAND TOTAL	\$50,856,974	\$1,680,223	\$52,537,197	(\$111,605,404)	\$0	\$100,358,260	(\$14,002,538)	\$27,287,515	\$87,219,280	\$114,506,795

1. Balance as of 6/30/24 is from the MTC FY2023-24 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/24, and FY2024-25 allocations as of 1/31/25.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

## STAFF REPORT

SUBJECT: Public Hearing Regarding Staff Vacancies (AB 2561)

FROM: Christy Wegener, Executive Director

DATE: May 5, 2025

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### Action Requested

Staff requests that the Board of Directors hold a public hearing to receive any comments on LAVTA's current vacancies and retention and hiring policies as required by Assembly Bill 2561 (2024).

### Background

California State Assembly Bill (AB) 2561 was approved on September 22, 2024, and added §3502.3 to the Government Code. This law requires public agencies to present the status of their vacancies in a public hearing before their governing body at least once per fiscal year. The presentation must be made prior to the adoption of a final budget for the fiscal year. This law is primarily aimed at allowing employee bargaining units (for agencies that have them) to provide comments on hiring policies.

This report is presented to comply with §3502.3 of the Government Code. Currently LAVTA has one vacancy for a position (Manager of Administrative Services) that is has not chosen to fill. There is also one vacancies for interns that LAVTA has also elected to not fill in Fiscal Year 2026.

LAVTA must also address the retention efforts currently employed by the public agency. LAVTA has no issues regarding employee retention. LAVTA must also identify any changes to policies, procedures or recruitment activities that negatively impact the entity's efforts to reduce its vacancies. No such changes have been identified.

### Attachments:

1. Assembly Bill 2561



Home	Bill Information	California Law	Publications	Other Resources	My Subscriptions	My Favorites
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## AB-2561 Local public employees: vacant positions. (2023-2024)

SHARE THIS:  

Date Published: 09/23/2024 09:00 PM

### Assembly Bill No. 2561

#### CHAPTER 409

An act to add Section 3502.3 to the Government Code, relating to public employment.

[ Approved by Governor September 22, 2024. Filed with Secretary of State September 22, 2024. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 2561, McKinnor. Local public employees: vacant positions.

Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action.

This bill would, as specified, require a public agency to present the status of vacancies and recruitment and retention efforts at a public hearing at least once per fiscal year, and would entitle the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the bill would require the public agency, upon request of the recognized employee organization, to include specified information during the public hearing. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings.

The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose.

This bill would make legislative findings to that effect.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement shall be made pursuant to these statutory provisions for costs mandated by the state pursuant to this act, but would recognize that a local agency or school district may pursue any available remedies to seek reimbursement for these costs.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

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# THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

## **SECTION 1.** The Legislature finds and declares as follows:

- (a) Job vacancies in local government are a widespread and significant problem for the public sector affecting occupations across wage levels and educational requirements.
- (b) High job vacancies impact public service delivery and the workers who are forced to handle heavier workloads, with understaffing leading to burnout and increased turnover that further exacerbate staffing challenges.
- (c) There is a statewide interest in ensuring that public agency operations are appropriately staffed and that high vacancy rates do not undermine public employee labor relations.

## **SEC. 2.** Section 3502.3 is added to the Government Code, to read:

**3502.3.** (a) (1) A public agency shall present the status of vacancies and recruitment and retention efforts during a public hearing before the governing board at least once per fiscal year.

(2) If the governing board will be adopting an annual or multiyear budget during the fiscal year, the presentation shall be made prior to the adoption of the final budget.

(3) During the hearing, the public agency shall identify any necessary changes to policies, procedures, and recruitment activities that may lead to obstacles in the hiring process.

(b) The recognized employee organization for a bargaining unit shall be entitled to make a presentation at the public hearing at which the public agency presents the status of vacancies and recruitment and retention efforts for positions within that bargaining unit.

(c) If the number of job vacancies within a single bargaining unit meets or exceeds 20 percent of the total number of authorized full-time positions, the public agency shall, upon request of the recognized employee organization, include all of the following information during the public hearing:

- (1) The total number of job vacancies within the bargaining unit.
- (2) The total number of applicants for vacant positions within the bargaining unit.
- (3) The average number of days to complete the hiring process from when a position is posted.
- (4) Opportunities to improve compensation and other working conditions.

(d) This section shall not prevent the governing board from holding additional public hearings about vacancies.

(e) The provisions of this section are severable. If any provision of this section or its application is held invalid, the invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

(f) For purposes of this section, "recognized employee organization" has the same meaning as defined in subdivision (a) of Section 3501.

**SEC. 3.** The Legislature finds and declares that Section 2 of this act, which adds Section 3502.3 to the Government Code, furthers, within the meaning of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the purposes of that constitutional section as it relates to the right of public access to the meetings of local public bodies or the writings of local public officials and local agencies. Pursuant to paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution, the Legislature makes the following findings:

It is in the public interest, and it furthers the purposes of paragraph (7) of subdivision (b) of Section (3) of Article I of the California Constitution, to ensure that information concerning public agency employment is available to the public.

**SEC. 4.** No reimbursement shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code for costs mandated by the state pursuant to this act. It is recognized, however,

that a local agency or school district may pursue any remedies to obtain reimbursement available to it under Part 7 (commencing with Section 17500) and any other law.

## STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: May 5, 2025

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### **Action Requested**

Receive an informational update on recent legislative activities in Washington, D.C. and Sacramento and approve four legislative positions as recommended by the Finance & Administration Committee.

### **Background**

In February 2025, the Board of Directors approved LAVTA's 2025 Legislative Program to support LAVTA's advocacy needs and priorities in the coming year. Since then, LAVTA staff along with our state and federal advocacy partners have tracked the full scope of legislative initiatives in both Sacramento and Washington, D.C., in consideration of LAVTA's interests. This update reports on recent legislative activities and recommends four positions on legislation moving through the State Legislature.

### **Discussion**

#### *Federal Activities*

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. Carpi & Clay advise LAVTA staff promptly and frequently of all developments occurring within the new Administration as they occur, with a focus on actions that have greatest potential to be of impact on LAVTA's projects and priorities.

Of note concerning future federal transportation spending including formula programs on which LAVTA relies heavily to implement its capital program, on April 9, the Highways & Transit Subcommittee of the Transportation & Infrastructure Committee held a hearing titled "America Builds: A Review of Our Nation's Transit Policies and Programs." This hearing aimed to kick off a framework for reauthorizing federal transit programs currently authorized by the 2021 Bipartisan Infrastructure Law through the end of FY26. Panelists included representatives from the American Public Transit Association for urban transit operators, the Community Transit Association of America for rural operators, private transit contractors, public policy interests, and labor. Subcommittee member Rep. Mark DeSaulnier (D-Walnut Creek), who represents part of Dublin in LAVTA's service area, highlighted the challenges Bay Area transit operators are facing with new commute patterns as many workers no longer commute five days a week. Subcommittee Chair Rep. David Rouzer (R-NC) emphasized a

need for greater accountability, innovation, and efficiency in transit systems. This hearing is a very early step in what is expected to be a lengthy and complex reauthorization process for the nation's multi-modal surface transportation programs, including public transit.

#### *State Activities*

There has been significant legislative activity in Sacramento this past month in both chambers as lawmakers continue to amend newly introduced bills to prepare for hearings in April policy committees. An updated matrix of bills being tracked by LAVTA's Sacramento advocate, Townsend Public Affairs (TPA), is included as Attachment 2.

Attachment 2 details several bills the Finance & Administration Committee recommends for approval by the Board of Directors, summarized below:

<b>Bill</b>	<b>Summary</b>	<b>Related LAVTA 2025 Legislative Program Principle</b>	<b>Recommended Position</b>
AB 394 (Wilson)	Provides transit agencies with new statutory tools for protecting transit workers against battery.	Enhance operating conditions to support safety and performance goals  <i>Note: Co-sponsored by California Transit Association</i>	Support
SB 239 (Arreguín)	Expands remote meeting options for nondecision-making local legislative bodies, including advisory boards, that do not take final action.	Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership  <i>Note: Co-sponsored by the Metropolitan Transportation Commission, the League of California Cities, the California State Association of Counties; supported by Alameda CTC and others</i>	Support
SB 752 (Richardson)	Extends the existing partial sales and use tax exemption for zero-emission buses purchased by transit agencies through January 1, 2028.	Enhance public transit's role in addressing climate change and air quality issues  <i>Note: Co-sponsored by California Transit Association</i>	Watch



AB 1207 (Irwin)	To reauthorize the state's cap-and-trade system created under the California Global Warming Solutions Act of 2006, currently set to expire December 31, 2030.	Enhance public transit's role in addressing climate change and air quality issues	Watch
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### **Next Steps**

If approved by the Board of Directors, LAVTA and TPA staff will communicate LAVTA's positions to the relevant Committees of the Legislature and to our delegation, and continue to monitor bills with a formal Watch position closely. Staff with the support of TPA will provide updates to the Finance & Administration Committee and/or the Board as may be appropriate.

### **Fiscal Impact**

None

### **Recommendation**

The Finance & Administration Committee recommends the Board accept this report and approve four legislative positions.

### **Attachments:**

1. Federal Transportation Weekly Update (April 11)
2. State Legislative Matrix (as of March 31)



April 11, 2025

## THIS WEEK IN CONGRESS

**House Subcommittee Holds Hearing on Aviation Infrastructure.** On April 8<sup>th</sup>, the Aviation Subcommittee of the Transportation & Infrastructure Committee held a hearing titled “America Builds: Airport Infrastructure, Safety, and Regulatory Environment”. Witnesses included representatives from the Raleigh-Durham Airport Authority, the Cincinnati/Northern Kentucky International Airport, and the Transport Workers Union of America. In his opening statement, Subcommittee Chair Troy Nehls (R-TX) emphasized the crucial economic and transportation roles of U.S. airports, noting projected passenger growth and the need for approximately \$174 billion in infrastructure investment over the next five years. He highlighted that the FAA Reauthorization Act of 2024 increased annual Airport Improvement Program funding, streamlined environmental reviews, and stressed the importance of regulatory stability and airfield safety enhancements.

### [MORE INFORMATION](#)

**House Subcommittee Holds Hearing on Transit Policies and Programs.** On April 9<sup>th</sup>, the Highways & Transit Subcommittee of the Transportation & Infrastructure Committee held a hearing titled “America Builds: A Review of Our Nation’s Transit Policies and Programs”. Witnesses included representatives from the American Public Transportation Association, the Community Transportation Association of America, the North American Transit Alliance, the Reason Foundation, and the Transportation Trades Department of the AFL-CIO. In his opening statement, Subcommittee Chair David Rouzer (R-NC) underscored Congress’s responsibility to enact a timely, multi-year surface transportation bill, expressing concerns about lagging transit ridership despite substantial federal investment and persistent issues with crime and fare evasion. He advocated for greater accountability, innovation, and efficiency in transit systems, suggesting ridership alone may not fully reflect system health.

### [MORE INFORMATION](#)

**House Subcommittee Holds Hearing Examining Efforts to Secure and Improve the U.S. Travel System.** On April 8<sup>th</sup>, the Transportation and Maritime Security Subcommittee of the Homeland Security Committee held a hearing titled “America on the Global Stage: Examining Efforts to Secure and Improve the U.S. Travel System and Prepare for Significant Events”. Witnesses included representatives from the U.S. Travel Association, Fortem Technologies, and the American Federation of Government Employees. In his opening statement,

Subcommittee Chair Carlos Gimenez (R-FL) emphasized the importance of thorough planning, investment, and inter-agency coordination to ensure the U.S. successfully hosts major international events, such as the 2026 FIFA World Cup and the 2028 Olympics. He highlighted current challenges, including visa delays and outdated airport infrastructure, and advocated for security enhancements and a federal task force to align resources and policies.

[MORE INFORMATION](#)

## THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION



U.S. Department  
of Transportation

Federal Motor  
Carrier Safety  
Administration

**FMCSA Seeks UCR Board Nominations.** FMCSA is seeking nominations of qualified individuals for possible appointment by the FMCSA to the Unified Carrier Registration (UCR) Plan Board of Directors as one of the Board's motor carrier industry positions. Each nominee must be a representative of "a motor carrier that falls within the smallest fleet fee bracket." The term for this position will begin immediately upon appointment and expire on May 31, 2027. Nominations are due by May 12, 2025.

[MORE INFORMATION](#)



**NHTSA Publishes Early Estimates of Traffic Fatalities for 2024.** NHTSA reported that U.S. traffic fatalities declined by 3.8% in 2024 to an estimated 39,345 deaths, marking the first time since 2020 that fatalities dropped below 40,000 annually. This reduction continues an 11-quarter streak of declining fatalities since mid-2022. However, the fatality rate of 1.20 per 100 million vehicle miles traveled still exceeds the pre-pandemic average of 1.13. Additionally, 35 states and Puerto Rico saw decreases in fatalities, whereas fatalities rose in 14 states and the District of Columbia.

[MORE INFORMATION](#)

## OTHER

**GAO Publishes Report on Railway-Highway Crossing Improvements.** The Government Accountability Office (GAO) has published a report titled [Railway-Highway Crossings: Improvements Needed to Federal Technical Assistance About Pedestrian Projects Related to Trespassing](#). The report examines the Federal Highway Administration's (FHWA) Railway-Highway Crossings Program (RHCP), which provides funding to states for improving safety at public railway-highway grade crossings. Between 2019 and 2023, states utilized RHCP funds to enhance safety measures such as installing or upgrading bells, lights, and gates, with 77% of projects reporting zero crashes before and after implementation. The 2021 Infrastructure Investment and Jobs Act expanded RHCP's scope to include pedestrian projects related to trespassing, increasing federal cost share to 100%. However, the GAO found that FHWA's technical assistance lacks clarity on eligible pedestrian projects related to trespassing and recommends that FHWA provide additional information to better assist states in reducing pedestrian fatalities and injuries at grade crossings. The report recommends that FHWA should review RHCP technical assistance materials and update them to add information about the types of pedestrian projects related to trespassing that might be eligible for RHCP funding.



*Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.*



## Livermore Amador Valley Transit Authority Legislative Matrix

### Recommend Support

#### **AB 394 (Wilson, D) Public transportation providers.**

**Last Amended:** 03/27/2025

**Status:** 03/28/2025 - Re-referred to Com. on PUB. S.

**Calendar:** 04/01/25 A-PUBLIC SAFETY Upon adjournment of Session - State Capitol, Room 126 SCHULTZ, NICK, Chair



**Location:** 02/18/2025 - Assembly Public Safety

**Summary:** Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to include stalking against any of those persons and would also have the crime apply when it occurs against an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program. (Based on 03/27/2025 text)

#### **SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.**

**Status:** 03/24/2025 - Set for hearing April 2.

**Calendar:** 04/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair



**Location:** 02/14/2025 - Senate Local Government

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 01/30/2025 text)

**SB 752 (Richardson, D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.**

**Status:** 03/18/2025 - Set for hearing May 14.

**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair



**Location:** 03/12/2025 - Senate Revenue and Taxation

**Summary:** Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. (Based on 02/21/2025 text)

### Recommend Watch (Formal)

**AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: price ceiling.**

**Last Amended:** 03/17/2025

**Status:** 03/18/2025 - Re-referred to Com. on NAT. RES.



**Location:** 03/17/2025 - Assembly Natural Resources

**Summary:** The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023. (Based on 03/17/2025 text)

**AB 1340 (Wicks, D) Metropolitan Transportation Commission: duties.**

**Status:** 03/13/2025 - Referred to Com. on TRANS.



**Location:** 03/13/2025 - Assembly Transportation

**Summary:** The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

**SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.**

**Last Amended:** 03/25/2025

**Status:** 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.





**Location:** 01/09/2025 - Senate Rules

**Summary:** Would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the Metropolitan Transportation Commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. (Based on 03/25/2025 text)

#### **SB 840** (Limón, D) Greenhouse gases: report.

**Last Amended:** 03/26/2025

**Status:** 03/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.



**Location:** 02/21/2025 - Senate Rules

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office. (Based on 03/26/2025 text)

### **Recommend Watch (Informal)**

#### **AB 35** (Alvarez, D) California Environmental Quality Act: clean hydrogen transportation projects.

**Status:** 02/18/2025 - Referred to Coms. on NAT. RES. and JUD.



**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. (Based on 12/02/2024 text)

**AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.****Status:** 03/10/2025 - Referred to Com. on TRANS.**Location:** 03/10/2025 - Assembly Transportation

**Summary:** Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. (Based on 02/19/2025 text)

**SB 419 (Caballero, D) Hydrogen fuel.****Status:** 03/18/2025 - Set for hearing May 14.**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair**Location:** 02/26/2025 - Senate Revenue and Taxation

**Summary:** Would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. (Based on 02/18/2025 text)

**General: TPA Tracking****AB 12 (Wallis, R) Low-carbon fuel standard: regulations.****Status:** 02/18/2025 - Referred to Com. on NAT. RES.**Location:** 02/18/2025 - Assembly Natural Resources

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

**AB 21 (DeMaio, R) Common interest developments: association management and meeting procedures.****Last Amended:** 03/24/2025**Status:** 03/25/2025 - Re-referred to Com. on H. & C.D.**Location:** 03/24/2025 - Assembly Housing and Community Development

**Summary:** The Davis-Stirling Common Interest Development Act governs the management and operation of common interest by an association. If a provision of that act requires an association to deliver a document by "individual delivery" or "individual notice," the act requires the association to deliver that document in accordance with the preferred delivery method specified by the member. Current law also requires the board of an association to provide general notice of a proposed rule change at least 28 days before making the rule change, in accordance with certain procedures. This bill would revise the above-described rule change provision to require the board to provide individual notice pursuant to the above-described provision governing document delivery. (Based on 03/24/2025 text)

**AB 23 (DeMaio, R) The Cost of Living Reduction Act of 2025.****Last Amended:** 03/25/2025**Status:** 03/26/2025 - Re-referred to Com. on U. & E.



## STAFF REPORT

SUBJECT: Purchase & Installation of Cradlepoint Routers

FROM: Mike Tobin, Director of Operations & Planning  
Ethan Yeung, Operations Analyst

DATE: May 5, 2025

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### Action Requested

Recommend that the Board of Directors: (1) approve Resolution 17-2025 issuing a purchase order for the procurement of sixty (60) Cradlepoint R1900 routers and associated modems, switches, and antennas to Always Connect Solutions, LLC (ACS) for a value of \$279,894.54, plus a 10% contingency in the amount of \$27,989.45, for a total not-to-exceed amount of \$307,884; and (2) approve Resolution 18-2025, awarding a contract to Vontas, a business unit of Trapeze Software Group, Inc. (Vontas) for the installation of the Cradlepoint equipment for a value of \$195,926, plus a 10% contingency in the amount of \$19,592.60, for a total not-to-exceed amount of \$215,518.60.

### Background

Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems are crucial in transit operations because they enhance efficiency, safety, and service reliability. CAD helps dispatchers monitor and manage buses in real-time, enabling quick responses to disruptions, schedule changes, or emergencies. AVL provides precise location tracking, which supports better route adherence, accurate arrival predictions, and improved communication with passengers through real-time updates. Together, these systems optimize operations, reduce delays, and improve the overall rider experience.

Currently, LAVTA's CAD/AVL system relies on radio connectivity to provide both voice and data communications with the agency's fleet, which has several disadvantages.

First, there is limited and sometimes spotty coverage. For example, every weekday when our buses travel along I-680 to service Route 70X, they exit the range of radio coverage. This causes the buses to disappear from the dispatcher's map and makes communication with the driver difficult. Additionally, in certain areas around the Tri-Valley (e.g., the BART tunnel under I-580) radio coverage is spotty. As a result, the buses are unable to send frequent location data, which causes incorrect arrival predictions and schedule adherence data.

Second, radio-based CAD/AVL is unreliable. The current system requires LAVTA to maintain radio equipment at a tower in the hills of northwestern Livermore. Despite

redundancies put in place to keep the system running, outages still occur, especially during stormy winter months and PG&E Public Safety Power Shutoff (PSPS), which happen frequently during the summer months. In addition, technical difficulties occasionally cause system outages. During those times, vehicle locations are not updated, communications are severely impacted, and real time passenger information feeds are not available. In the worst cases, dispatchers have been forced to call drivers on their cell phones to communicate crucial information.

Finally, maintaining the radio system imposes significant costs while offering diminishing returns. Expensive equipment, such as the propane generator and uninterruptible power supplies (UPS) located at the Doolan tower, is required to maintain the redundancy of the radio infrastructure, which itself demands substantial investment. Additionally, due to the sensitive nature of the site, coordination with Livermore Water Resources and the Livermore Police Department is essential, further increasing maintenance demands.

As the radio infrastructure ages, these challenges only worsen. Maintenance expenses increase due to the scarcity of replacement parts and the highly specialized expertise needed to service outdated systems and equipment. Meanwhile, the system's capabilities have become increasingly outdated, falling behind modern solutions that offer richer data, reduced latency, greater coverage and advanced features. This imbalance places a growing financial strain on LAVTA, requiring greater resources to sustain a system that delivers declining benefits. Transitioning to modern alternatives would ensure more efficient use of resources and greater operational capabilities that would directly lead to enhanced service delivery.

## **Discussion**

LAVTA aims to address the challenges of the radio-based system and take advantage of the latest new technology by transitioning to a cellular-based connectivity system, which is in line with the industry's best practices.

Firstly, cellular coverage extends across the entire service area, areas currently outside of the range of radio coverage. While signal strength of a cellular-based system may not be perfect in all locations, it would be significantly improved compared to radio connectivity. Reliability and maintenance would also see improvements, as the downtime of a cellular-based system would be substantially less than the current radio system. Additionally, maintenance costs would be managed by contracted service providers, eliminating the need for LAVTA to maintain any dedicated equipment. Moreover, transitioning to a cellular based connectivity system allows LAVTA to incorporate an element of futureproofing. As cellular technology evolves rapidly, upgrades can be more readily implemented without requiring major overhauls to the network.

The opportunity to incorporate cutting-edge technology is also attractive. The higher data capacity of cellular systems allows it to support features such as live vehicle diagnostics, live video streaming, real-time traffic updates and turn-by-turn directions. It would also enable seamless integrations with transit data partners like Swiftly to provide more accurate arrival predictions and other analytics.

LAVTA can benefit from all these features without the expense and hassle of removing the existing radio equipment. The cellular equipment can be added to the radio equipment, allowing the radio system to remain as an alternative option if needed. This approach ensures a smooth transition to the cellular system, with the radio system serving as a seamless failover in case of any disruptions. This way, the agency can continue to derive value from the radio system as a backup option.

#### *Procurement Preparation*

Sourcewell is a cooperative purchasing organization that serves government, education, and nonprofit entities. Sourcewell and TD Synnex Corporation entered into a Contract pursuant to RFP #020624, (Contract), effective May 3, 2024, under which LAVTA may contract for equipment by using a Purchase Order (PO) or entering into a contract directly with TD Synnex Corporation or any of its authorized resellers. Always Connect Solutions, LLC is an authorized reseller of TD Synnex Corporation. Therefore, LAVTA intends to procure Cradlepoint routers and other related equipment through a purchase order to Always Connect Solutions, LLC pursuant to the Contract between Sourcewell and TD Synnex Corporation.

By leveraging the Sourcewell agreement, LAVTA can efficiently acquire the Cradlepoint routers needed for fleet connectivity while ensuring cost-effectiveness and compliance with procurement regulations.

Vontas, LAVTA's current CAD/AVL provider, will install and configure the equipment on the fleet under a separate contract.

#### **Fiscal Impact**

Funding for this project is included in the FY2025 Capital Budget.

Table 1 below provides a breakdown of the total project costs, divided between the two contracts.

- One purchase order will be issued to Always Connect Solutions, LLC for the purchase of sixty (60) Cradlepoint R1900 routers and associated licenses, modems, switches, and antennas. The total estimated cost, including equipment, sales tax, and shipping, is **\$279,894.54**. In addition, we suggest a **10% contingency** in the amount of \$27,989.45, increasing the total not-to-exceed amount of \$307,884.
- One contract will be issued to Vontas for the installation kits, associated cabling, licensing for the multimodal interface, and warranty. The total for this portion is **\$195,926**. To account for unforeseen expenses, a **10% contingency** in the amount of \$19,592.60, increasing the total not-to-exceed amount to \$215,518.60.

*Table 1 Project Budget Breakdown*

Item	Unit Cost	Qty	Total
5-yr NetCloud Mobile Performance Plan and R1900 router with WiFi	\$ 2,759.31	60	\$ 165,558.60
R1900 Managed Accessory – Switch	\$ 172.49	60	\$ 10,349.40

5G Modem	\$ 689.99	60	\$ 41,399.40
4x4 MiMo 4G/5G White Dome Antenna Kit with 5-meter cables	\$ 304.71	120	\$ 36,565.20
Shipping, Handling, Services			\$ -
Sales Tax (10.25%)			\$ 26,021.94
<b>Subtotal for ACS</b>			<b>\$ 279,894.54</b>
ACS Contingency Amount			\$ 27,989.45
Licensing for Vontas OnRoute Multimode Interface Qty. up to 60	\$ 250	60	\$ 15,000
Installation Kit, Cabling and Parts as set forth in the Statement of Work	\$ 252.0167	60	\$ 15,121
Services and Expenses as set forth in the Statement of Work	\$ 162,805	1	\$ 162,805
Hardware Warranty – Year 1			\$ -
Software Warranty – Ninety (90) days			\$ -
Vontas OnRoute Multimode Interface Software Maintenance – Year 1 Qty. Up to 60	\$ 50	60	\$ 3,000
<b>Subtotal for Vontas</b>			<b>\$ 195,926.00</b>
Vontas Contingency Amount			\$ 19,592.60

<b>Grand Total w/ 10% Contingency for ACS</b>	<b>\$ 307,884.00</b>
<b>Grand Total w/ 10% Contingency for Vontas</b>	<b>\$ 215,518.60</b>

### Recommendation

Recommend that the Board of Directors approve (1) a purchase order issued to Always Connect Solutions, LLC for the purchase of sixty (60) Cradlepoint R1900 routers and associated licenses, modems, switches, and antennas for **\$279,894.54**, plus a **10% contingency** in the amount of \$27,989.45, increasing the total not-to-exceed amount to \$307,884; and (2) a contract to Vontas, a subdivision of Trapeze Software Group, Inc., for the installation kits, associated cabling, licensing for the multimodal interface, and warranty for **\$195,926**, plus a **10% contingency** in the amount of \$19,592.60, increasing the total not-to-exceed amount to \$215,518.60.

### Attachments:

1. Resolution 17-2025
2. Resolution 18-2025

**RESOLUTION NO. 17-2025**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE EXECUTIVE  
DIRECTOR TO APPROVE THE PROCUREMENT OF CRADLEPOINT ROUTERS**

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA), in utilizing its Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system, experiences multiple impediments to efficient operations, including radio connectivity and maintenance difficulties; and

**WHEREAS**, to address the challenges of the radio-based system and integrate cellular-based operations, LAVTA intends to procure sixty (60) Cradlepoint routers and other related equipment; and

**WHEREAS**, the Cradlepoint router system's cellular coverage would ameliorate the issues present within the CAD/AVL system by supplementing the current radio-based coverage with cellular coverage, which boasts improved reliability, enhanced technological integration, and lowered maintenance costs; and

**WHEREAS**, LAVTA can utilize a cooperative purchasing agreement between Sourcewell and TD Synnex Corporation to attain a cost-effective price on technology, service, and infrastructure for the Cradlepoint routers; and

**WHEREAS**, staff recommends that the Board of Directors approve a purchase order to Always Connect Solutions, LLC for the purchase of sixty (60) Cradlepoint R1900 routers and associated modems, switches, and antennas for \$279,894.54, plus a 10% contingency in the amount of \$27,989.45, increasing the total not-to-exceed amount to \$307,884.

**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 documents in forms approved by Legal Counsel to procure sixty (60) Cradlepoint R1900 routers and associated modems, switches, and antennas for \$279,894.54, plus a 10% contingency in the amount of \$27,989.45, increasing the total not-to-exceed amount to \$307,884.

**PASSED AND ADOPTED THIS 5<sup>th</sup> DAY OF MAY 2025.**

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Evan Branning, Chair

ATTEST

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Christy Wegener, Executive Director

**RESOLUTION NO. 18-2025**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY AUTHORIZING THE EXECUTIVE  
DIRECTOR TO APPROVE THE INSTALLATION OF CRADLEPOINT ROUTERS**

**WHEREAS**, the Livermore Amador Valley Transit Authority (LAVTA), in utilizing its Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system, experiences multiple impediments to efficient operations based primarily on radio connectivity and maintenance difficulties; and

**WHEREAS**, to address the challenges of the radio-based system and integrate cellular-based operations, LAVTA intends to procure sixty (60) Cradlepoint routers and other related equipment; and

**WHEREAS**, Vontas, a business unit of Trapeze Software Group, Inc. (Vontas), the current provider of LAVTA's CAD/AVL system, is uniquely positioned to ensure that the Cradlepoint routers are installed alongside the CAD/AVL system in an efficient, technically sound, and fully integrated manner; and

**WHEREAS**, no other vendor can perform this work without substantial risk of compatibility issues, data integrity errors, or loss of support for future software updates; and

**WHEREAS**, Vontas will install the new Cradlepoint equipment, while the radio infrastructure will remain intact as a backup option; and

**WHEREAS**, staff recommends that the Board of Directors approve a sole source contract to Vontas for the installation kits, associated cabling, licensing for the multimode interface, and warranty of sixty (60) Cradlepoint R1900 routers and associated equipment for \$195,926, plus a 10% contingency in the amount of \$19,592.60, increasing the total not-to-exceed amount to \$215,518.60.

**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 documents in forms approved by Legal Counsel to enter into a sole source contract with Vontas for the installation kits, associated cabling, licensing for the multimode interface, and warranty of sixty (60) Cradlepoint R1900 routers and associated equipment for \$195,926, plus a 10% contingency in the amount of \$19,592.60, increasing the total not-to-exceed amount to \$215,518.60.

**PASSED AND ADOPTED THIS 5<sup>th</sup> DAY OF MAY 2025.**

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Evan Branning, Chair

ATTEST

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Christy Wegener, Executive Director



LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: LAVTA's Operating & Capital Budget for FY 2026

FROM: Tamara Edwards, Director of Finance

DATE: May 5, 2025

**Action Requested**

Review and approve the Operating and Capital Budget for FY 2026 and Resolution 16-2025.

**Discussion**

Attached for your consideration are the draft LAVTA Operating and Capital Budgets for FY 2026 (July 1, 2025 through June 30, 2026). The operating budget includes revenues and expenses required to operate Fixed Route, Dial-a-Ride, and other projects such as Go Tri-Valley. The total operating budget of \$26,830,558 reflects an overall increase of 7% from the FY 2025 budget; a breakdown of this increase is included in the chart below. A large portion of these projects are covered by dedicated grants and allocations. Cost increases are largely due to contractual increases in the fixed route operations and maintenance contract.

Fund	\$ Increase over prior year	% Increase over prior year	% Share of the overall budget increase
Fixed Route	2,445,215	10.17%	138%
Paratransit	-620,405	-24.46%	-35%
Go Tri-Valley/SAV	-52,894	-23.45%	-3.0%

With this increase in expenses, along with a decrease in Transit Development Act revenues LAVTA needed to use \$2,391,607 from their reserve funds. With this decrease in reserves LAVTA still has ample funds in reserve and the authority maintains more than the board approved goal of 3-6 months of operating funds.

Planning for the FY 2026 budget again utilized a system wide approach to clearly align the budget with the mission, vision and goals established by the Agency's Strategic Plan, as well as aligning with the goals set for the Executive Director in February 2025.

**Operating Budget Provisions**

The largest budget line items in the draft Operating budget for FY 2026 are purchased transportation and fuel. This year's budget reflects the contracted increase for Fixed Route purchased transportation. For FY 2025 LAVTA budgeted \$4.50/gal for fuel; however the average price per gallon that LAVTA paid in FY 2025 (through the end of March) was \$2.64/gal. Conservatively, LAVTA staff are projecting \$3.50/gal for the FY 2026 budget.

At the meeting, staff will review with the Committee the line item budgets for revenues and expenses, highlighting changes from the prior year budget and areas of particular importance.

**Recommendation**

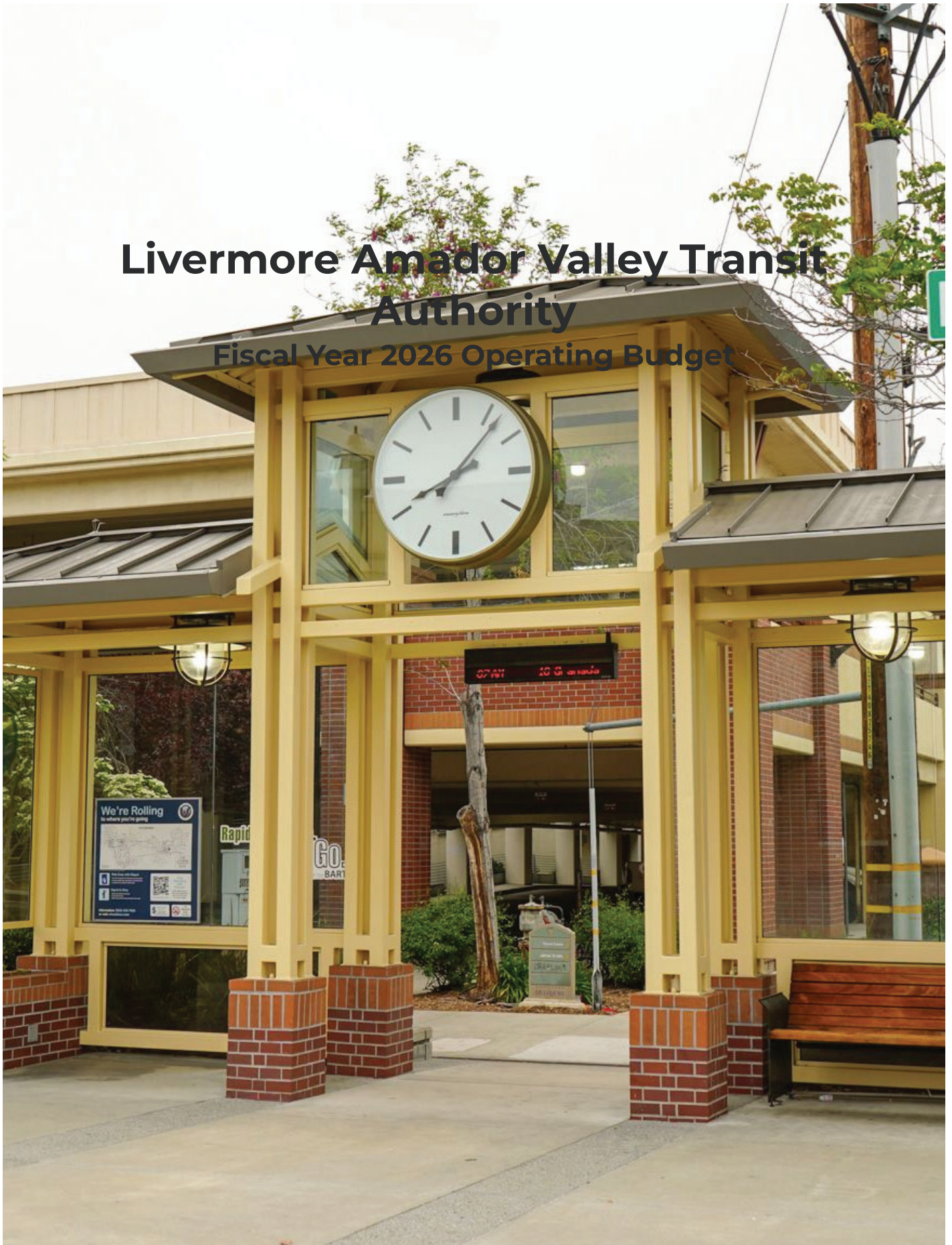
The Finance and Administration Committee recommends that the Board of Directors approve the Operating and Capital Budget for FY 2026 and Resolution 16-2025.

Attachments:

1. Operating Budget FY 2026
2. Capital Budget FY 2026
3. Resolution 16-2025

# 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 (S RTP) is due to the Metropolitan Transportation Commission (MTC). Given the uncertainty of future funding levels in the Bay Area, the S RTP 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**

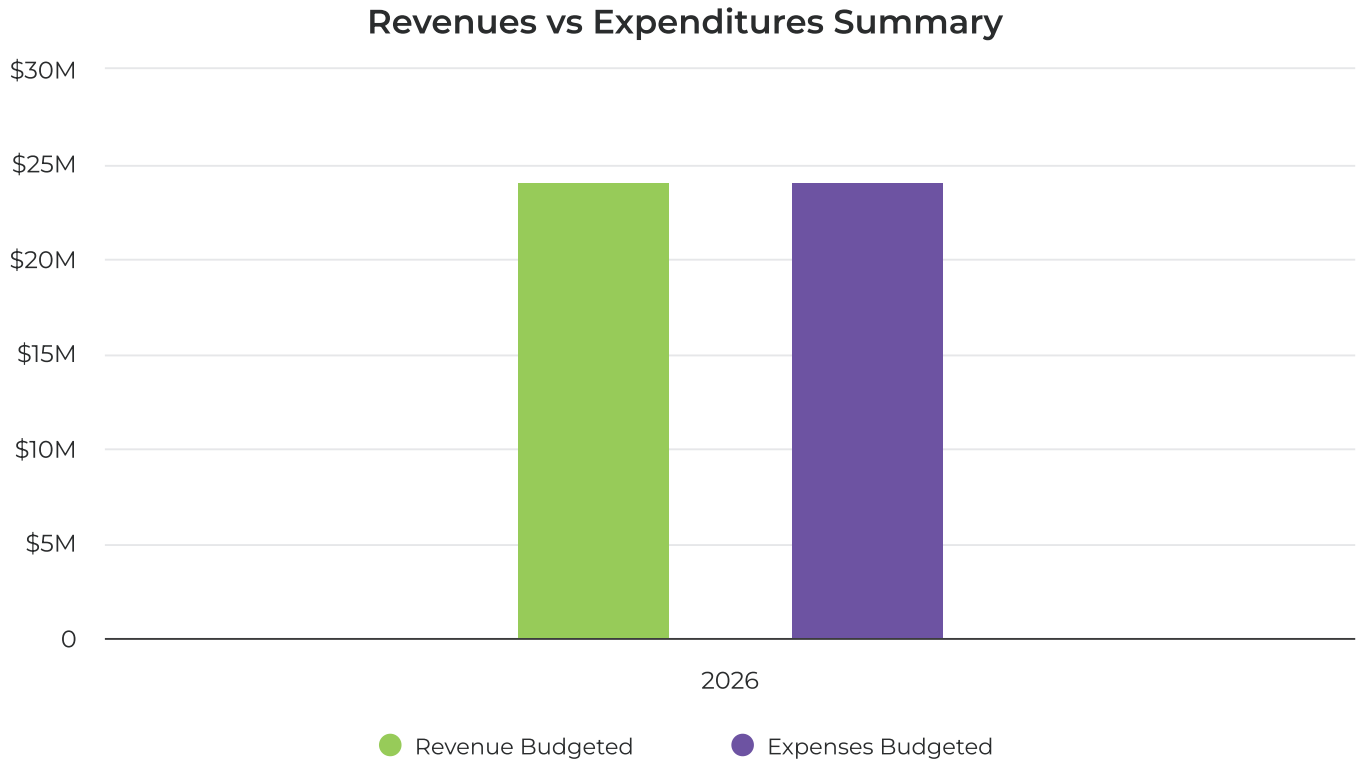
The advertising budget includes any advertising done for LAVTA including radio, newspaper, flyers etc.

# 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".

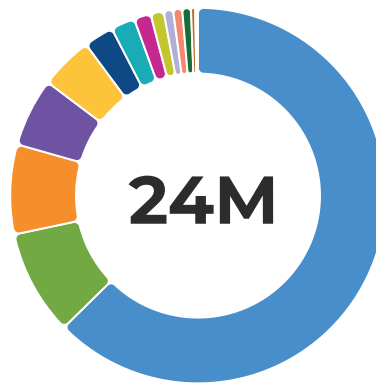
Fixed Route involves operating buses, which follow fixed routes and times throughout the Authority's service area and are available to anyone able to pay the fare.

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





## FY26 Revenues by Source



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

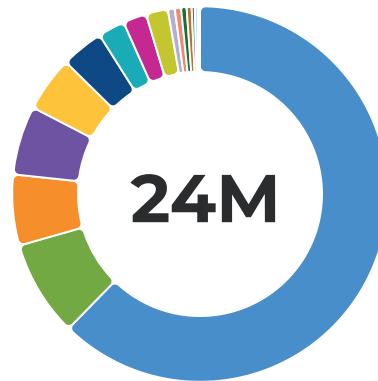
## Revenues by Source

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	
Funds-Paratransit	\$1,855,656.00
<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%

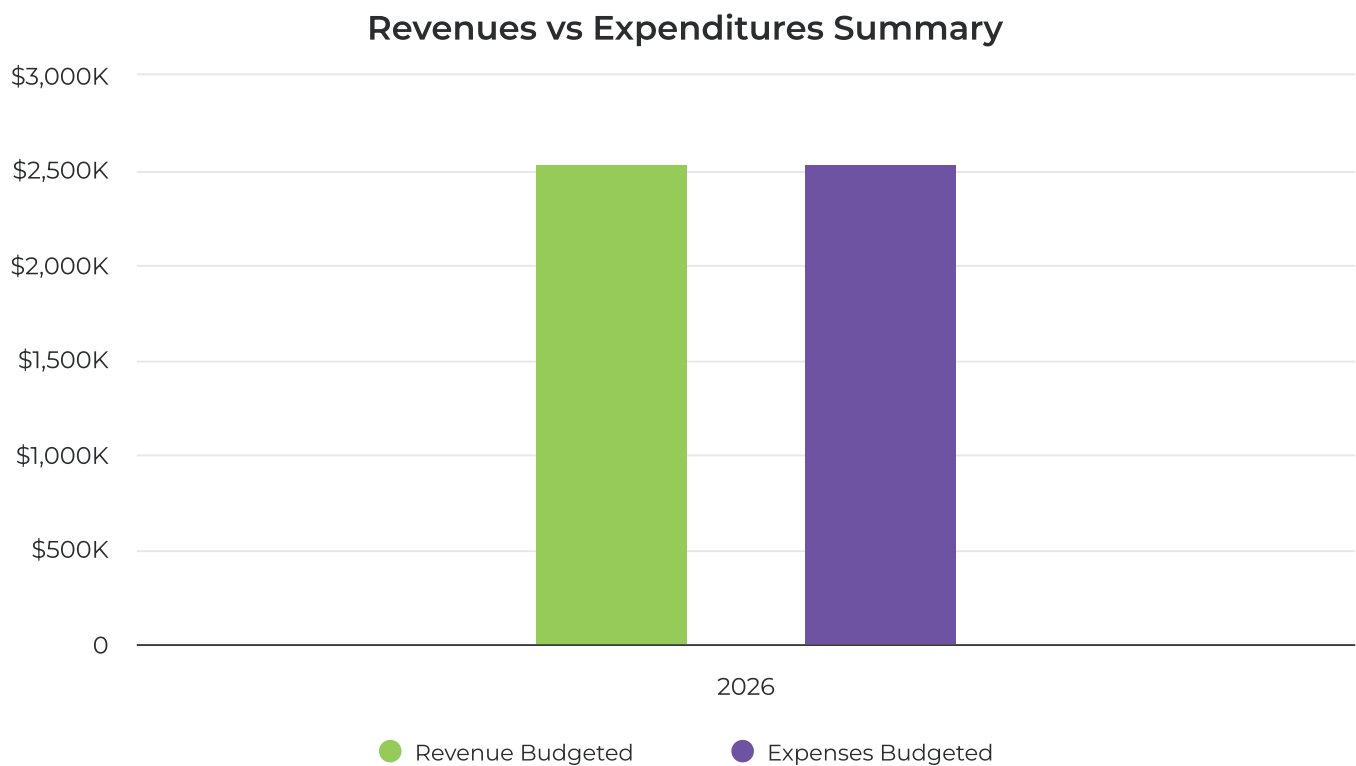
## Expenditures by Expense Type

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

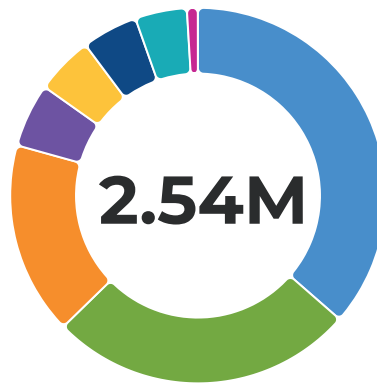
Category	FY 2026 Budgeted
Fixed Route Fuel Costs	\$1,466,962.00
Office supplies	\$104,000.00
Utilities	\$453,232.00
Property/Fuel Tank Insurance	\$800.00
Insurance payments	\$879,325.00
Other Taxes	\$114,000.00
Purchased Transportation - Fixed Route	\$14,985,794.00
Subscriptions	\$59,877.00
Professional 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.



## FY26 Revenues by Source



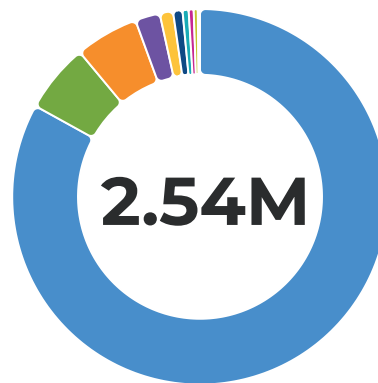
Measure BB Paratransit Funds-Paratransit	\$924,303	36.43%
FTA Section	\$666,894	26.29%
TDA Article 4.5 - Paratransit	\$420,861	16.59%
TDA Article 4.0 - Fixed Route	\$139,499	5.50%
STA Funds-pop	\$126,470	4.99%
Paratransit Passenger Fares	\$121,850	4.80%
Measure B Gap	\$113,000	4.45%
Special Contract Fares - Paratransit	\$24,000	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	\$2,106,303	83.03%
Salaries and Wages	\$150,690	5.94%
Professional Services	\$138,600	5.46%
Benefits	\$54,012	2.13%
Utilities	\$28,915	1.14%
Services Web/Trapeze	\$20,490	0.81%
RTC and Pex card fees	\$13,467	0.53%
Office supplies	\$10,800	0.43%
Miscellaneous	\$9,000	0.35%
Professional Development	\$3,000	0.12%
Communications	\$1,000	0.04%
Auto Allowance	\$600	0.02%

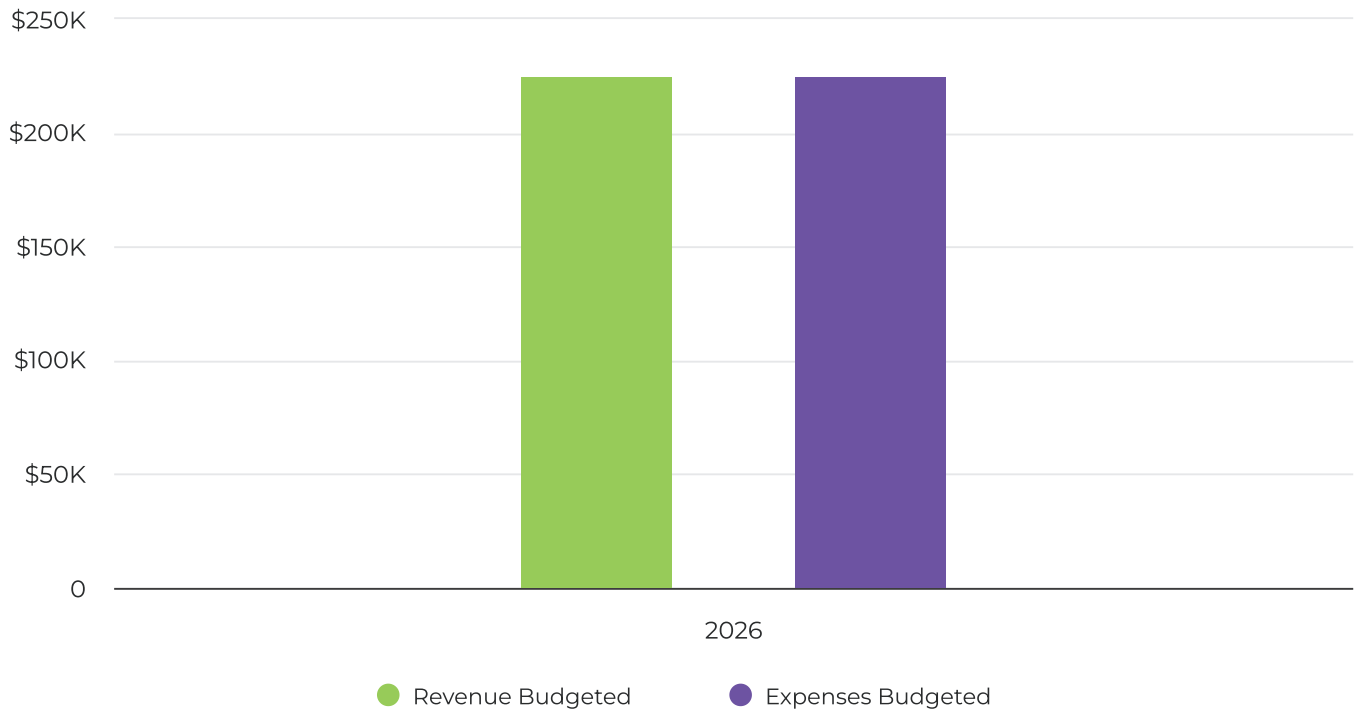
### Expenditures by Expense Type

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>

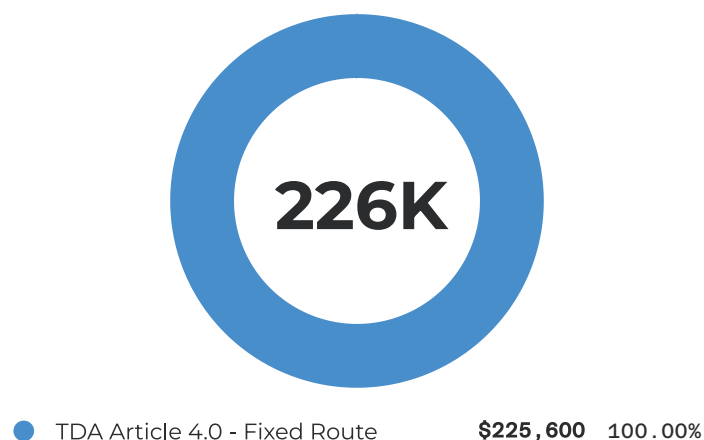
# Wheels on Demand (WOD)

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

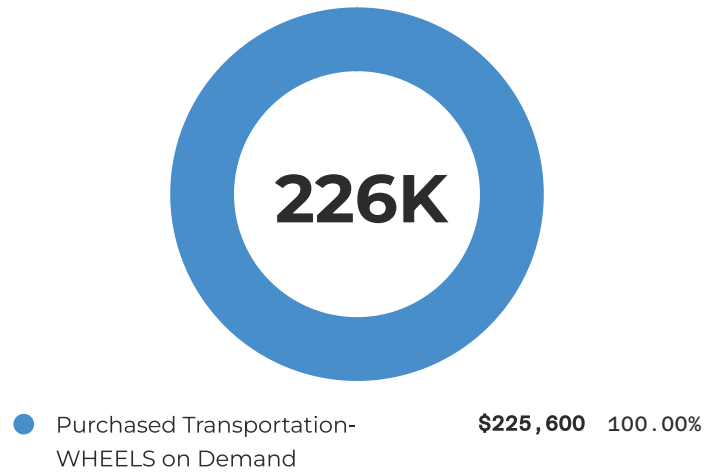


## Revenues by Object

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



## 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)

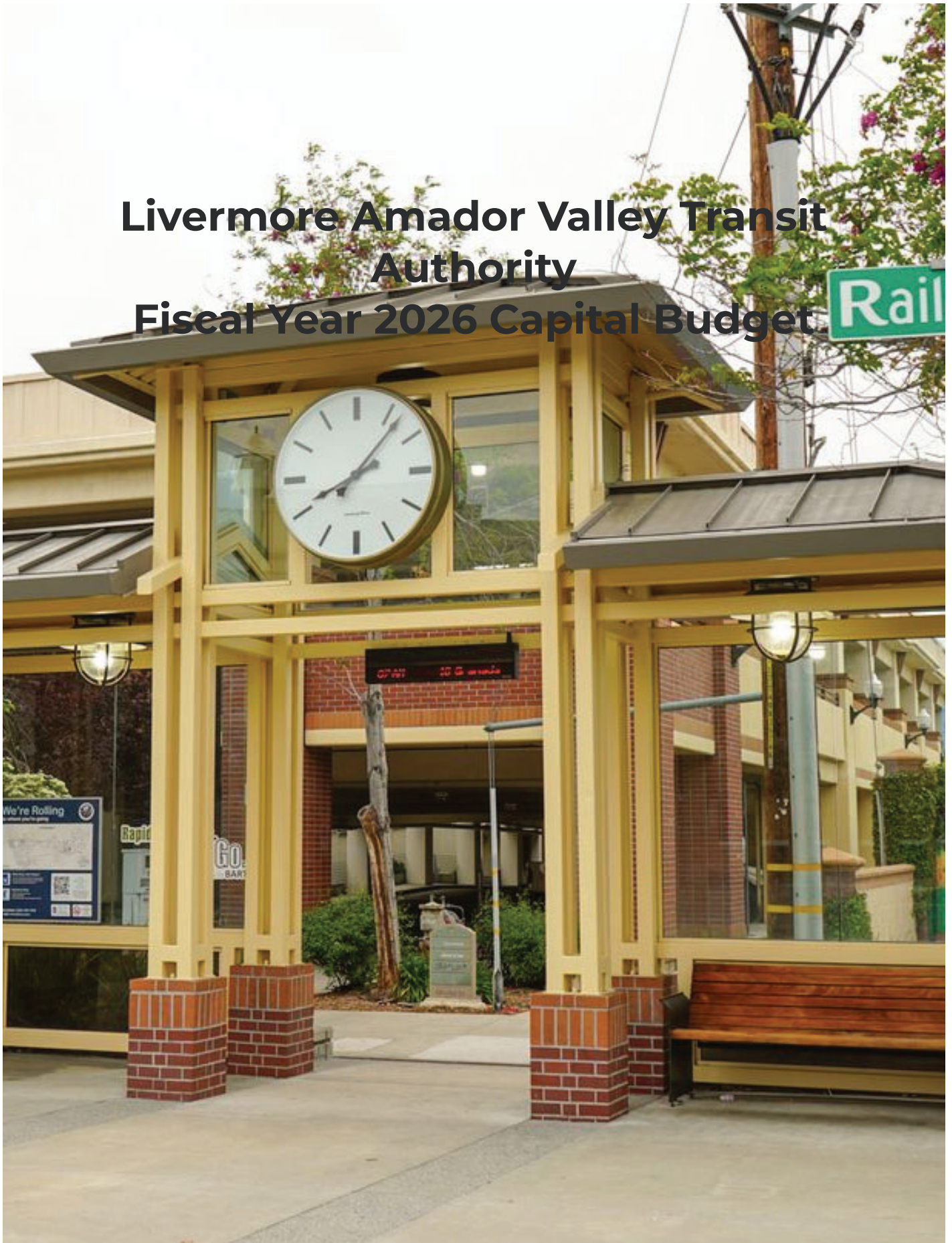
FY 2025 Unexpended Funds (Due to LTF) 250,000 (estimate)

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

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

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

# **Livermore Amador Valley Transit Authority Fiscal Year 2026 Capital Budget**



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# Capital Projects

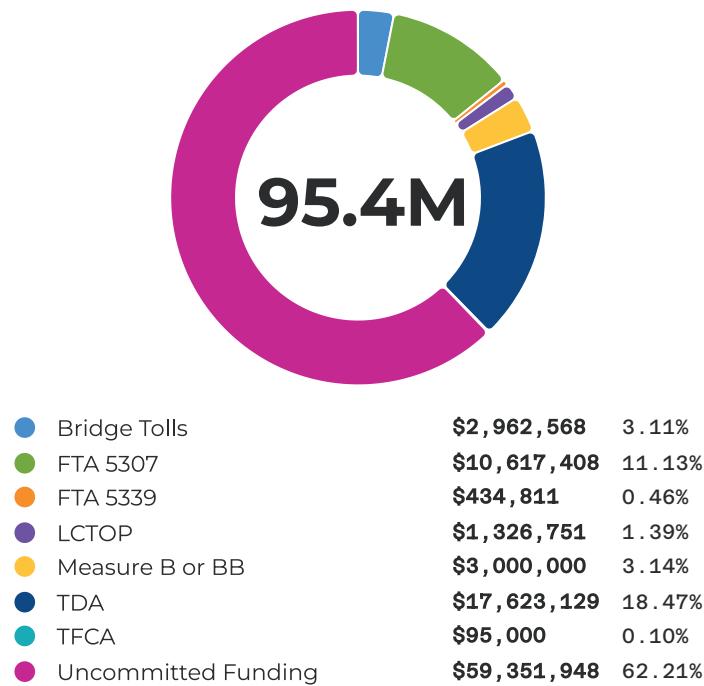
LAVTA's capital program in FY2026 will focus on completing design and moving several high priority projects forward into the construction phase, including remaining lighting and signage upgrades at the Livermore Transit Center, passenger facility improvements at BART, Lawrence Livermore National Lab, 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, expected to be a mix of 35' and 40' which will replace the 29' 2011 buses that have reached the end of their useful life.

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. In FY2026 staff will be revisiting the assumptions made in the agency's 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.

The following pages detail the revenue and expenses of LAVTA's FY 26 Capital Budget.

# Capital Improvement Plan - Revenues

## Revenues by Source (including Historical, Future)



### Bridge Tolls

Category	Historical	FY2026	Total
Rapid Bus Stop Improvements 10R and 30R	\$0	\$230,000	\$230,000
Transit Signal Priority Upgrade & Expansion	\$49,832	\$2,682,736	\$2,732,568
<b>Total Bridge Tolls</b>	<b>\$49,832</b>	<b>\$2,912,736</b>	<b>\$2,962,568</b>

### FTA 5307

Category	Historical	FY2026	Total
Atlantis Facility Construction	\$0	\$1,060,318	\$1,060,318
AVL hardware for Replacement Vehicles	\$0	\$221,619	\$221,619
Communication Devices for Replacement Vehicles	\$0	\$26,752	\$26,752
Fareboxes for Replacement Vehicles	\$0	\$136,793	\$136,793
Hybrid Battery Replacements	\$65,600	\$536,606	\$602,206
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$0	\$1,818,000	\$1,818,000
Replace (8) 40' Buses-Hybrid	\$0	\$6,751,720	\$6,751,720
<b>Total FTA 5307</b>	<b>\$65,600</b>	<b>\$10,551,808</b>	<b>\$10,617,408</b>

### FTA 5339

Category	Historical	FY2026	Total
Livermore Transit Center Rehabilitation & Improvement	\$157,992	\$276,819	\$434,811
<b>Total FTA 5339</b>	<b>\$157,992</b>	<b>\$276,819</b>	<b>\$434,811</b>

### LCTOP

Category	Historical	FY2026	Total
Atlantis Facility Construction	\$669,768	\$656,983	\$1,326,751
<b>Total LCTOP</b>	<b>\$669,768</b>	<b>\$656,983</b>	<b>\$1,326,751</b>



**Measure B or BB**

<b>Category</b>	<b>Historical</b>	<b>FY2026</b>	<b>Total</b>
Atlantis Facility Construction	\$3,000,000	\$0	\$3,000,000
<b>Total Measure B or BB</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

**TDA**

<b>Category</b>	<b>Historical</b>	<b>FY2026</b>	<b>Total</b>
Atlantis Facility Construction	\$0	\$13,138,526	\$13,138,526
Atlantis Hydrogen Fueling Station	\$90,000	\$0	\$90,000
Atlantis NVR and Camera Replacement	\$0	\$35,000	\$35,000
AVL hardware for Replacement Vehicles	\$0	\$55,405	\$55,405
BAE Drive motors	\$0	\$120,000	\$120,000
Bus Wash refurbishment	\$0	\$104,000	\$104,000
Communication Devices for Replacement Vehicles	\$0	\$6,688	\$6,688
Dispatch Office Renovation	\$18,250	\$30,000	\$48,250
Electronic door lock	\$0	\$11,000	\$11,000
Fareboxes for Replacement Vehicles	\$0	\$34,199	\$34,199
Fleet Engine replacement.	\$55,000	\$220,000	\$275,000
Genfare Garage Data System Version Upgrade	\$0	\$37,400	\$37,400
Hybrid Battery Replacements	\$16,400	\$134,152	\$150,552
Livermore Transit Center Rehabilitation & Improvement	\$39,498	\$126,181	\$165,679
Network infrastructure components	\$0	\$35,000	\$35,000
Office 2025 Pro for non agency employees on agency computers	\$0	\$9,000	\$9,000
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$78,500	\$785,000	\$863,500
Replace (8) 40' Buses-Hybrid	\$0	\$1,687,930	\$1,687,930
Rutan Bus Facility Yard Gate Replacement	\$0	\$348,700	\$348,700
Rutan Video Surveillance repairs and upgrades	\$0	\$73,300	\$73,300
Transit Capital	\$100,000	\$100,000	\$200,000
Transit Center NVR and Camera Replacement	\$0	\$35,000	\$35,000
Transmission / hybrid drive replacements	\$9,000	\$90,000	\$99,000
<b>Total TDA</b>	<b>\$406,648</b>	<b>\$17,216,481</b>	<b>\$17,623,129</b>

**TFCA**

<b>Category</b>	<b>Historical</b>	<b>FY2026</b>	<b>Total</b>
Transit Signal Priority Upgrade & Expansion	\$0	\$95,000	\$95,000
<b>Total TFCA</b>	<b>\$0</b>	<b>\$95,000</b>	<b>\$95,000</b>

**Uncommitted Funding**

<b>Category</b>	<b>Historical</b>	<b>FY2026</b>	<b>Total</b>
Atlantis Facility Construction	\$0	\$59,351,948	\$59,351,948
<b>Total Uncommitted Funding</b>	<b>\$0</b>	<b>\$59,351,948</b>	<b>\$59,351,948</b>

# Capital Projects

## Capital Projects

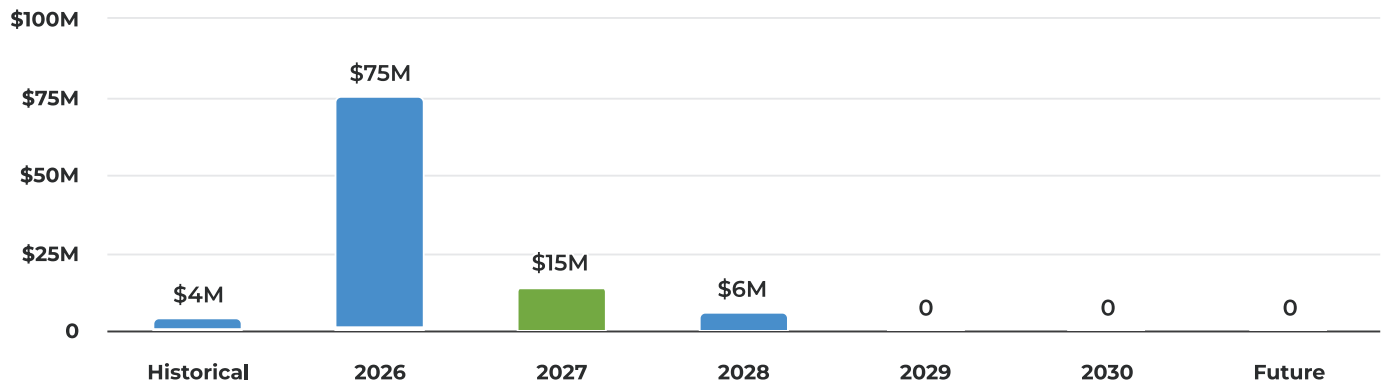
Project Name	Years	Departments	Type	Total
Atlantis Facility Construction	2026 - 2028	Capital Program	Building and Facilities	\$80,781,630
Atlantis Hydrogen Fueling Station	2027	Capital Program	Building and Facilities	\$13,910,313
Atlantis NVR and Camera Replacement	2026	Capital Program	Building and Facilities	\$35,000
AVL hardware for Replacement Vehicles	2026 - 2027	Capital Program	Vehicles and Wheeled Equipment	\$415,536
BAE Drive motors	2026	Capital Program	Other Improvements	\$120,000
Bus Wash refurbishment	2026	Capital Program	Other Improvements	\$104,000
Communication Devices for Replacement Vehicles	2026 - 2027	Capital Program	Vehicles and Wheeled Equipment	\$50,160
Dispatch Office Renovation	2026	Capital Program	Building and Facilities	\$30,000
Electronic door lock	2026	Capital Program	Office and Facility Equipment	\$11,000
Fareboxes for Replacement Vehicles	2026 - 2027	Capital Program	Vehicles and Wheeled Equipment	\$256,488
Fleet Engine replacement.	2026	Capital Program	Other Improvements	\$220,000
Genfare Garage Data System Version Upgrade	2026	Capital Program	Office and Facility Equipment	\$37,400
Hybrid Battery Replacements	2026 - 2027	Capital Program	Other Improvements	\$883,046
Livermore Transit Center Rehabilitation & Improvement	2026	Capital Program	Building and Facilities	\$403,000
Network infrastructure components	2026	Capital Program	Computers and Related Equipment	\$35,000
Office 2025 Pro for non agency employees on agency computers	2026	Capital Program	Computers and Related Equipment	\$9,000
Passenger facilities enhancements (LLNL, BART, Las Positas)	2026	Capital Program	Bus Shelters and Stops	\$2,603,000
Rapid Bus Stop Improvements 10R and 30R	2026 - 2027	Capital Program	Bus Shelters and Stops	\$2,300,000
Replace (4) 40' Buses-Fuel Cell	2027	Capital Program	Vehicles and Wheeled Equipment	\$6,067,325
Replace (8) 40' Buses-Hybrid	2026	Capital Program	Vehicles and Wheeled Equipment	\$8,439,650
Rutan Bus Facility Yard Gate Replacement	2026	Capital Program	Building and Facilities	\$348,700
Rutan Video Surveillance repairs and upgrades	2026	Capital Program	Building and Facilities	\$73,300
Transit Capital	2026	Capital Program	Building and Facilities	\$100,000



Project Name	Years	Departments	Type	Total
<a href="#">Transit Center NVR and Camera Replacement</a>	2026	Capital Program	Building and Facilities	\$35,000
<a href="#">Transit Signal Priority Upgrade &amp; Expansion</a>	2026	Capital Program	Other Improvements	\$2,777,736
<a href="#">Transmission / hybrid drive replacements</a>	2026	Capital Program	Other Improvements	\$90,000

# Building and Facilities

## FY26 - FY30 Building and Facilities Projects (including Historical, Future)



Atlantis Facility Construction	\$84,451,398	84.63%
Atlantis Hydrogen Fueling Station	\$14,000,313	14.03%
Atlantis NVR and Camera Replacement	\$35,000	0.04%
Dispatch Office Renovation	\$48,250	0.05%
Livermore Transit Center Rehabilitation & Improvement	\$600,490	0.60%
Rutan Bus Facility Yard Gate Replacement	\$348,700	0.35%
Rutan Video Surveillance repairs and upgrades	\$73,300	0.07%
Transit Capital	\$200,000	0.20%
Transit Center NVR and Camera Replacement	\$35,000	0.04%

## Summary of Requests

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Atlantis Facility Construction	\$3,669,768	\$74,207,775	\$683,262	\$5,890,593	\$0	\$0	\$0	\$84,451,398
Atlantis Hydrogen Fueling Station	\$90,000	\$0	\$13,910,313	\$0	\$0	\$0	\$0	\$14,000,313
Atlantis NVR and Camera Replacement	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
Dispatch Office Renovation	\$18,250	\$30,000	\$0	\$0	\$0	\$0	\$0	\$48,250
Livermore Transit Center Rehabilitation & Improvement	\$197,490	\$403,000	\$0	\$0	\$0	\$0	\$0	\$600,490
Rutan Bus Facility Yard Gate Replacement	\$0	\$348,700	\$0	\$0	\$0	\$0	\$0	\$348,700
Rutan Video Surveillance repairs and upgrades	\$0	\$73,300	\$0	\$0	\$0	\$0	\$0	\$73,300
Transit Capital	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Transit Center NVR and Camera Replacement	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Summary of Requests	\$4,075,508	\$75,232,775	\$14,593,575	\$5,890,593	\$0	\$0	\$0	\$99,792,451

# Atlantis Facility Construction

## Overview

Request Owner	Jennifer Yeamans, Senior Grants & Management Specialist
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	12/31/2031

## Description

Construct necessary facility improvements at the Atlantis Maintenance Facility to replace existing aging, insufficient facilities near the end of their useful life and accommodate its transition to and future expansion of a 100% Fuel Cell Electric Bus (FCEB) fleet. Construction scope will include a 34,000-square-foot maintenance building, a 22,000-square-foot administration and operations building, related site work and electrical improvements, and landscaping.

## Details

Type of Project: New Construction

## Supplemental Attachments

 [Budget Backup Info -- funding by phase and source](#)

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$3.67M</b>	<b>\$74.2M</b>	<b>\$80.8M</b>	<b>\$84.5M</b>

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Future	Total
Construction/Maintenance	\$3,669,768	\$72,882,377	\$683,262	\$5,890,593	\$0	<b>\$83,126,000</b>
Design	\$0	\$1,325,398	\$0	\$0	\$0	<b>\$1,325,398</b>
<b>Total</b>	<b>\$3,669,768</b>	<b>\$74,207,775</b>	<b>\$683,262</b>	<b>\$5,890,593</b>	<b>\$0</b>	<b>\$84,451,398</b>

## Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$3.67M</b>	<b>\$74.2M</b>	<b>\$80.8M</b>	<b>\$84.5M</b>

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Future	Total
Uncommitted Funding	\$0	\$59,351,948	\$0	\$0	\$0	\$59,351,948
TDA	\$0	\$13,138,526	\$0	\$0	\$0	\$13,138,526
STIP	\$0	\$0	\$0	\$5,180,000	\$0	\$5,180,000
Measure B or BB	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
LCTOP	\$669,768	\$656,983	\$683,262	\$710,593	\$0	\$2,720,606
FTA 5307	\$0	\$1,060,318	\$0	\$0	\$0	\$1,060,318
<b>Total</b>	<b>\$3,669,768</b>	<b>\$74,207,775</b>	<b>\$683,262</b>	<b>\$5,890,593</b>	<b>\$0</b>	<b>\$84,451,398</b>

# Atlantis Hydrogen Fueling Station

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2027

## Project Location



## Description

This project will construct a hydrogen fueling station at LAVTA's Atlantis Facility; if started in FY27, the fueling station will be built by the end of FY28. The fueling station has been designed with up to two tanks that would support fueling the full fleet of LAVTA fuel cell buses once the Agency fully transitions to hydrogen.

## Details

Type of Project: New Construction

## Supplemental Attachments

 [Hydrogen Fueling Station Funding Detail](#)

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$90K</b>	<b>\$0</b>	<b>\$13.9M</b>	<b>\$14M</b>

## Detailed Breakdown

Category	Historical	FY2027 Requested	Future	Total
Construction/Maintenance	\$0	\$13,275,313	\$0	\$13,275,313
Design	\$90,000	\$635,000	\$0	\$725,000
<b>Total</b>	<b>\$90,000</b>	<b>\$13,910,313</b>	<b>\$0</b>	<b>\$14,000,313</b>

Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$90K	\$0	\$13.9M	\$14M

Detailed Breakdown

Category	Historical	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$10,620,250	\$0	\$10,620,250
TDA	\$90,000	\$2,664,287	\$0	\$2,754,287
LCTOP	\$0	\$625,776	\$0	\$625,776
Total	\$90,000	\$13,910,313	\$0	\$14,000,313

# Atlantis NVR and Camera Replacement

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2026

## Project Location



## Description

This essential project will modernize the agency's network video recorder and associated cameras at the Atlantis site, which are beyond their useful life. Investing in this upgrade ensures the safety and protection of both the facility and its operations. ICE estimates 22k for parts, plus tax, 11 k Labor total for project 35k

## Details

Type of Project: Replacement

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$35K</b>	<b>\$35K</b>	<b>\$35K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Repairs/Improvements	\$0	\$35,000	\$0	\$35,000
<b>Total</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$35,000</b>



Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$35K	\$35K	\$35K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$35,000	\$0	\$35,000
Total	\$0	\$35,000	\$0	\$35,000


# Dispatch Office Renovation

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2026

## Project Location

1362 Rutan Drive

A map of California with a red pin labeled '1' indicating the project location near San Francisco. The map shows major cities including San Francisco, San Jose, Salinas, Fresno, Visalia, Bakersfield, and Las Vegas. The state name 'CALIFORNIA' is also visible.

## Description

The Operations Dispatch office floor at the agency's Rutan facility is the sole area elevated above grade, a design choice made to accommodate at-grade electrical conduit runs. Over time, this elevated section has deteriorated, becoming spongy and necessitating replacement. This project involves the removal of the existing sub-flooring and flooring, followed by the installation of durable, high-quality vinyl flooring to restore functionality and ensure long-term reliability.

## Details

Type of Project: Refurbishment

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$18.3K	\$30K	\$30K	\$48.3K

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Repairs/Improvements	\$0	\$30,000	\$0	\$30,000
Planning	\$18,250	\$0	\$0	\$18,250
Total	\$18,250	\$30,000	\$0	\$48,250

Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$18.3K	\$30K	\$30K	\$48.3K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$18,250	\$30,000	\$0	\$48,250
Total	\$18,250	\$30,000	\$0	\$48,250

# Livermore Transit Center Rehabilitation & Improvement

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	01/1/2023
<b>Estimated Completion Date</b>	06/30/2026

## Project Location

2500 Railroad Avenue



## Description

The Livermore Transit Center Rehabilitation and Improvement Project will address a significant backlog of deferred maintenance and safety enhancement needs at LAVTA's most-used passenger facility on its property, including replacement and rehabilitation of assets past or at the end of their useful life, including safety features and enhanced lighting and updated information and wayfinding signage. Repainting of the passenger canopy and signature stop on Railroad Ave were completed in FY25.

### Transit Center Monuments replacements

This project involves the removal of the existing pillar-shaped monuments at both Transit Center entrances. They will be replaced with modern, low-profile monument signs thoughtfully designed to align with the city's downtown architectural standards. Design for this project took place in FY 2025. The replacement project will take place in FY 2026.

Removal of old Monuments (each) \$5k, OPC for Replacement Monuments \$47,000, CM \$15,000.

### Railroad Court lighting improvements

The area between the Transit Center and our Signature bus stop on Maple Ave is poorly lit at night. The City of Livermore has provided the agency with a 30% design and an engineer's estimate for the project. The budget request will take the project from 30% design to completion by completing the design and see the agency installing 3 new light standards in Railroad court.

PS&E \$32,000, CA & CM , \$45,000., Construction (per engineer's estimate + contingency) \$201,000 for a total of \$278,000.

## Details

**Type of Project:** Refurbishment

## Supplemental Attachments

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 [73b2efa64996cbf4c369.pdf](#)

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## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$197K</b>	<b>\$403K</b>	<b>\$403K</b>	<b>\$600K</b>

### Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Repairs/Improvements	\$168,740	\$346,000	\$0	\$514,740
Planning	\$28,750	\$57,000	\$0	\$85,750
<b>Total</b>	<b>\$197,490</b>	<b>\$403,000</b>	<b>\$0</b>	<b>\$600,490</b>

## Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$197K</b>	<b>\$403K</b>	<b>\$403K</b>	<b>\$600K</b>

### Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
FTA 5339	\$157,992	\$276,819	\$0	\$434,811
TDA	\$39,498	\$126,181	\$0	\$165,679
<b>Total</b>	<b>\$197,490</b>	<b>\$403,000</b>	<b>\$0</b>	<b>\$600,490</b>

# Rutan Bus Facility Yard Gate Replacement

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026

## Project Location



## Description

The gate leading into the bus yard, which is as old as the facility itself, circa 1991, has begun to fail at regular intervals and requires replacement. This project will remove, replace and update the gate, as well as the surrounding area to modern standards. A new gate will be constructed in FY26. PS&E \$34,500 (FY25), CM 31,700 est. Project cost based on an engineer's estimate: \$317,000 for a total cost of \$383,200

## Details

**Type of Project:** Replacement

## Supplemental Attachments

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**Capital Cost**

FY2026 Budget

**\$349K**

Total Budget (all years)

**\$349K**

Project Total

**\$349K****Detailed Breakdown**

Category	Historical	FY2026 <i>Requested</i>	Future	Total
Construction/Maintenance	\$0	\$348,700	\$0	\$348,700
Design	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$348,700</b>	<b>\$0</b>	<b>\$348,700</b>

**Funding Sources**

FY2026 Budget

**\$349K**

Total Budget (all years)

**\$349K**

Project Total

**\$349K****Detailed Breakdown**

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$348,700	\$0	\$348,700
Measure B or BB	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$348,700</b>	<b>\$0</b>	<b>\$348,700</b>

# Rutan Video Surveillance repairs and upgrades

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	08/5/2024
Estimated Completion Date	06/30/2026

## Project Location



## Description

This critical project will replace several aspects of the agency's video surveillance system at Rutan, addressing several pressing issues that compromise security. Many cameras have already failed, while others deliver substandard video resolution due to outdated technology. Additionally, the facility has extensive blind spots, leaving large areas vulnerable. By replacing malfunctioning cameras, upgrading outdated units, adding new cameras to eliminate blind spots, and replacing the Network Video Recorder (NVR) that has exceeded its serviceable life, this project will ensure a comprehensive and reliable surveillance system that significantly enhances security and operational oversight.

## Details

Type of Project: Replacement

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$73.3K</b>	<b>\$73.3K</b>	<b>\$73.3K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Repairs/Improvements	\$0	\$73,300	\$0	\$73,300
<b>Total</b>	<b>\$0</b>	<b>\$73,300</b>	<b>\$0</b>	<b>\$73,300</b>



Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$73.3K	\$73.3K	\$73.3K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$73,300	\$0	\$73,300
Total	\$0	\$73,300	\$0	\$73,300

# Transit Capital

## Overview

Request Owner	Tamara Edwards, Finance Director
Department	Capital Program
Type	Capital Improvement

## Description

The funds associated with this line item will be used to cover miscellaneous projects that come up throughout the year.

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$100K	\$100K	\$200K

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Construction/Maintenance	\$100,000	\$100,000	\$0	\$200,000
Total	\$100,000	\$100,000	\$0	\$200,000

## Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$100K	\$100K	\$200K

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
TDA	\$100,000	\$100,000	\$0	\$200,000
Total	\$100,000	\$100,000	\$0	\$200,000

# Transit Center NVR and Camera Replacement

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2026

## Project Location



## Description

This project will replace the network video recorder which utilizes an obsolete operating system and associated failed cameras at the Livermore Transit Center. ICE estimates 22k for parts, plus tax, 11 k Labor total for project 35k

## Details

Type of Project: Replacement

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$35K	\$35K	\$35K

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Repairs/Improvements	\$0	\$35,000	\$0	\$35,000
Total	\$0	\$35,000	\$0	\$35,000

Funding Sources

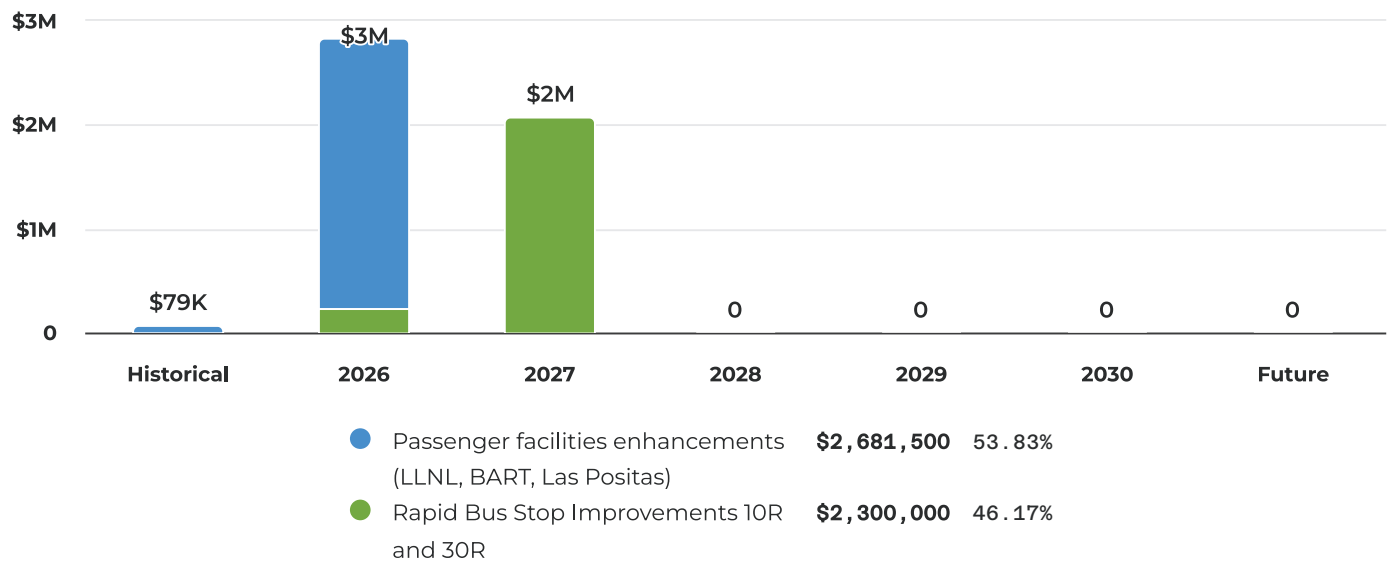
FY2026 Budget	Total Budget (all years)	Project Total
\$35K	\$35K	\$35K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$35,000	\$0	\$35,000
Total	\$0	\$35,000	\$0	\$35,000

# Bus Shelters and Stops

## FY26 - FY30 Bus Shelters and Stops Projects (including Historical, Future)



## Summary of Requests

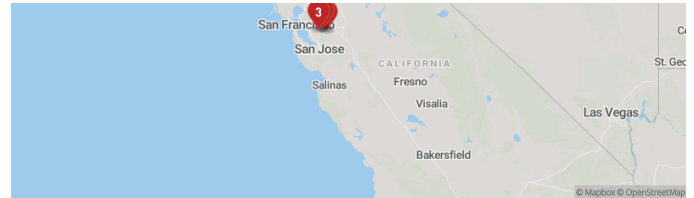
Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$78,500	\$2,603,000	\$0	\$0	\$0	\$0	\$0	\$2,681,500
Rapid Bus Stop Improvements 10R and 30R	\$0	\$230,000	\$2,070,000	\$0	\$0	\$0	\$0	\$2,300,000
<b>Total Summary of Requests</b>	<b>\$78,500</b>	<b>\$2,833,000</b>	<b>\$2,070,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,981,500</b>

# Passenger facilities enhancements (LLNL, BART, Las Positas)

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	07/1/2024
<b>Estimated Completion Date</b>	06/30/2026

## Project Location



## Description

BART, Las Positas and LLNL improvements

FTA Funded TO for design by end of April KH

Construction to start by end of 2025

This project will see the agency construct transit Passenger Facilities Enhancements in the cities of Dublin and Livermore, at three high-ridership stops on LAVTA's Rapid network. Improvements will include custom Rapid-branded passenger shelters and signage, real-time transit information displays, bike racks, waste receptacles, and placemaking elements.

## Details

**Type of Project:** Improvement

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$78.5K</b>	<b>\$2.6M</b>	<b>\$2.6M</b>	<b>\$2.68M</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Construction/Maintenance	\$0	\$2,603,000	\$0	\$2,603,000
Design	\$78,500	\$0	\$0	\$78,500
<b>Total</b>	<b>\$78,500</b>	<b>\$2,603,000</b>	<b>\$0</b>	<b>\$2,681,500</b>

Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$78.5K	\$2.6M	\$2.6M	\$2.68M

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$1,818,000	\$0	\$1,818,000
TDA	\$78,500	\$785,000	\$0	\$863,500
Total	\$78,500	\$2,603,000	\$0	\$2,681,500

# Rapid Bus Stop Improvements 10R and 30R

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026


## Description


The LAVTA Rapid Bus Stop Improvement Project will construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger amenities for Rapid bus stops that are yet to receive them. Such amenities will bring consistency to the corridors served and continue to grow ridership.

## Details

**Type of Project:** New Construction

## Supplemental Attachments

 [Dave Massa](#)  
KH Quote for profession services

 [RM2 Allocation info](#)  
RM2 funding plan and schedule from initial allocation approval



## Capital Cost

FY2026 Budget

**\$230K**

Total Budget (all years)

**\$2.3M**

Project Total

**\$2.3M**

### Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
Construction/Maintenance	\$0	\$0	\$2,070,000	\$0	\$2,070,000
Design	\$0	\$230,000	\$0	\$0	\$230,000
<b>Total</b>	<b>\$0</b>	<b>\$230,000</b>	<b>\$2,070,000</b>	<b>\$0</b>	<b>\$2,300,000</b>

## Funding Sources

FY2026 Budget

**\$230K**

Total Budget (all years)

**\$2.3M**

Project Total

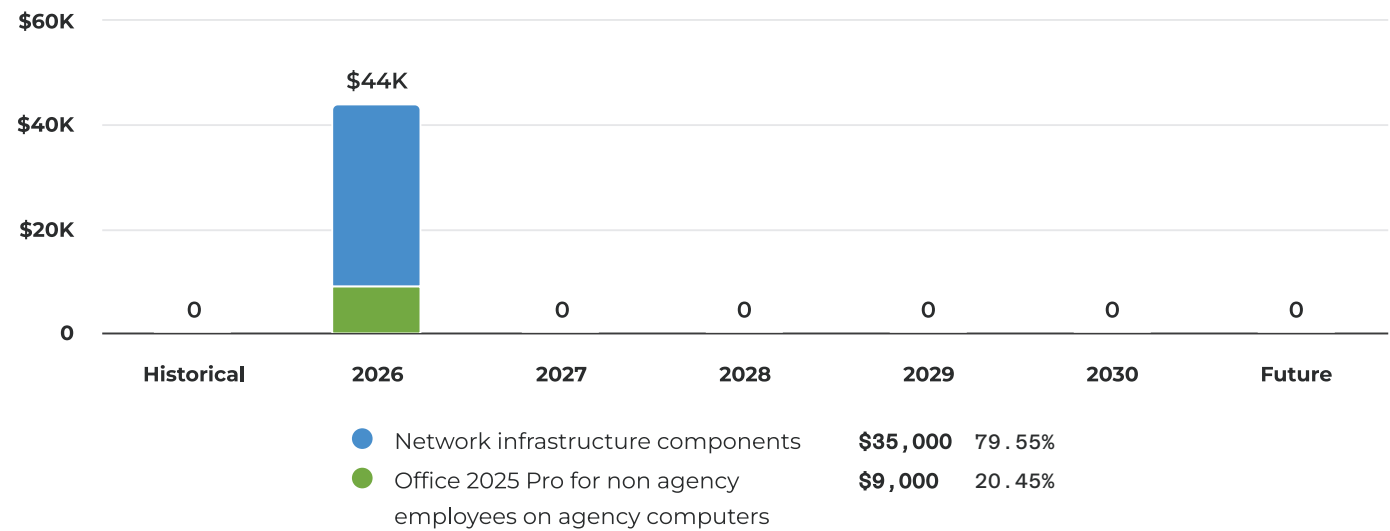
**\$2.3M**

### Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
Bridge Tolls	\$0	\$230,000	\$2,070,000	\$0	\$2,300,000
<b>Total</b>	<b>\$0</b>	<b>\$230,000</b>	<b>\$2,070,000</b>	<b>\$0</b>	<b>\$2,300,000</b>

# Computers and Related Equipment

FY26 - FY30 Computers and Related Equipment Projects (including Historical, Future)



Summary of Requests

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Network infrastructure components	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
Office 2025 Pro for non agency employees on agency computers	\$0	\$9,000	\$0	\$0	\$0	\$0	\$0	\$9,000
Total Summary of Requests	\$0	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000

# Network infrastructure components

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Equipment
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026

## Description

These funds will be used to replace any component of the agency network that fails during the fiscal year.

## Details

**New Purchase or Replacement:** Replacement

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$35K</b>	<b>\$35K</b>	<b>\$35K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Equipment	\$0	\$35,000	\$0	\$35,000
<b>Total</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$35,000</b>

## Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$35K</b>	<b>\$35K</b>	<b>\$35K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
TDA	\$0	\$35,000	\$0	\$35,000
<b>Total</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$35,000</b>

# Office 2025 Pro for non agency employees on agency computers

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Equipment
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026

## Description

The agency contractors currently operate with Office 2019 on all agency-owned computers. However, Office 2019 is reaching its end of life this October and will no longer meet security standards. As contractors are required to use these applications to perform their tasks effectively, it is imperative for the agency to provide a solution.

To address this, the agency must consider two options: either adopt Microsoft 365 by paying monthly license fees for these users or invest in licensing the latest version of Office software, which can be utilized securely for the next six years or until its end-of-life date. Staff recommend and have included the cost for purchasing the licenses.

## Details

**New Purchase or Replacement:** Replacement

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$9K</b>	<b>\$9K</b>	<b>\$9K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Equipment	\$0	\$9,000	\$0	\$9,000
<b>Total</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$0</b>	<b>\$9,000</b>

Funding Sources

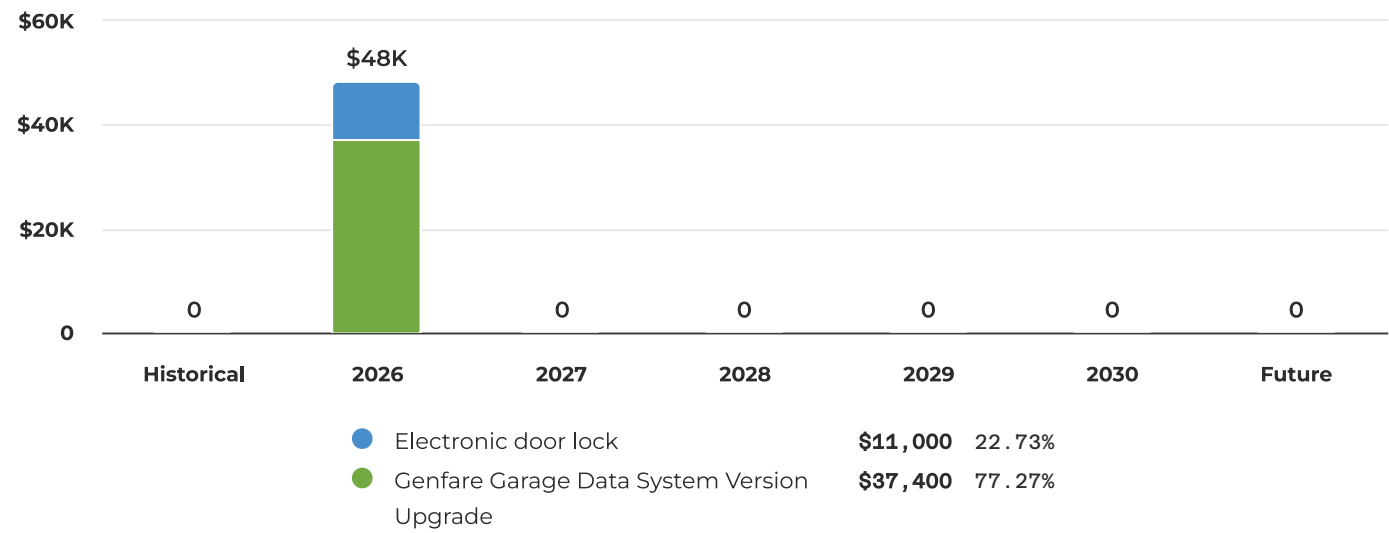
FY2026 Budget	Total Budget (all years)	Project Total
\$9K	\$9K	\$9K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$9,000	\$0	\$9,000
Total	\$0	\$9,000	\$0	\$9,000

# Office and Facility Equipment

FY26 - FY30 Office and Facility Equipment Projects (including Historical, Future)



Summary of Requests

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
Electronic door lock	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$11,000
Genfare Garage Data System Version Upgrade	\$0	\$37,400	\$0	\$0	\$0	\$0	\$0	\$37,400
Total Summary of Requests	\$0	\$48,400	\$0	\$0	\$0	\$0	\$0	\$48,400

# Electronic door lock

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2025

## Description

In fiscal year 2024, the agency deployed several new technologies to increase building security. We have added to that as the need has arisen. This project would add the doors from the agency hallway to the bus yard, and the door to the contractor's hallway. These funds will be used to have the electronic door locks installed, configured and add a spring return to the door to close it automatically.

## Details

New Purchase or Replacement: New

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$11K	\$11K	\$11K

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
Equipment	\$0	\$7,000	\$0	\$7,000
Installation	\$0	\$4,000	\$0	\$4,000
Total	\$0	\$11,000	\$0	\$11,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$11K	\$11K	\$11K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$11,000	\$0	\$11,000
Total	\$0	\$11,000	\$0	\$11,000



# Genfare Garage Data System Version Upgrade

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Equipment
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026

## Description

The Genfare vault, probes, server and software infrastructure are all parts of a system that securely captures the funds on the fleet and then stores those funds that are removed from the bus fareboxes daily. This system recently had the main vault, cabling and physical infrastructure replaced, and the Garage data server upgraded from a physical machine to a VM. However, the Garage data server software (GDS) remained the same version. The agency does not pay a monthly fee for Genfare's support. Therefore, they have not upgraded this software in over 15 years. We also pay for support on a time and materials basis, which has occurred on a very infrequent basis.

Genfare recently announced that their latest version of GDS will be their last offering available for sale. Everything from this point forward will only be available as SaaS. As of today, the agency still has two options. Pay for the upgrade to the latest version of GDS at \$37,400 once and then, when the economy turns around, move to the new cloud-based SaaS solution. The other option is to move to SaaS today. That option would cost \$46,200 including the first year's worth of subscription and support at \$13,650. Ongoing subscription and support is forecast to increase at a rate of approximately 3.5% per year. So \$14,059 for FY27, \$14,481 for FY28 and so on.

Staff recommends the first option of upgrading to the latest version and then later when the economy turns around, moving to the cloud-based SaaS solution.

## Details

**New Purchase or Replacement:** Replacement

Supplemental Attachments

 [31d27223c17e16a420a4.PDF](#)

 [555a07d2cde72b167672.PDF](#)

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$37.4K</b>	<b>\$37.4K</b>	<b>\$37.4K</b>

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
Equipment	\$0	\$37,400	\$0	\$37,400
<b>Total</b>	<b>\$0</b>	<b>\$37,400</b>	<b>\$0</b>	<b>\$37,400</b>

Funding Sources

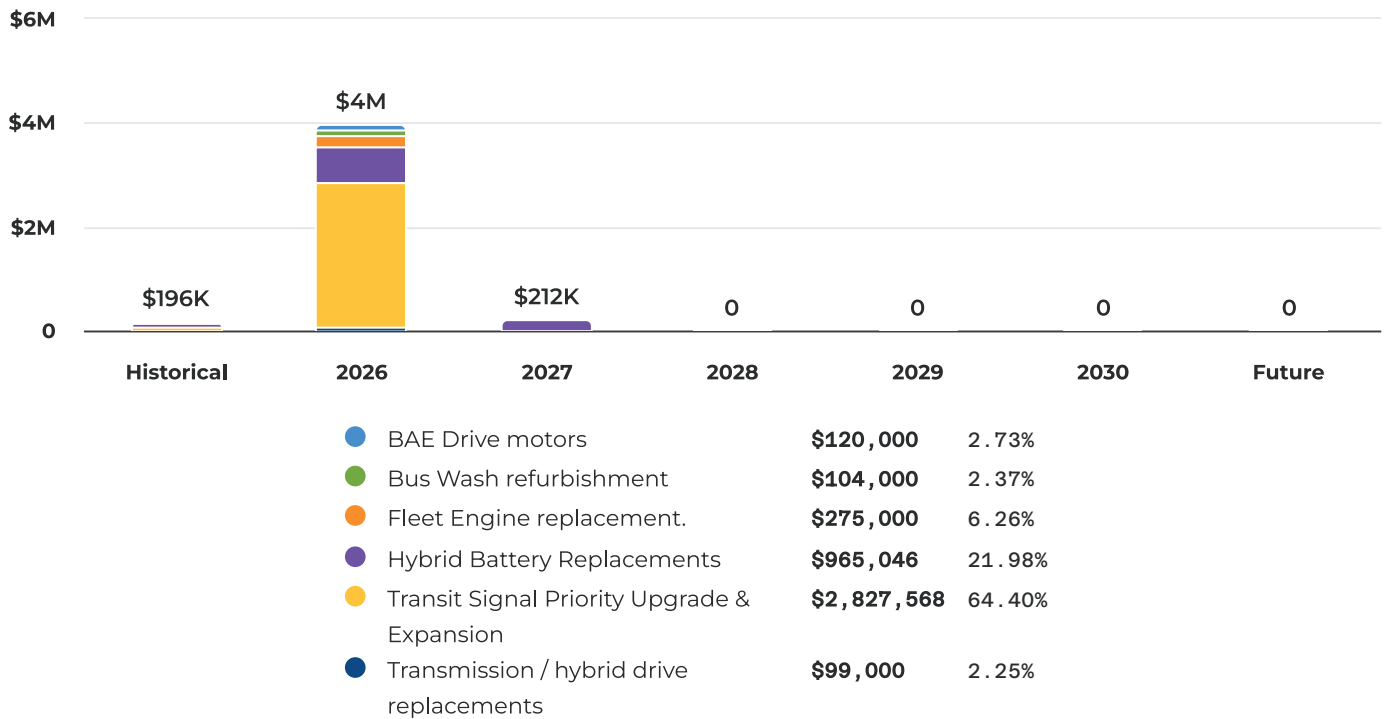
FY2026 Budget	Total Budget (all years)	Project Total
<b>\$37.4K</b>	<b>\$37.4K</b>	<b>\$37.4K</b>

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$37,400	\$0	\$37,400
<b>Total</b>	<b>\$0</b>	<b>\$37,400</b>	<b>\$0</b>	<b>\$37,400</b>

# Other Improvements

## FY26 - FY30 Other Improvements Projects (including Historical, Future)



## Summary of Requests

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
BAE Drive motors	\$0	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
Bus Wash refurbishment	\$0	\$104,000	\$0	\$0	\$0	\$0	\$0	\$104,000
Fleet Engine replacement.	\$55,000	\$220,000	\$0	\$0	\$0	\$0	\$0	\$275,000
Hybrid Battery Replacements	\$82,000	\$670,758	\$212,288	\$0	\$0	\$0	\$0	\$965,046
Transit Signal Priority Upgrade & Expansion	\$49,832	\$2,777,736	\$0	\$0	\$0	\$0	\$0	\$2,827,568
Transmission / hybrid drive replacements	\$9,000	\$90,000	\$0	\$0	\$0	\$0	\$0	\$99,000
<b>Total Summary of Requests</b>	<b>\$195,832</b>	<b>\$3,982,494</b>	<b>\$212,288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,390,614</b>

# BAE Drive motors

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2026

## Project Location



## Description

As part of our contractual agreement with MV Transportation, the agency is responsible for paying for certain high-value items when they fail on the buses. The drive motors, the devices that cause the bus to move, are in that category. BAE is the manufacturer of the drive motors in 30 of our 2016-17 fleet. In the past three years, the agency has replaced four drive motors, although none were replaced in FY 2025 which was unusual. As the buses age, that number is expected to increase. These funds will be used to replace the drive motors that fail throughout fiscal year 2026.

## Details

Type of Project: Refurbishment

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$120K</b>	<b>\$120K</b>	<b>\$120K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Equipment/Vehicle/Furnishings	\$0	\$120,000	\$0	\$120,000
Total	\$0	\$120,000	\$0	\$120,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$120K	\$120K	\$120K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$120,000	\$0	\$120,000
Total	\$0	\$120,000	\$0	\$120,000

# Bus Wash refurbishment

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	06/30/2026

## Project Location



## Description

The bus wash is used daily to maintain the high standard of cleanliness the agency has regarding its buses. The unit was installed in 2009 and is increasingly becoming unreliable. These funds are going to be used to repair and refurbish the bus wash to increase its reliability.

## Details

**Type of Project:** Refurbishment

## Supplemental Attachments

 [9bf2d65cdb6d14028901.pdf](#)

 [e2a2166683dc7518605f.pdf](#)

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$104K</b>	<b>\$104K</b>	<b>\$104K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Construction/Maintenance	\$0	\$104,000	\$0	\$104,000
<b>Total</b>	<b>\$0</b>	<b>\$104,000</b>	<b>\$0</b>	<b>\$104,000</b>

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$104K	\$104K	\$104K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$0	\$104,000	\$0	\$104,000
Total	\$0	\$104,000	\$0	\$104,000

# Fleet Engine replacement.

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2026

## Project Location



## Description

As part of our contractual agreement with MV Transportation, the agency is responsible for paying for certain high-value items when they fail on the buses. The engines are included in this category. In the past three years, the agency has replaced five engines. As the buses age, that number is expected to increase. The requested funds anticipate that four engines will fail throughout fiscal year 2026.

## Details

Type of Project: Refurbishment

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$55K</b>	<b>\$220K</b>	<b>\$220K</b>	<b>\$275K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Equipment/Vehicle/Furnishings	\$55,000	\$220,000	\$0	\$275,000
<b>Total</b>	<b>\$55,000</b>	<b>\$220,000</b>	<b>\$0</b>	<b>\$275,000</b>



Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$55K	\$220K	\$220K	\$275K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$55,000	\$220,000	\$0	\$275,000
Total	\$55,000	\$220,000	\$0	\$275,000

# Hybrid Battery Replacements

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2027

## Project Location



## Description

As part of our contractual agreement with MV Transportation, the agency is responsible for paying for certain high-value items when they fail on the buses. Hybrid drive batteries are included in this category. Over the past three years, the agency has replaced seven batteries. As the buses age, that number is expected to increase. This request is to fund battery replacement regardless of OEM. This request will fund battery pack replacement on approximately 6 buses.

FYI. The cost of batteries has increased dramatically. The most recent quote was for \$110k for one bus.

## Details

Type of Project: Refurbishment

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$82K</b>	<b>\$671K</b>	<b>\$883K</b>	<b>\$965K</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	FY2027 Requested	Future	Total
Equipment/Vehicle/Furnishings	\$82,000	\$670,758	\$212,288	\$0	\$965,046
Total	\$82,000	\$670,758	\$212,288	\$0	\$965,046

Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$82K	\$671K	\$883K	\$965K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$65,600	\$536,606	\$169,830	\$0	\$772,036
TDA	\$16,400	\$134,152	\$42,458	\$0	\$193,010
Total	\$82,000	\$670,758	\$212,288	\$0	\$965,046

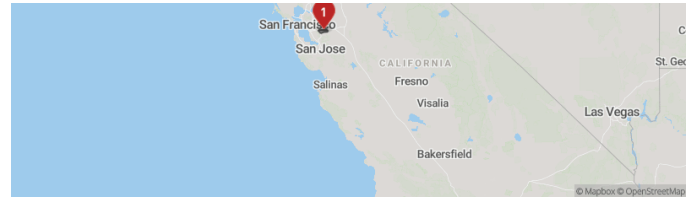
# Transit Signal Priority Upgrade & Expansion

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Improvement
<b>Estimated Start Date</b>	07/1/2024
<b>Estimated Completion Date</b>	06/30/2026

## Project Location

1362 Rutan Drive



## Description

This project will see the agency upgrade its existing GPS-Based Transit Signal Priority (TSP) system, which currently operates at 68 intersections within its service area—26 in Dublin, 8 in Pleasanton, and 33 in Livermore—to a new Cloud-Based TSP system. Additionally, the agency will extend the deployment of vehicle-side TSP equipment from the current subfleet of 20 buses to cover the entire fleet of 60 buses. This expansion aims to enhance the flexibility of vehicle assignments on TSP-equipped routes and maximize the advantages of reduced travel times, ease congestion, and improved on-time performance along the I-580 corridor.

## Details

**Type of Project:** Other improvement

## Supplemental Attachments

 [RM2 IPR](#)  
RM2 IPR

 [FY25 TFCA Funding Agreement Draft](#)  
\$95K in FY25 TFCA for CON phase

Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$49.8K	\$2.78M	\$2.78M	\$2.83M

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
Construction/Maintenance	\$0	\$2,402,000	\$0	\$2,402,000
Design	\$49,832	\$375,736	\$0	\$425,568
Total	\$49,832	\$2,777,736	\$0	\$2,827,568

Funding Sources

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$49.8K	\$2.78M	\$2.78M	\$2.83M

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
Bridge Tolls	\$49,832	\$2,682,736	\$0	\$2,732,568
TFCA	\$0	\$95,000	\$0	\$95,000
Total	\$49,832	\$2,777,736	\$0	\$2,827,568

# Transmission / hybrid drive replacements

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2026

## Project Location



## Description

As part of our contractual agreement with MV Transportation, the agency is responsible for paying for certain high-value items when they fail on the buses. The transmissions or, as is the case with hybrid vehicles, the hybrid drive, are in that category. Allison is the manufacturer of the hybrid drive in thirty of our 2011-17 fleet. Over the past three years, the agency has replaced 3 Allison hybrid drive units. Additionally, in 2025, the agency replaced a transaxle in a support vehicle. As the vehicles age, that number is expected to increase. The requested funds are in anticipation of two hybrid drive units and transmissions failing throughout fiscal year 2026.

## Details

Type of Project: Refurbishment

## Capital Cost

Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$9K	\$90K	\$90K	\$99K

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Equipment/Vehicle/Furnishings	\$9,000	\$90,000	\$0	\$99,000
Total	\$9,000	\$90,000	\$0	\$99,000

Funding Sources

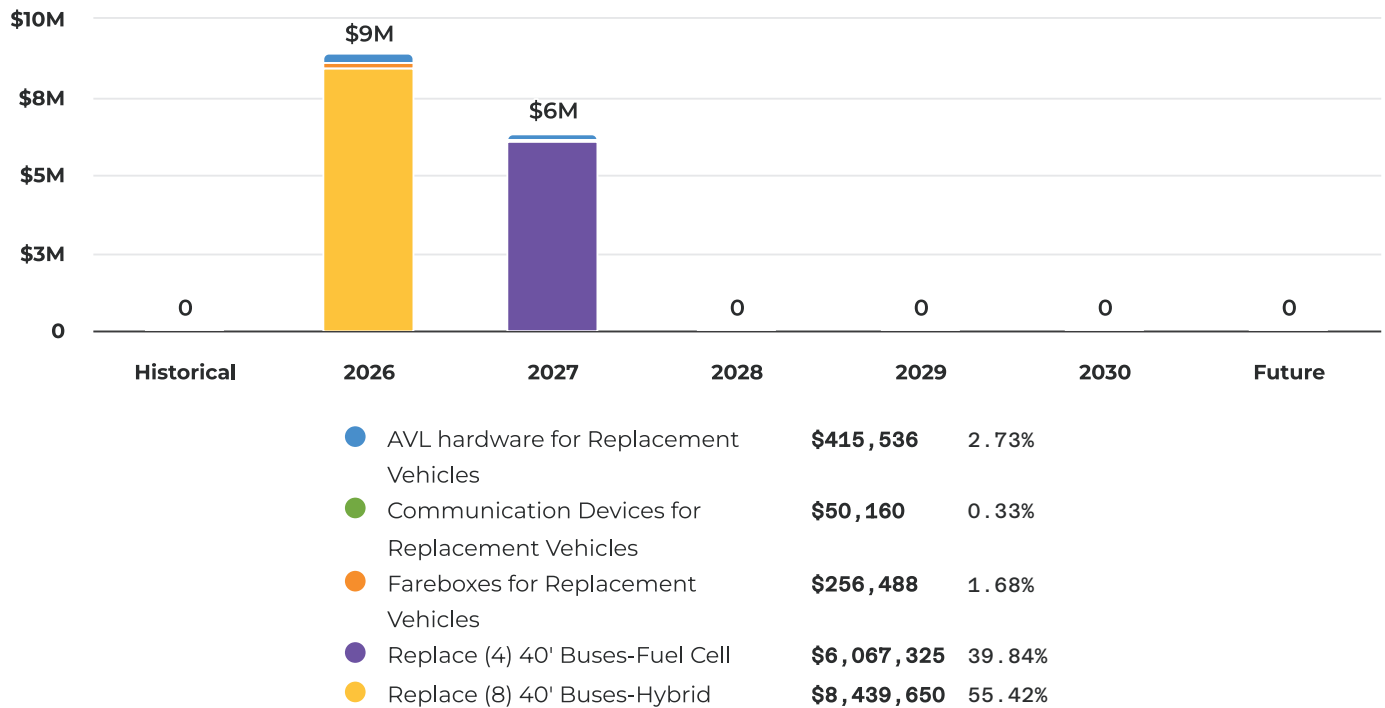
Historical	FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$9K	\$90K	\$90K	\$99K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
TDA	\$9,000	\$90,000	\$0	\$99,000
Total	\$9,000	\$90,000	\$0	\$99,000

# Vehicles and Wheeled Equipment

## FY26 - FY30 Vehicles and Wheeled Equipment Projects (including Historical, Future)



## Summary of Requests

Category	Historical	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
AVL hardware for Replacement Vehicles	\$0	\$277,024	\$138,512	\$0	\$0	\$0	\$0	\$415,536
Communication Devices for Replacement Vehicles	\$0	\$33,440	\$16,720	\$0	\$0	\$0	\$0	\$50,160
Fareboxes for Replacement Vehicles	\$0	\$170,992	\$85,496	\$0	\$0	\$0	\$0	\$256,488
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$6,067,325	\$0	\$0	\$0	\$0	\$6,067,325
Replace (8) 40' Buses-Hybrid	\$0	\$8,439,650	\$0	\$0	\$0	\$0	\$0	\$8,439,650
<b>Total Summary of Requests</b>	<b>\$0</b>	<b>\$8,921,106</b>	<b>\$6,308,053</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,229,159</b>



# AVL hardware for Replacement Vehicles

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	10/31/2027

## Description

Purchase 12 Automatic Vehicle Locator (AVL) Hardware Systems for replacement buses.

## Details

New Purchase or Replacement:	New	Useful Life:	12
New or Used Vehicle:	New	Vehicle type:	40' Bus Hydrogen, 40' Bus Hybrid

## Supplemental Attachments

 [TIP Listing](#)

TIP Listing showing funding details

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$277K	\$416K	\$416K

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
Vehicle Cost	\$0	\$277,024	\$138,512	\$0	\$415,536
Total	\$0	\$277,024	\$138,512	\$0	\$415,536

Funding Sources

FY2026 Budget  
**\$277K**

Total Budget (all years)  
**\$416K**

Project Total  
**\$416K**

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$221,619	\$110,810	\$0	\$332,429
TDA	\$0	\$55,405	\$27,702	\$0	\$83,107
Total	\$0	\$277,024	\$138,512	\$0	\$415,536

# Communication Devices for Replacement Vehicles

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2026

## Description

Purchase Radios and Cell-based Routers for 12 replacement buses

## Details

New Purchase or Replacement:	Replacement	Useful Life:	12
New or Used Vehicle:	New	Vehicle type:	40' Bus Hydrogen, 40' Bus Hybrid

## Supplemental Attachments

 [TIP project listing](#)

Funding reference

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$33.4K	\$50.2K	\$50.2K

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
Vehicle Cost	\$0	\$33,440	\$16,720	\$0	\$50,160
Total	\$0	\$33,440	\$16,720	\$0	\$50,160

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$33.4K	\$50.2K	\$50.2K

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$26,752	\$13,376	\$0	\$40,128
TDA	\$0	\$6,688	\$3,344	\$0	\$10,032
Total	\$0	\$33,440	\$16,720	\$0	\$50,160

# Fareboxes for Replacement Vehicles

## Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	10/31/2027

## Description

Purchase Fareboxes for 12 replacement vehicles

## Details

New Purchase or Replacement:	New	Useful Life:	12
New or Used Vehicle:	New	Vehicle type:	40' Bus Hydrogen, 40' Bus Hybrid

## Supplemental Attachments

 [TIP listing with funding detail](#)

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$171K	\$256K	\$256K

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
Vehicle Cost	\$0	\$170,992	\$85,496	\$0	\$256,488
Total	\$0	\$170,992	\$85,496	\$0	\$256,488

## Funding Sources

FY2026 Budget

**\$171K**

Total Budget (all years)

**\$256K**

Project Total

**\$256K**

## Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$136,793	\$68,397	\$0	\$205,190
TDA	\$0	\$34,199	\$17,099	\$0	\$51,298
<b>Total</b>	<b>\$0</b>	<b>\$170,992</b>	<b>\$85,496</b>	<b>\$0</b>	<b>\$256,488</b>

# Replace (4) 40' Buses-Fuel Cell

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Equipment
<b>Estimated Start Date</b>	07/1/2024
<b>Estimated Completion Date</b>	10/31/2027


## Description

Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses

## Details

<b>New Purchase or Replacement:</b>	Replacement	<b>Useful Life:</b>	12
<b>New or Used Vehicle:</b>	New	<b>Vehicle type:</b>	40' Bus Hydrogen

## Supplemental Attachments

 [TIP Listing for 4 FCEBs with Funds Detail](#)  
Funding detail reference

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$0</b>	<b>\$6.07M</b>	<b>\$6.07M</b>

## Detailed Breakdown

Category	Historical	FY2027 Requested	Future	Total
Vehicle Cost	\$0	\$6,067,325	\$0	\$6,067,325
<b>Total</b>	<b>\$0</b>	<b>\$6,067,325</b>	<b>\$0</b>	<b>\$6,067,325</b>

Funding Sources

FY2026 Budget

\$0

Total Budget (all years)

\$6.07M

Project Total

\$6.07M

Detailed Breakdown

Category	Historical	FY2027 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$3,533,794	\$0	\$3,533,794
FTA 5339	\$0	\$1,319,966	\$0	\$1,319,966
TDA	\$0	\$1,081,850	\$0	\$1,081,850
SGR	\$0	\$131,715	\$0	\$131,715
Total	\$0	\$6,067,325	\$0	\$6,067,325



# Replace (8) 40' Buses-Hybrid

## Overview

<b>Request Owner</b>	Dave Massa, Capital Projects Manager
<b>Department</b>	Capital Program
<b>Type</b>	Capital Equipment
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	10/31/2026

## Description

Purchase 8 40' Hybrid replacement vehicles.

## Details

<b>New Purchase or Replacement:</b>	Replacement	<b>Useful Life:</b>	12
<b>New or Used Vehicle:</b>	New	<b>Vehicle type:</b>	40' Bus Hybrid

## Supplemental Attachments

 [TIP Listing with Funding Detail](#)

## Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$8.44M</b>	<b>\$8.44M</b>	<b>\$8.44M</b>

## Detailed Breakdown

Category	Historical	FY2026 Requested	Future	Total
Vehicle Cost	\$0	\$8,439,650	\$0	\$8,439,650
<b>Total</b>	<b>\$0</b>	<b>\$8,439,650</b>	<b>\$0</b>	<b>\$8,439,650</b>

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$8.44M	\$8.44M	\$8.44M

Detailed Breakdown

Category	Historical	FY2026 <i>Requested</i>	Future	Total
FTA 5307	\$0	\$6,751,720	\$0	\$6,751,720
TDA	\$0	\$1,687,930	\$0	\$1,687,930
Total	\$0	\$8,439,650	\$0	\$8,439,650

**RESOLUTION NO. 16-2025**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE  
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING AND  
CAPITAL BUDGET FOR FISCAL YEAR 2026**

**WHEREAS** the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of May 5, 2025 reviewed the Operating and Capital Budget for Fiscal Year 2026 for this Authority.

**NOW, THEREFORE, IT IS HEREBY RESOLVED** by the Board of Directors that the Operating and Capital Budget for the Livermore Amador Valley Transit Authority for Fiscal Year 2026 attached hereto and incorporated herein as Attachments 1, and 2 is hereby adopted.

**BE IT FURTHER RESOLVED** that the Executive Director is authorized to transfer funds within and between costs centers.

**APPROVED AND PASSED** this 5th day of May 2025.

\_\_\_\_\_  
Evan Branning, Chair

**ATTEST:**

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

## EXECUTIVE DIRECTOR'S REPORT

### Projects and Services

#### Ridership

As covered in previous monthly ridership reports, we first started to see a trend last November where the post-pandemic ridership recovery (that had been observed over the prior several months before that point) began to level out. Whereas this was at first driven by a trend reversal on the school-focused routes, it now appears to be affecting mainline (non-school routes) as well. The average weekday ridership for the mainline routes in March 2025 compared with the same month of last year was down by 5%.

At the same time, as a group, the school routes were down 21% using the same metric. However, as discussed in last month's report, a large portion of that decline can be attributed to the gradual transition of East Dublin students from Dublin High School (DHS) to the new Emerald High School (EHS). This reduced demand was expected to happen because of EHS being situated much more accessibly for students living in East Dublin compared to DHS.

So, in order to get a barometer reading of the general trend in school ridership, we can look at the Pleasanton school routes alone: these were down by 6.5%. On the other hand, weekend (Saturday and Sunday) ridership continued to be a bright spot: Average boardings per weekend increased from 2,538 to 2,809 compared with March 2024 (11%), driven especially by stronger Saturday ridership.

#### Downtown Livermore Street Festival

Wheels will be participating in the Downtown Livermore Street Festival, taking place May 17 and 18. Working with event sponsor Livermore Downtown Inc., Wheels will offer free rides on routes 10R and 30R, allowing attendees from throughout the Tri-Valley to alight at the Transit Center. Wheels will have a staffed booth with service information, giveaways, and transit planning assistance both days.

#### Meadowlark Dairy Update

On April 14, staff received a complaint that passengers waiting at the westbound 10R stop at First/Neal were bypassed because of a queue of cars waiting in line at the Meadowlark Dairy. With summer approaching and congestion expected to worsen, LAVTA Operations staff have decided to close the westbound stop at First & Neal ahead of the originally scheduled May 31 closure. Effective immediately, passengers should use the



## EXECUTIVE DIRECTOR'S REPORT

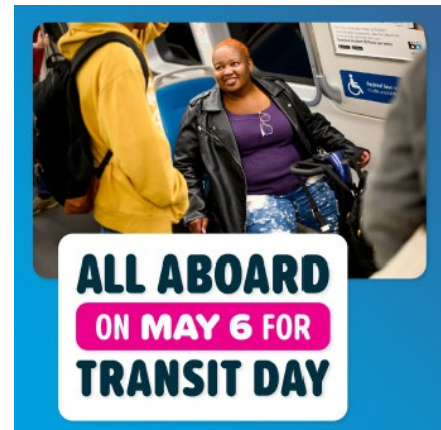
temporary stop located at First Street & Arendt Way. Signage has been posted at the First & Neal stop directing customers to the temporary stop.

Route 10R will continue its regular routing along Neal Street until May 31. Beginning June 1, the first phase of the planned summer detour will go into effect, with Route 10R continuing straight on First Street to Bernal Avenue, bypassing Neal Street.



### All Aboard Bay Area Transit Day

LAVTA will support the May 6, 2025 MTC and Bay Area Air District All Aboard Bay Area Transit Day campaign with messaging on social media and updating the Wheels homepage to link to the promotions website. The movement encourages people to get out and ride transit, and advocates for social justice and public transportation revenue resources.



## EXECUTIVE DIRECTOR'S REPORT

### Finance and Administration

#### House Transportation and Infrastructure Committee: 4/9 Hearing on Transit

On April 9th, the Highways & Transit Subcommittee of the Transportation & Infrastructure Committee held a hearing titled “America Builds: A Review of Our Nation’s Transit Policies and Programs”. Witnesses included representatives from the American Public Transportation Association, the Community Transportation Association of America, the North American Transit Alliance, the Reason Foundation, and the Transportation Trades Department of the AFL-CIO. In his opening statement, Subcommittee Chair David Rouzer (R-NC) underscored Congress’s responsibility to enact a timely, multi-year surface transportation bill, expressing concerns about lagging transit ridership despite substantial federal investment and persistent issues with crime and fare evasion. He advocated for greater accountability, innovation, and efficiency in transit systems, suggesting ridership alone may not fully reflect system health.

#### California Transit Training Consortium Board

LAVTA is a member of the California Transit Training Consortium (CTTC). CTTC provides training for transit employees across a variety of topics, but is very focused on supporting the industry’s transition to zero-emission technology. On April 16, the CTTC Board selected LAVTA Executive Director Christy Wegener to serve on its 2025/2026 Board of Directors. The Board is comprised of transit agency members, college members, labor members, associations and private industry members.

#### UC Davis Institute of Transportation Studies

##### Symposium

On April 17, LAVTA staff attended and provided closing remarks at the 4<sup>th</sup> annual UC Davis Institute of Transportation Studies (ITS) Transit Symposium. Topics for the day included Ridership and Mode Shift Trends, Intercity Rail, Transit User Groups and Service and Payment Innovations.



## EXECUTIVE DIRECTOR'S REPORT

### Saff Workshop – Strategic Plan

On April 21, the majority of LAVTA staff spent the day with strategic planning consultant MIG at a strategic planning workshop. Staff were able to provide feedback on the agency's mission, vision and values, as well as strategic goals and objectives.



### Affordable Housing and Sustainability Communities (AHSC) Grant

LAVTA will be partnering with the City of Dublin, the Related Group and BART/VTA on an application for Round 9 of the State of California's AHSC grant. The application is focused on funding for The Related's development at the West Dublin BART Station and new rail cars for BART's VTA extension. For this application, LAVTA will be seeking funding for improvements at five bus stops and transit signal priority in central Dublin.

### Upcoming Procurements

Rutan Gate

### Attachments:

1. Board Statistics March 2025

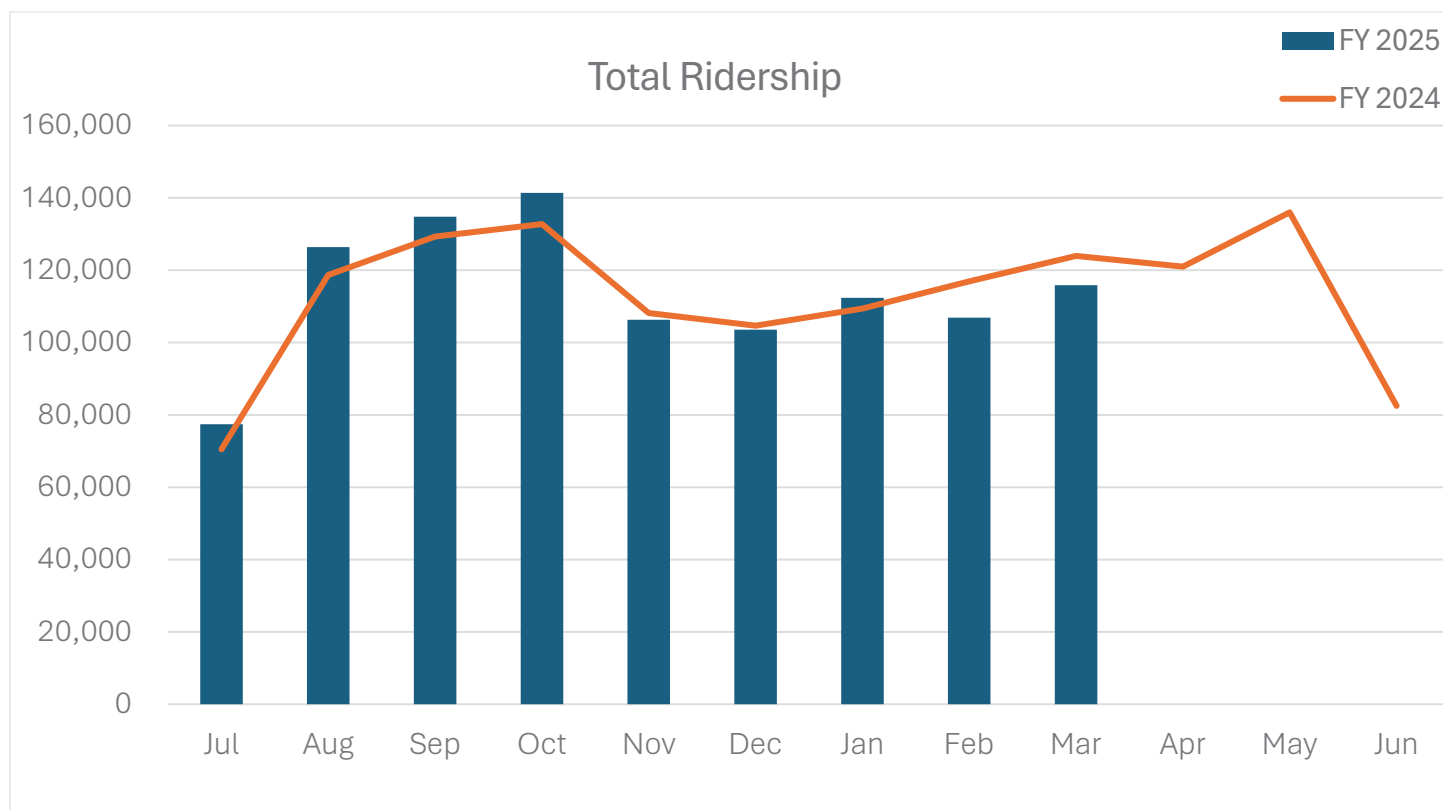


# Wheels System Performance

FY 2025 - March

## Fixed-Route

Performance Indicator	Mar-24	Mar-25	MoM % Change		YoY % Change	
Total Ridership	123,936	115,879	8%	↑	-7%	↓
Total Ridership FY To Date	1,014,299	1,024,980	N/A		1%	—
Fully Allocated Cost Per Passenger	\$13.37	\$13.91	1%	—	4%	↑
Average Weekday Ridership	5,297	4,849	1%	—	-8%	↓
Average Saturday Ridership	1,391	1,633	6%	↑	17%	↑
Average Sunday Ridership	1,147	1,176	4%	↑	2.5%	↑
Passengers Per Revenue Hour	12.80	12.12	-1%	—	-5%	↓
On-Time Performance	84.5%	83.5%	1%	—	-1%	—
Preventable Accidents Per 100,000 Miles	3.26	1.28	-40%	↓	-61%	↓
Customer Complaints Per 10,000 Boardings	1.13	1.64	46%	↑	45%	↑
Miles Between Mechanical Failures	11,808	15,569	10%	↑	32%	↑

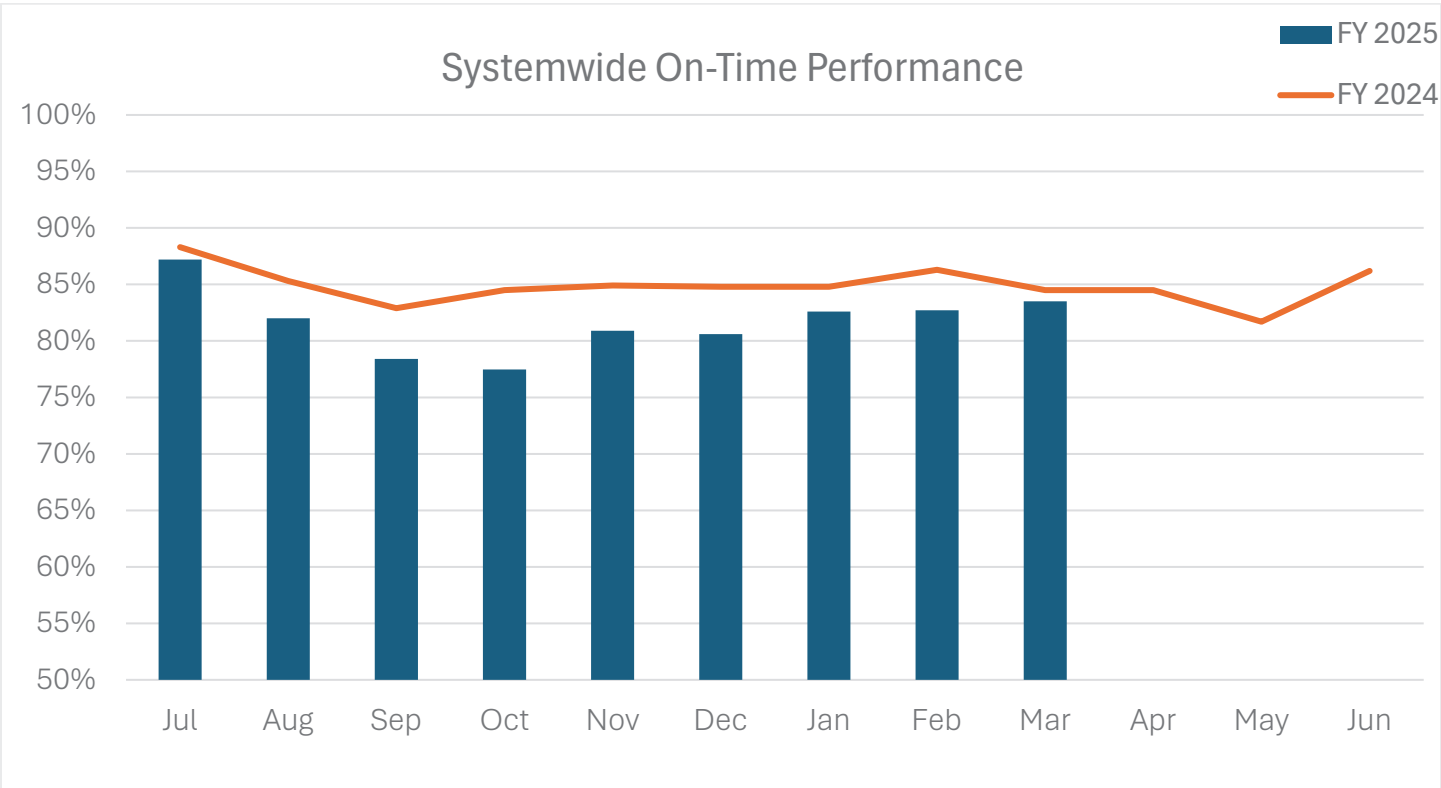
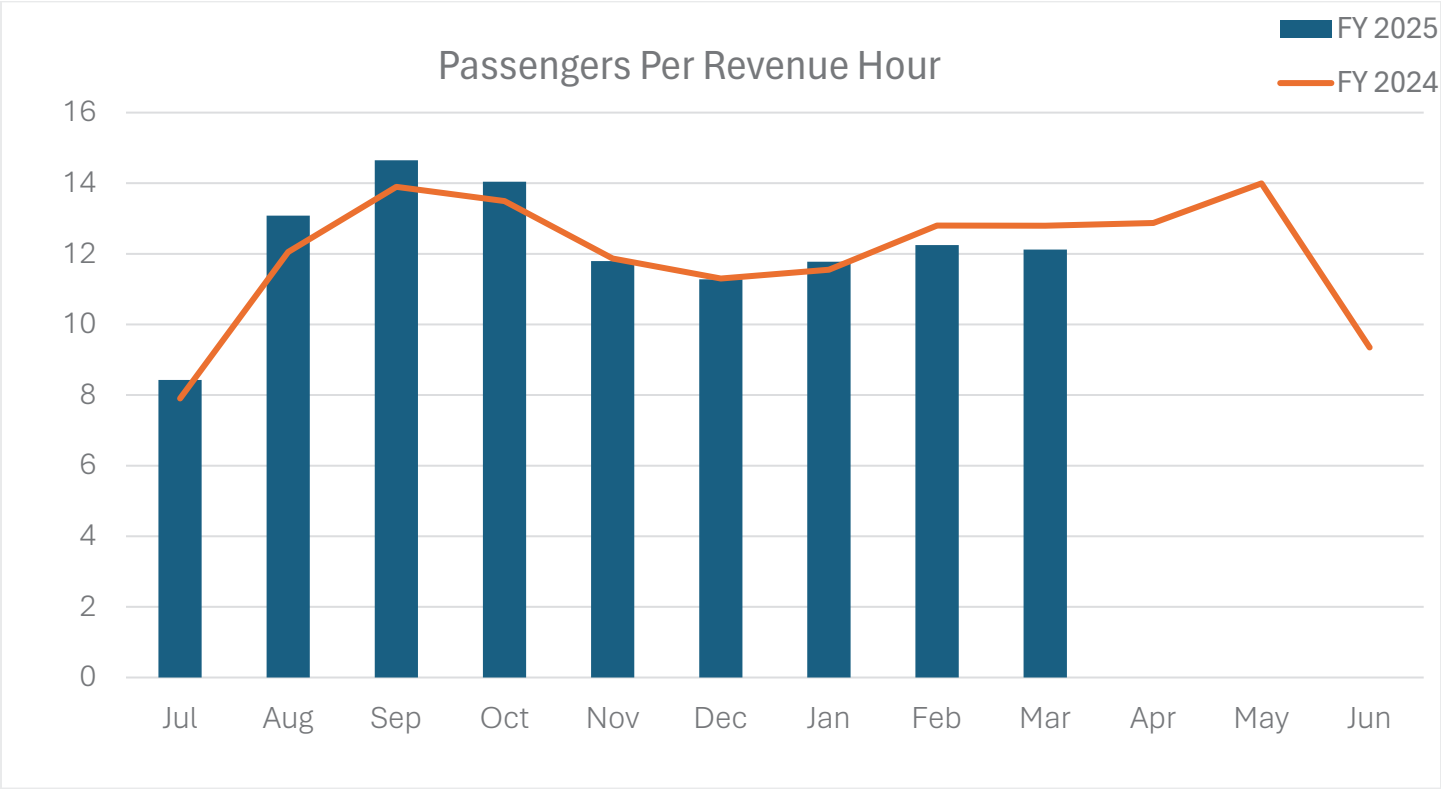


Wheels System Performance  
FY 2025 - March





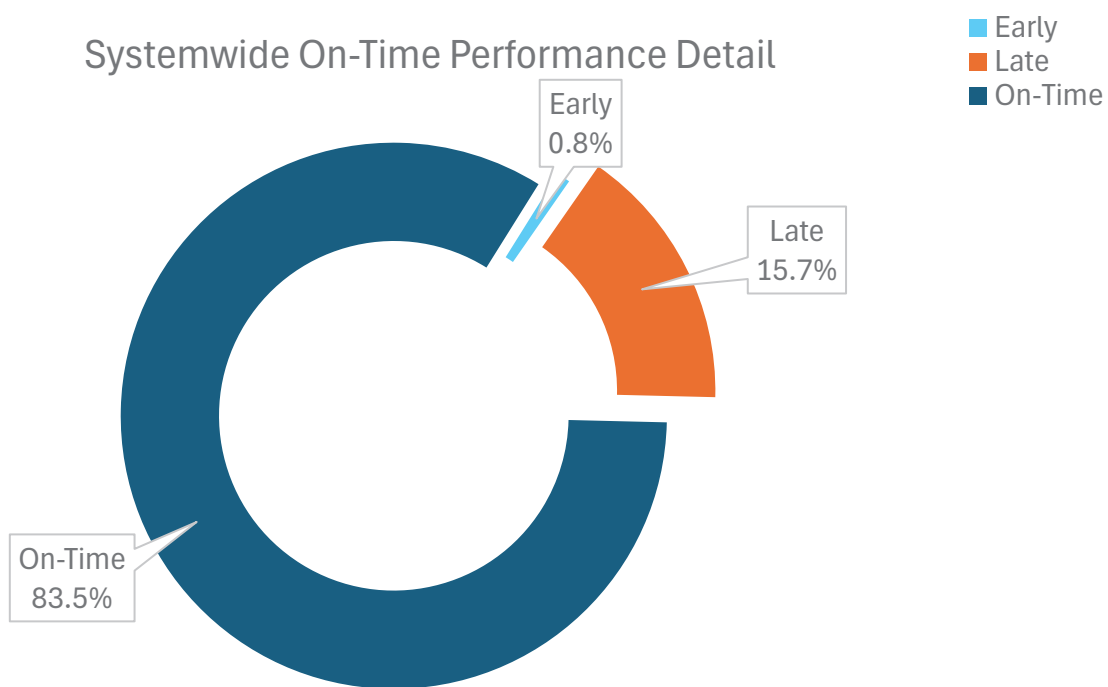
Fixed-Route



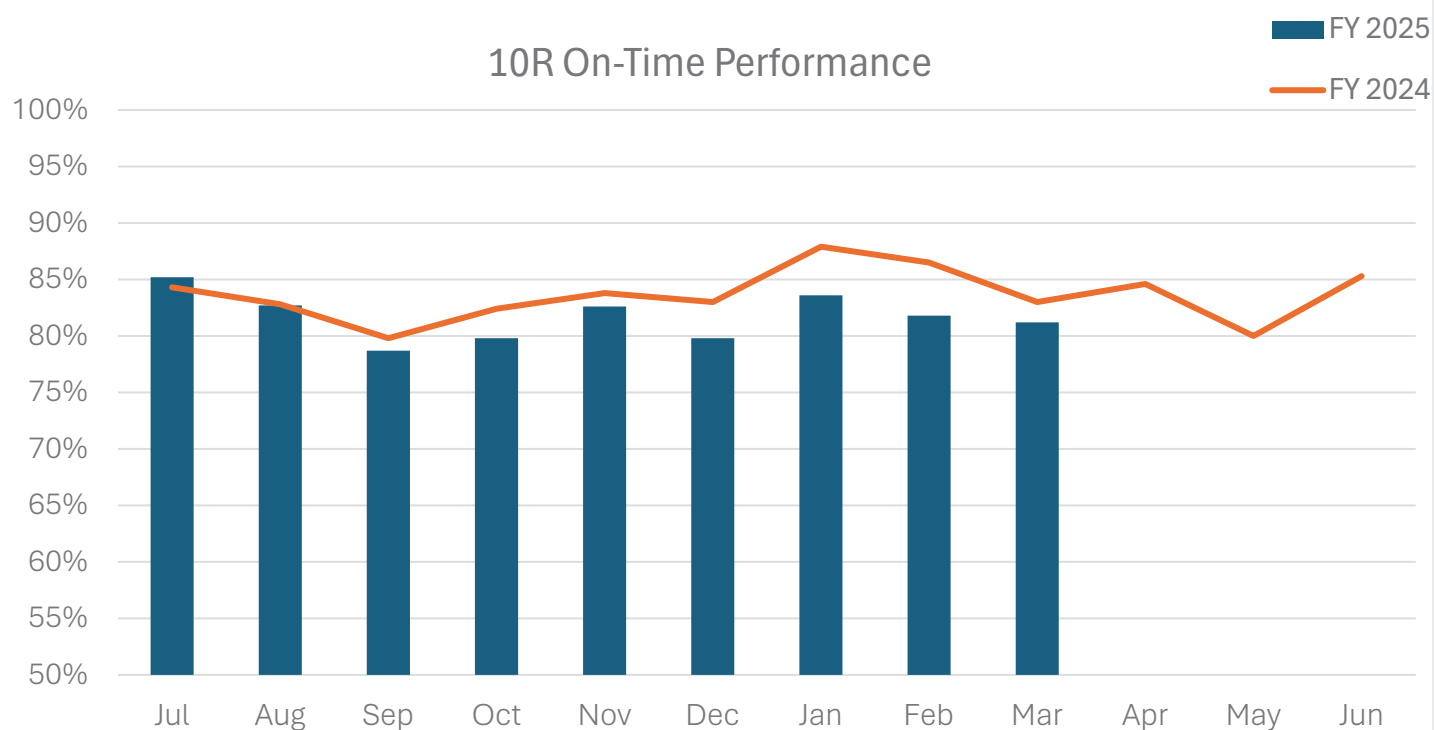


## Fixed-Route

### Systemwide On-Time Performance Detail



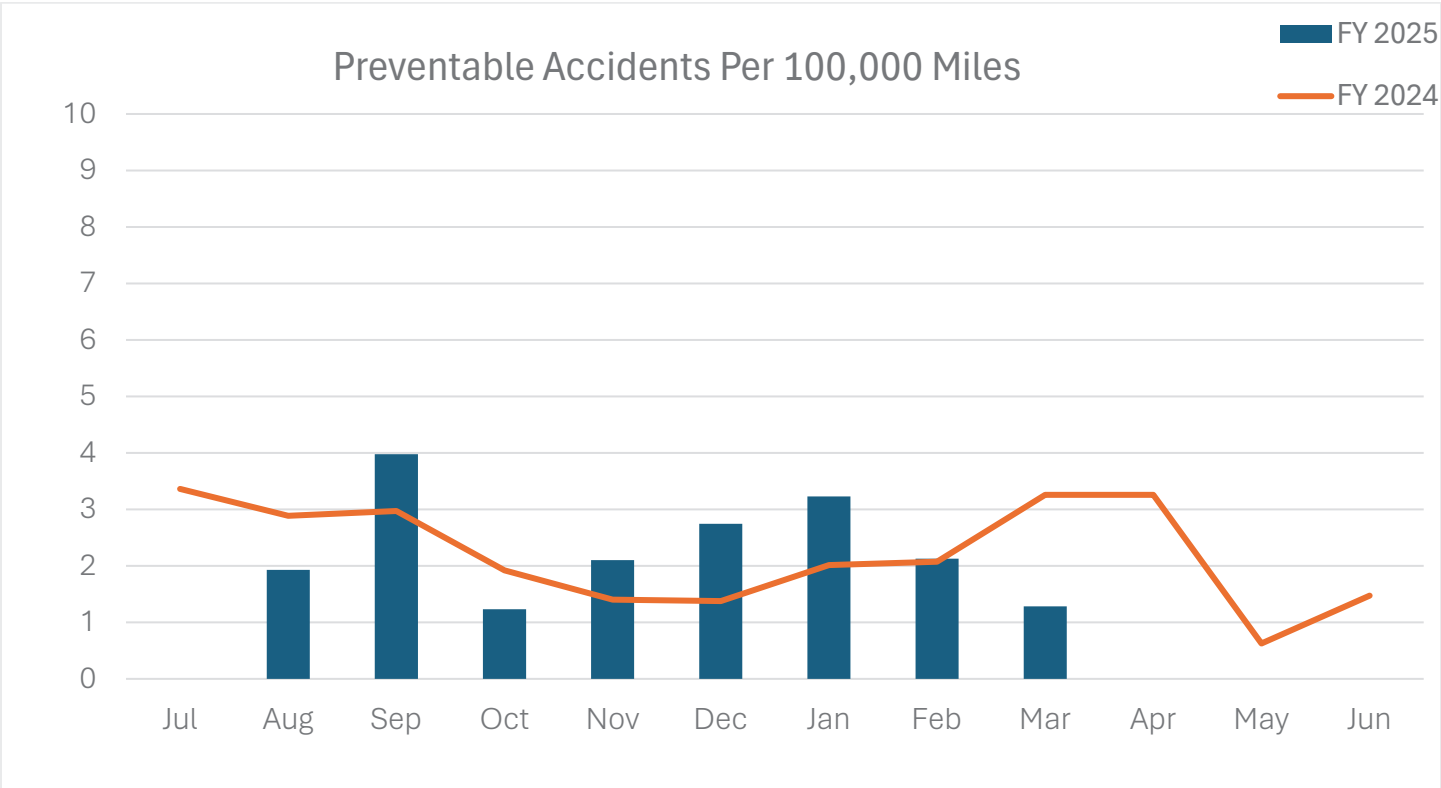
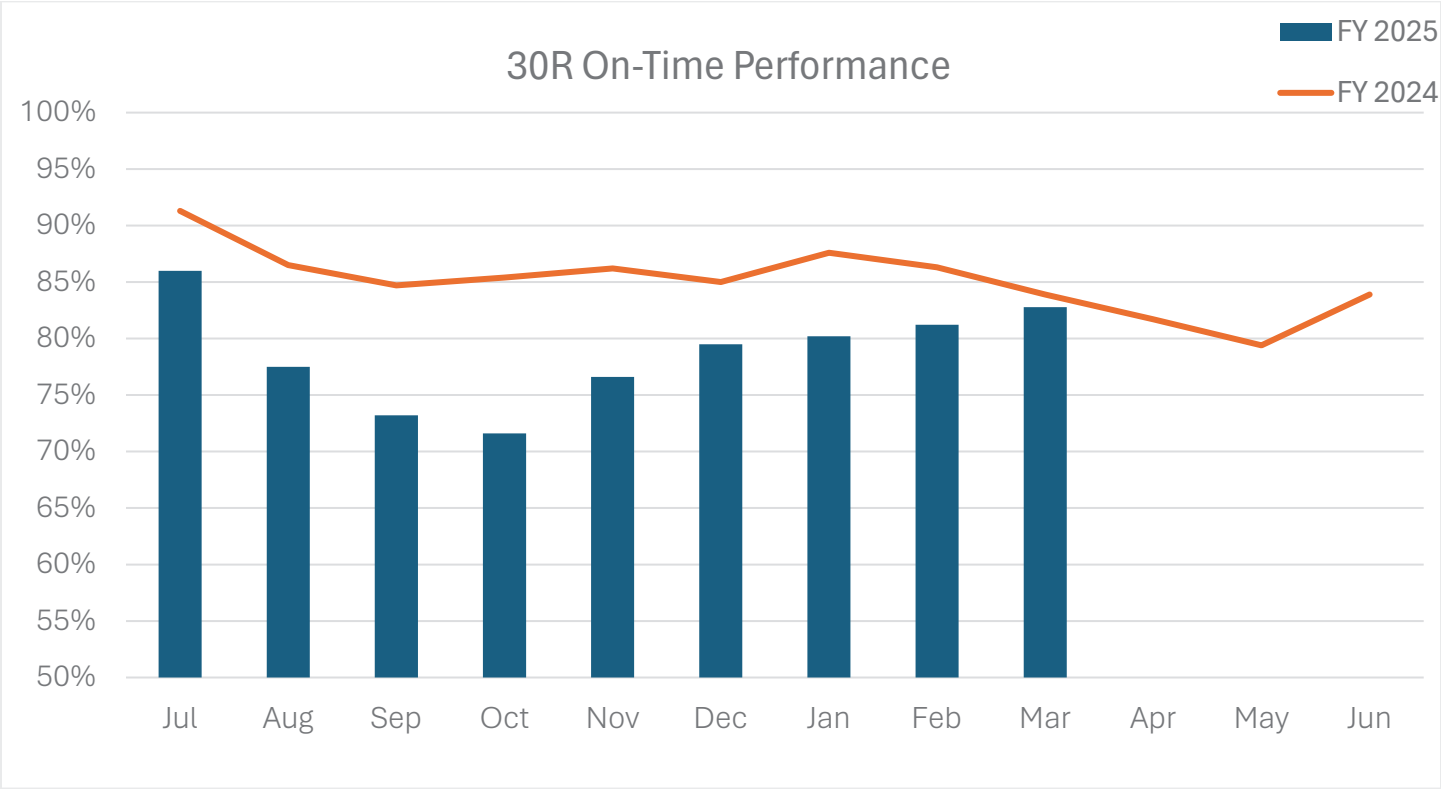
### 10R On-Time Performance



Wheels System Performance  
FY 2025 - March

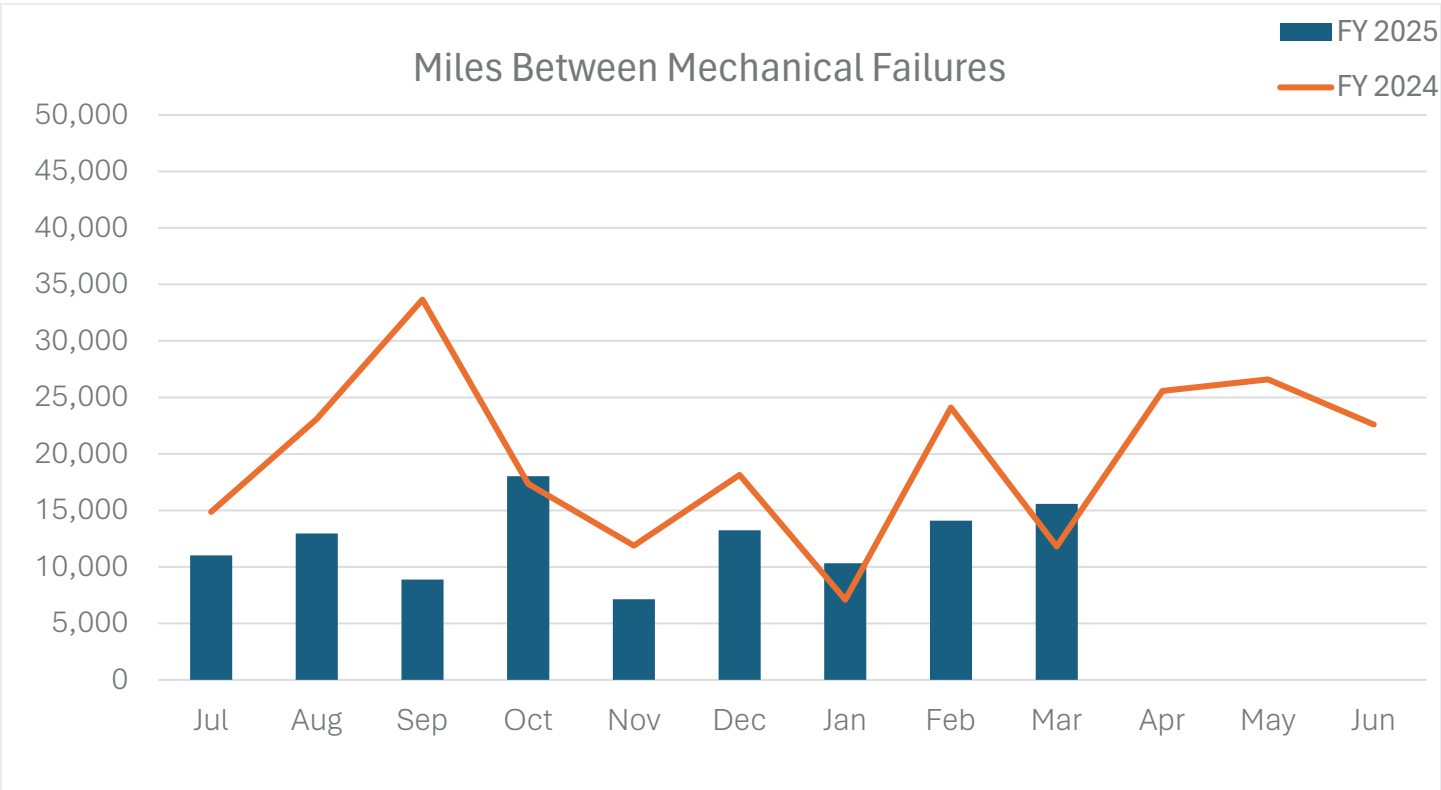
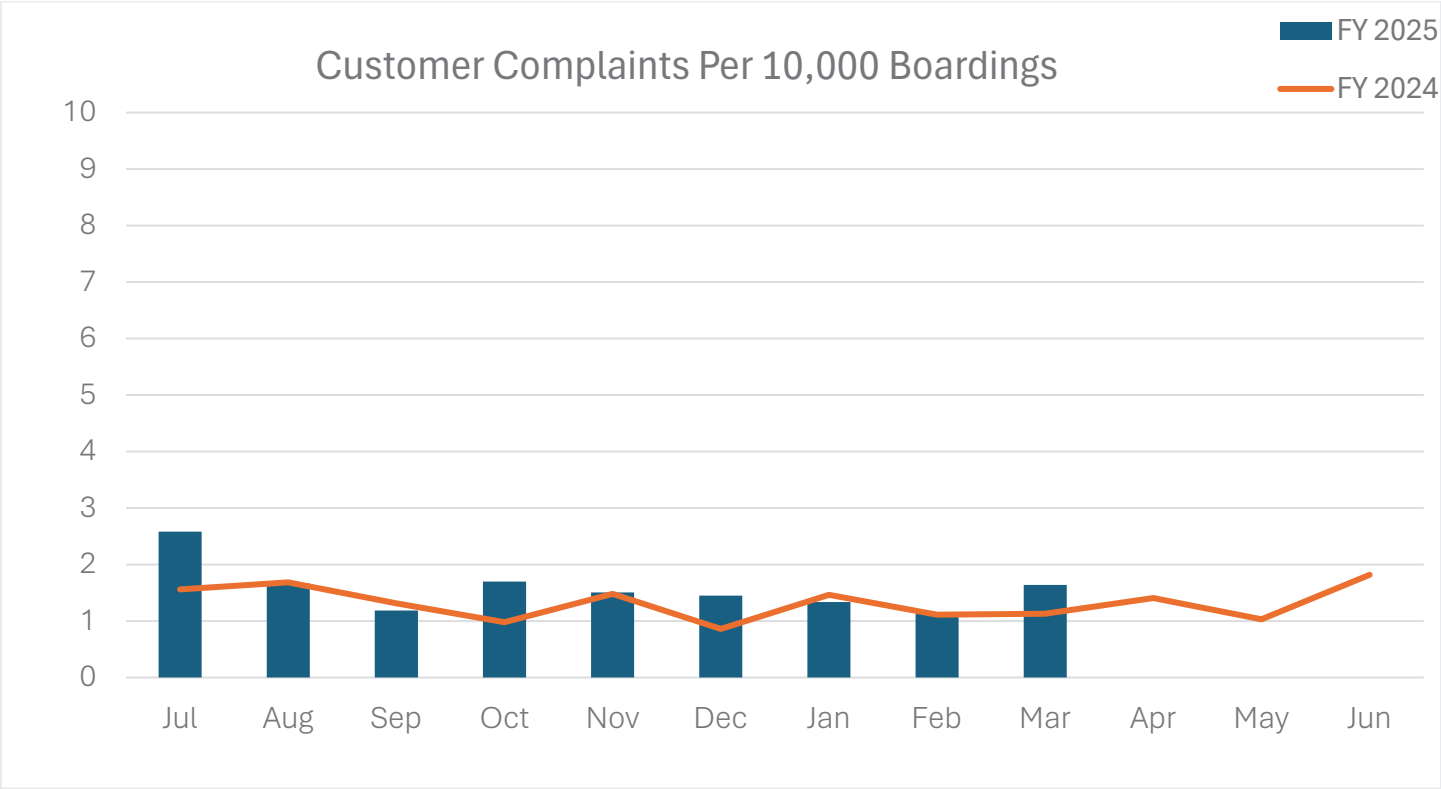


Fixed-Route





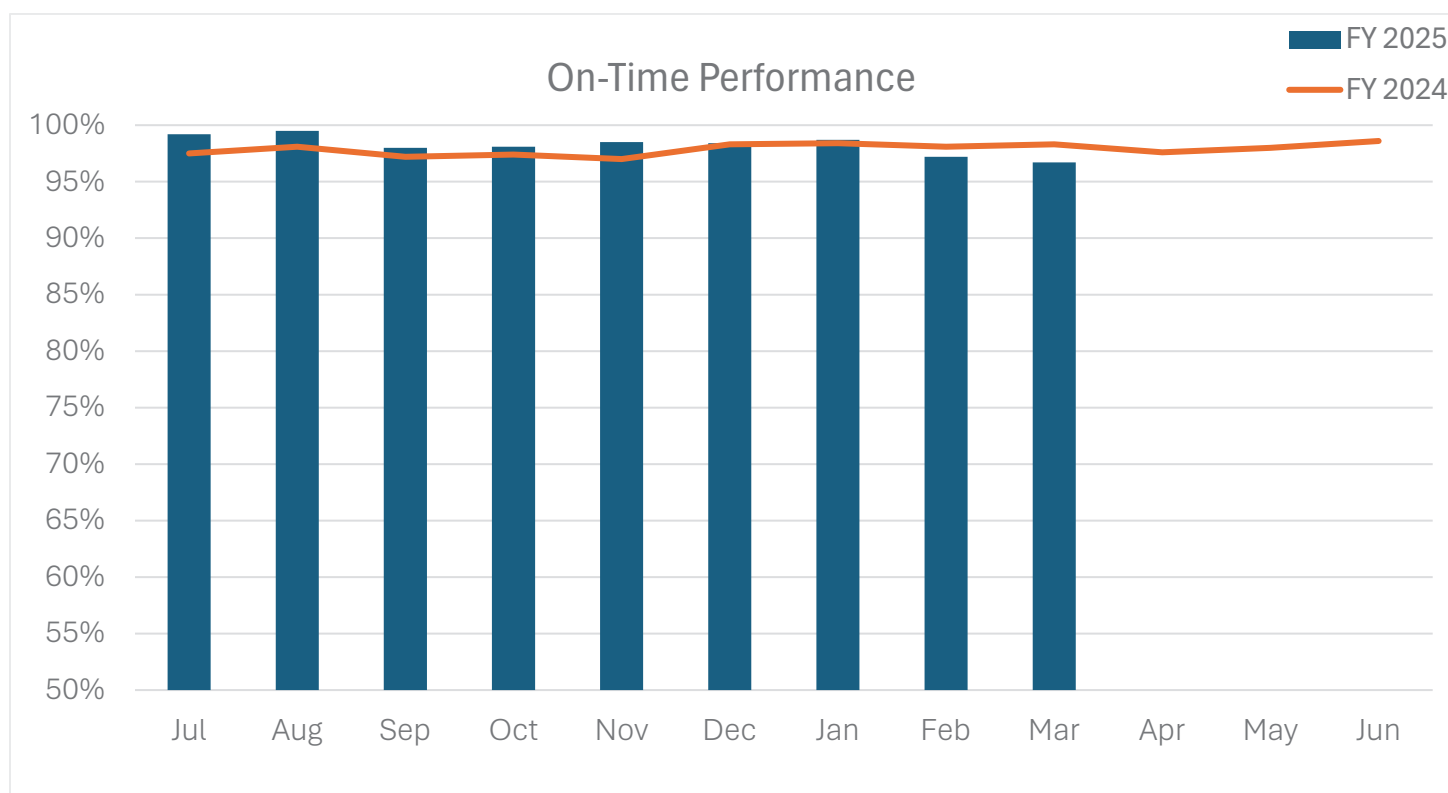
Fixed-Route





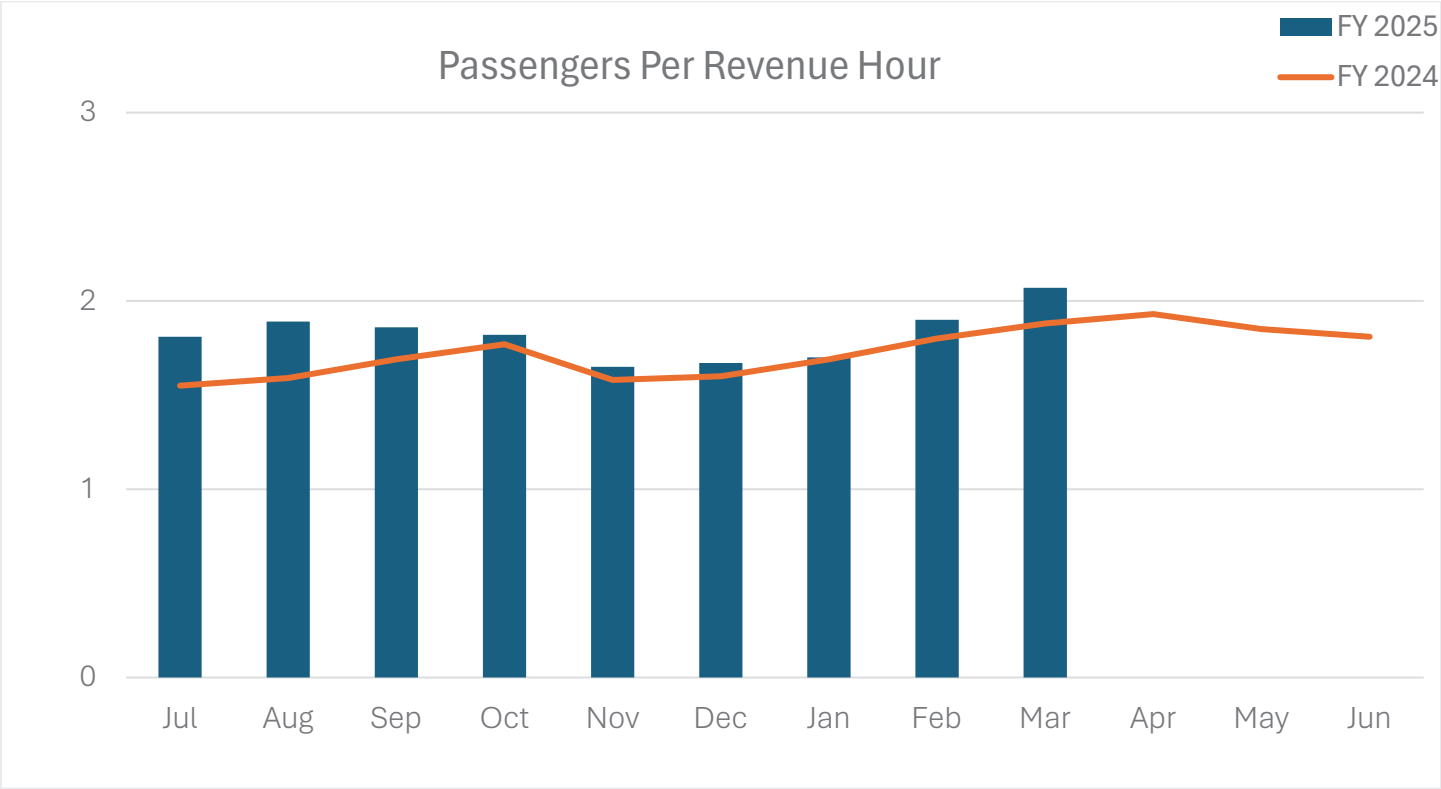
## Paratransit

Performance Indicator	Mar-24	Mar-25	MoM % Change		YoY % Change	
On-Time Performance	98.3%	96.7%	-0.5%	—	-1.6%	↓
Passengers Per Revenue Hour	1.9	2.1	8.9%	↑	10.1%	↑
Valid Complaints Per 1,000 Passengers	0.00	1.77	20.5%	↑	∞	↑
Phone Holds (% of calls answered within 60 seconds)	70.7%	66.3%	3.1%	↑	-6.2%	↓
Preventable Accidents Per 25,000 Miles	1.1	0.0	0.0%	—	-100%	↓
Dial-A-Ride Cost Per Trip	\$54.30	\$51.97	-4.4%	↓	-4.3%	↓
Dial-A-Ride Ridership	2,965	2,824	3.7%		-4.8%	
One Seat Ride Ridership	223	345	33.7%		55%	



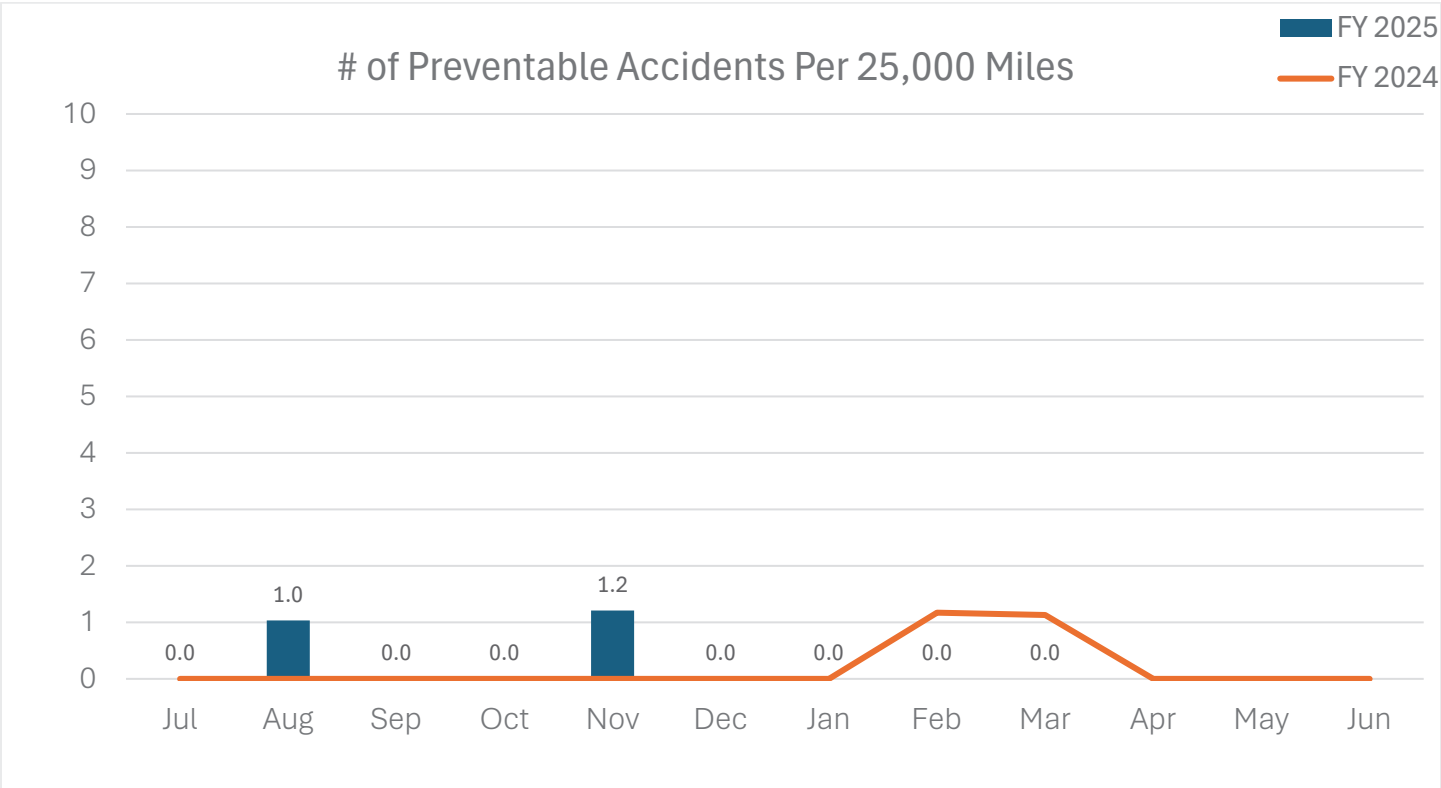
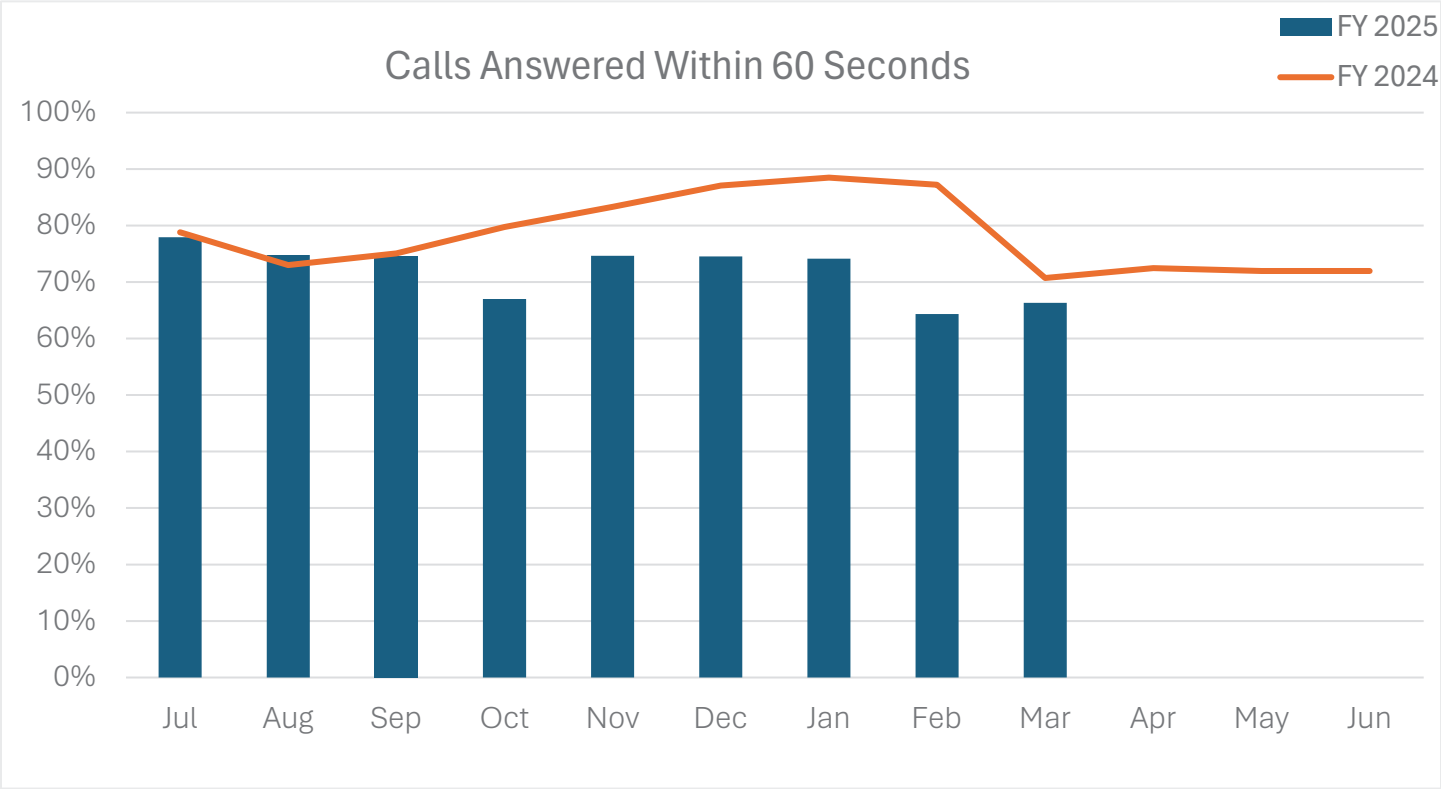


Paratransit



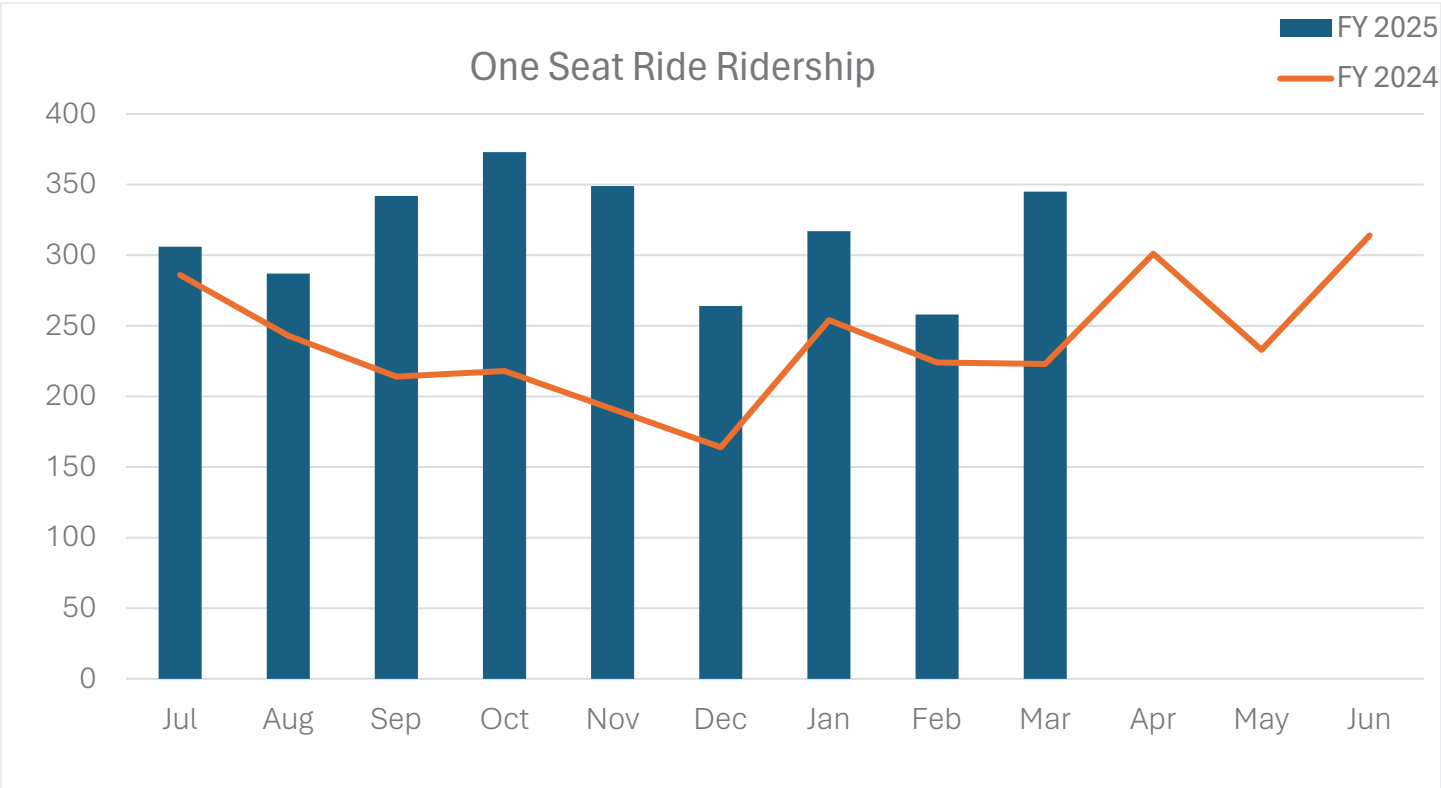
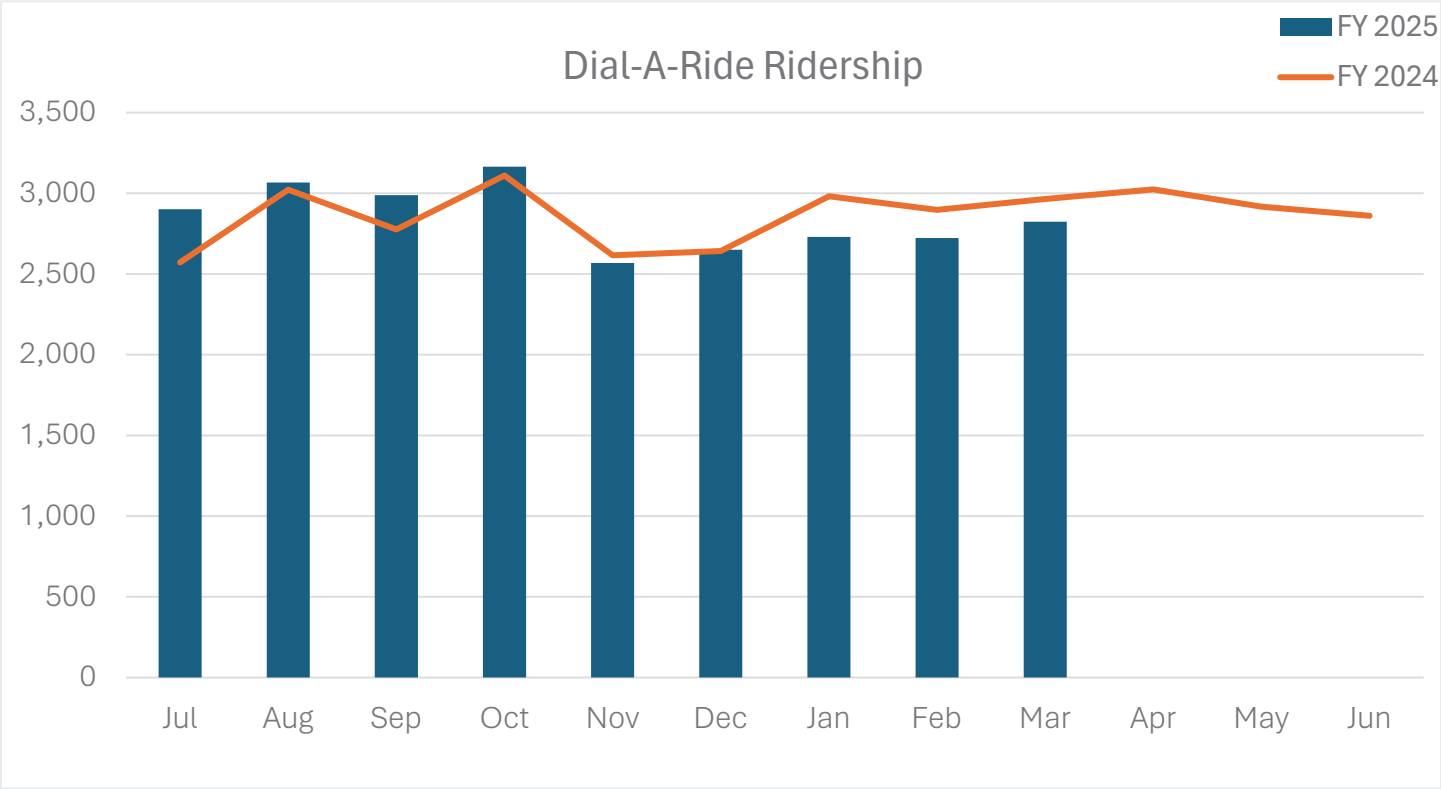


Paratransit





Paratransit







Go Tri-Valley

Performance Indicator	Mar-24	Mar-25	Year Over Year % Change
Total Ridership	5,025	4,534	-10%
Average Subsidy	\$4.66	\$4.33	-7%

