

S T A F F R E P O R T

SUBJECT: FY 2025 Audit of LAVTA’s Financial Statements

FROM: Tamara Edwards, Director of Finance

DATE: April 28, 2026

Action Requested

This is an information item for review and discussion.

Background

LAVTA has engaged an accountancy firm to audit the financial statements for each previous fiscal year. Part of that process is based on the Statement on Auditing Standards (SAS) No. 99 and 114 which requires the auditor to communicate with those charged with governance, including:

- An overview of the planned scope and timing of the audit.
- Representations the auditor is requesting from management.
- Additional guidance on the forms and timing of communication.
- An evaluation of the adequacy of the two-way communication.

Discussion

Maze and Associates is conducting the financial audit for fiscal year ending June 30, 2025. The attached agenda is provided for the Committee’s review and David Alvey of Maze and Associates will be available to discuss these items with the Committee.

Budget

No budget impact.

Next Steps

Maze and Associates will work with Staff to complete the financial audit and are available to the LAVTA Board of Directors if any questions or concerns arise.

Recommendation

This is an information item for review and discussion.

Strategic Plan Goal

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

Attachments:

1. LAVTA Required Communication

Livermore Amador Valley Transit
Authority
Fiscal Year 2027 Operating and Capital Budget





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LAVTA's Budget Message

WHEELS

Livermore Amador Valley Transit Authority

Fiscal Year 2027

Summary Outlook for FY2027

LAVTA's FY2027 Budget is \$28,712,065, which is 7% higher than the adopted FY2026 budget. The draft budget assumes LAVTA will maintain current levels of bus service, operating slightly less than 129,000 fixed route service hours and 23,000 service hours for paratransit. The Budget for FY2027 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

Fixed Route Operations

FY2027 will be the second year of the three-year fixed route operations and maintenance contract with MV Transportation; based on the contract terms, the cost to operate the current level of bus service increases 2.74% beginning July 1, 2026. While LAVTA continues to have a structural deficit with expenses outpacing revenues, with new revenues coming in from Alameda CTC through the 580 Express Lanes, as well as additional funding from the Metropolitan Transportation Commission (MTC) Regional Measure 3 program, the shortfall in the FY2027 budget is less than it was in FY2026 and no service reductions are planned.

The FY2027 budget holds steady the FY2026 level of bus service. Ridership and financial analysis will be completed as a part of the Short Range Transit Plan, which is due to the MTC in Spring 2027. The study is expected to drive a conversation on service enhancements and adjustments, which may include the reduction/elimination of routes, reduction in span or days of service, or modified headways in order to stay within long-term funding projections.

In August 2026, Wheels will implement major schedule changes to all its mainline routes to sync with the new BART train schedule; additionally, major changes will be made to school-tripper routes in Pleasanton to respond to changing school boundaries and ridership challenges. Dublin school-tripper routes will also see changes, with pilot Route 202 being introduced with service to Emerald High School this fall.

Staff will complete a market segmentation study in early FY2027, which will help staff better understand what improvements can be made to Wheels in order to increase ridership from non-riders. Outreach activities will also continue in the central business district of the three cities, as well as at community events throughout the Tri-Valley.

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 service concerns, safety and accidents, on-time performance and customer service.

Paratransit

Ridership on paratransit dropped in FY2026; with a staff focus on improvements to contractor performance, staff expects ridership to stabilize and potentially rise in FY2027. A new RFP for paratransit services will be issued this fall, with a new contract in place effective July 1, 2027. In FY2026, staff onboarded a new contractor ADARide.com to

oversee the *Wheels Access* Mobility Management program for seniors and people with disabilities, including paratransit eligibility and assessments, travel navigation and travel training. In FY2026, staff conducted a customer satisfaction survey of paratransit customers; scores have declined in all categories. Given the declining customer satisfaction scores, staff have budgeted to conduct another customer satisfaction survey this fall.

Planning

Recommendations from the 2026 Pleasanton Bus Services study will be implemented in August 2026 and will include significant changes to the school trippers in Pleasanton. The BART Blue Line train schedule will see significant changes in August 2026, and LAVTA will be updating all the mainline schedules in August to resync with the train.

Utilizing the new Swiftly modules, there will be an added focus on improving on-time performance throughout the year.

As mentioned, this year the agency will be developing the next Short Range Transit Plan (SRTP), which is due to MTC in March 2027. Prior to the SRTP, an Alternative Service Plan will be developed this fall which will reflect service reductions necessary should no new revenues be secured in November.

Go Tri-Valley

The FY2027 budget programs \$50,000 for Go Tri-Valley, which is an almost 75% reduction from the FY2026 budget amount. Given Go Tri Valley's growing popularity, costs have been increasing at an unsustainable pace; in April 2026, the Board took action to further modify the program, restricting the discount hours to 9:00p-6:00a.

Capital Projects

LAVTA's capital program in FY2027 will focus on 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 receive 8 GILLIG diesel-hybrid buses in FY2027 which will replace 2011 buses that have reached the end of their useful life. The Agency will finish design on bus stop improvements on the Rapid corridors, and new stops will be added to the Route 10R in Downtown Pleasanton. The Agency will continue to complete state of good repair projects at the Rutan facility, including bus wash repairs.

Now that full funding has been identified for the Atlantis campus, including a new administration and operations building and a maintenance shop, the FY2027 capital program will include preconstruction activities including project management and value engineering, as well as additional design.

Staff completed an update of the zero-emissions transition plan in FY2026 which identified a blended fleet of battery-electric buses as well as fuel-cell electric buses. 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 to fiscal years 2028, and 2029.

Staffing

The FY2027 budget includes no new FTEs. The budget assumes a 3% average increase in staff salaries for merit-based increases.

Revenues

As the transit agency enters FY2027, the Bay Area navigates uncertainty as several major transit agencies face fiscal cliffs in 2027. There will be an effort to secure additional revenues through a 5-county sales tax measure which is expected to be on the ballot in November 2026. If passed, critical operating dollars will flow to transit operators in Alameda Contra Costa, San Francisco, San Mateo and Santa Clara counties, including LAVTA.

LAVTA's secured an additional \$2M in revenues from Alameda CTC in FY2027; LAVTA also will receive additional funding from MTC's Regional Measure 3 program. However, LAVTA will not receive BART Feeder Bus funding in FY2027.

The budget reflects the fare increases that were put into place in April 2026.

This is the second year of a contract with MV Transportation, with a contractual increase of 2.74% effective July 1.

Fuel. 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. Unfortunately, fuel prices in the last quarter of FY2026 increased significantly. LAVTA's FY27 budget reflects this with a budgeted increase of over \$460,000.

FY26 Perspective and Accomplishments

LAVTA's FY2026 Adopted Budget was \$26,830,558, which was 7% higher than FY2025, primarily due to increased costs associated with the new fixed route operations and maintenance contract which was effective July 1, 2025. LAVTA also implemented a fare increase that took effect April 1, 2026. LAVTA was again able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

For FY2026, the major highlight was winning a \$63.95M FTA LowNo grant to fully fund construction of the Atlantis campus. Notably, FY2026 also included the start of the new operations and maintenance contract with MV Transportation, as well as the completion of the Wheels 2030 Strategic Plan. While fixed route and paratransit ridership did not increase throughout the year, Go Tri-Valley ridership continued to climb, and modifications to the program were made in August 2025 and May 2026.

The capital program delivered several capital projects in FY2027, including completion of the dispatch floor renovation and repainting at Rutan. Additionally, a new gate was constructed in the bus yard providing more security for operations.

Other work during FY2027 from the agency included:

Policy Related Matters

- Adopted FY2026 Legislative Program and monitored key legislation; took action on several bills.
- Securing a multi-year contract with LAVTA State and Federal Lobbyists.
- Was named as an eligible recipient in SB63
- Active participant in the Clipper Executive Board.

Fixed Route Operations

- Hosted the Wheels Rodeo in October 2025



- Updated Route 10R Sunday schedule and Route 14 weekday schedule to improve On-Time Performance
- Completed the annual fixed route customer satisfaction survey.
- Implemented a reroute of the 10R in downtown Pleasanton May 1

Planning

- Completed the Pleasanton Bus Service Plan

Paratransit and Other Services

- Approved the one-year extension of the Transdev paratransit contract with County Connection.
- Completed the bi-annual customer satisfaction survey.
- Launched Wheels Access Mobility Management program.
- Implemented two modifications to the Go Tri-Valley discount program.

Marketing

- Initiated the second year of the summer Youth Ride Free campaign.
- Launched the Wheels 40th Birthday Campaign.
- Launched the annual holiday campaign.
- Participated in several community outreach events.
- Provided marketing and administrative assistance to ACTC with the Measure BB Student Transit Pass Program.
- Assisted school districts with information about Wheels.

Audits/Reviews

- Completed the annual Financial Audit and submitted the Annual Comprehensive Financial Report for award
- Completed the State Joint Legislative Audit Committee (JLAC) audit
- Completed the RM2 and RM3 audits for funding for the route 30.
- Prepared for the next FTA Triennial Audit.

Financial Management and Administration

- Won a \$63.95M FY26 FTA Low-No Grant for Atlantis Facility.
- Anchored all staff reports to new Strategic Plan goals.
- Received GFOA's Award of Excellence for Financial Reporting for FY26 ACFR

Personnel

- Refreshed annual employee goals and performance metrics.
- Hired a new Executive Assistant.
- Hired a new Manager of Administrative Services.

Major Features of FY2027's Operating Revenues

As the transit agency enters into FY2027, its activities will occur against uncertain economic times and especially with the changes in the Federal administration, the war in Iran, tariffs and changing Federal policies.

Major Features of FY27's Operating Expenditures

The expenditure budget for FY2027 is \$28,712,064 which is 7% higher the budget for FY26. The Fixed Route and paratransit contracts have contractual escalators this year. 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: FY2027 marks the second year of a multi-year contract for fixed route O&M services with MV Transportation, and the fifth and final year of a contract for paratransit services with CCCTA and Transdev.

Fuel Prices: For FY2027, fuel is assumed to be \$5.00 per gallon; the FY26 budget was \$3.50 per gallon and in March 2026, we were paying \$5.32 per gallon. Given the ongoing war in Iran, fuel prices are a bit of a guess so staff have also included \$200,000 in contingency.

Personnel Costs: The FY2027 budget assumes the same number of FTEs as were budgeted in FY2026. As in prior years, LAVTA will continue to implement merit-based increases based on staff's performance evaluations.

Administrative Costs: Staff is proposing a FY2027 budget that keeps most budgeted line items, which staff has some control over, similar to the amounts in the FY2026 but with escalators based on trends.

Major Features of the Capital Budget

The multi-year Capital Budget is expected to increase by \$14.3M over last year, primarily due to the full budgeting of the Atlantis Facility construction. Last year, many themes that dominated the Capital Budget will continue through FY2027. They are (1) completion of the Livermore Transit Center projects including lighting and signage, (2) a continued emphasis on a State of Good Repair (SGR), (3) continued improvements that improve speed and reliability to the Rapid corridors with upgraded transit signal priority, (4) improvements to the passenger amenities along the Rapid corridor, and (5) pre-construction activities for the Atlantis project.

Strategic Plan

While LAVTA's entire budget supports the Strategic Plan and the agency's Mission, Vision, and Values, 13% of the FY 27 budget is dedicated to initiatives that support the specific goal areas outlined and adopted by the Board of Directors in the Strategic Plan. The chart to the right shows the breakdown by goal area.



The Strategic Plan serves as the guiding document for the work of LAVTA over the coming years. The plan provides a roadmap toward meeting the agency's goals. These include:

- ◆ Growing ridership and services to meet the needs of residents in the region;
- ◆ Collaborating with regional partners to improve the quality of life in the service area by reducing congestion;
- ◆ Expanding mobility and addressing the impacts of climate change;
- ◆ Growing public awareness and support for public transit as an essential service;
- ◆ Expanding access to living wage work and growth opportunities in the transit industry; and
- ◆ Securing sustainable funding to support our work.

In order to accomplish these goals, five goal areas were identified:

Service Development

Improve the quality of transit service, reliability, on-time performance, and rider experience to meet community needs and grow ridership.

Marketing and Communications

Provide excellent service to all external and internal customers, including accurate and up-to-date information to riders on all aspects of LAVTA services and capabilities.

Advocacy and Partnerships

Maintain and expand partnerships with local and regional transit providers, local businesses, funding agencies, and all City partners.

Operational Effectiveness

Streamline LAVTA's operational effectiveness through the application of innovative technology and proven best practices in public transit operations.

Organizational and Financial Management

Maintain LAVTA's organizational health by ensuring a balanced budget, sound fiscal practices and a positive culture and work environment.



WHEELS
Livermore Amador Valley Transit Authority
Fiscal Year 2027
Budget Narrative

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 lower for fixed route based on FY2025 actuals even with the fare increase applied. Paratransit fares are expected to increase 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 transit pass 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 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 FY27 is \$14,231,230 additionally the amount requested in TDA 4.5 funds is \$546,933.

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 2027 is \$1,720,413 and LAVTA has requested revenue-based STA funding of \$462,384.

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 \$493,324 in programmatic 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 being distributed based on ridership levels on our route 30R. For FY 27 LAVTA will receive \$1,362,692. Additionally, in FY 27 LAVTA will also receive one-time funds from MTC in the form of RM3 funds for \$584,596, to offset the loss of BART feeder bus funds; these funds may have to be repaid at a later date.

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 \$666,368.

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 \$1,118,499 for Paratransit service, and \$1,855,656 for Fixed Route.

I-580 Express Lanes Funds

The Alameda County Transportation Commission administers and operates the express lanes on I-580 in Alameda County and defines eligible uses of toll revenues. In Fiscal Year 2026, the commission released a competitive call for projects to transit agencies to allocate some of the funding collected since the lanes were created. LAVTA will be receiving \$2,000,000 in these funds for Fiscal Year 2027.

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, 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, the Atlantis facility 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 \$5.00 per gallon; fuel for non-revenue vehicles is budgeted at \$5.25 per gallon. This line item also contains a \$200,000 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 bill

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 27.

Taxes and Fees

Fees for fuel taxes and underground storage tank fees are budgeted here, plus the taxes on fuel purchases.

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 contracts. 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".

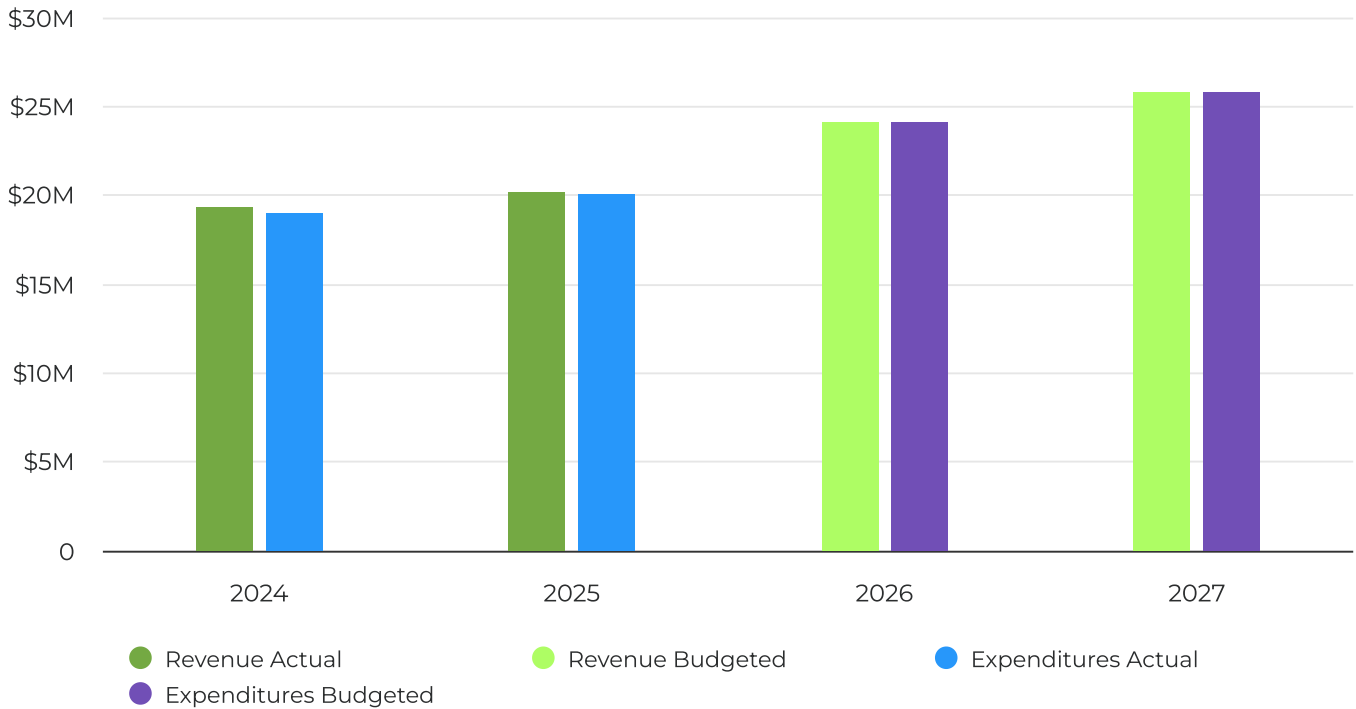
Fixed Route involves operating buses, which follow fixed routes and times throughout the Authority's service area and are available to anyone able to pay the fare.

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

Summary

Amounts for FY 24 and FY 25 are actuals. FY 26 and FY 27 are budgeted

Revenues vs Expenditures Summary



Comprehensive Fund Summary

Comprehensive Fund Summary

Category	FY 2026 Budgeted	FY 2027 Budgeted
Beginning Fund Balance		
Revenues		
Business Park Revenues	\$270,000.00	\$239,858.04
FTA Section	\$30,000.00	
Fixed Route Passenger Fares	\$1,415,000.00	\$1,399,395.00



Fixed Route Operating (General Fund)

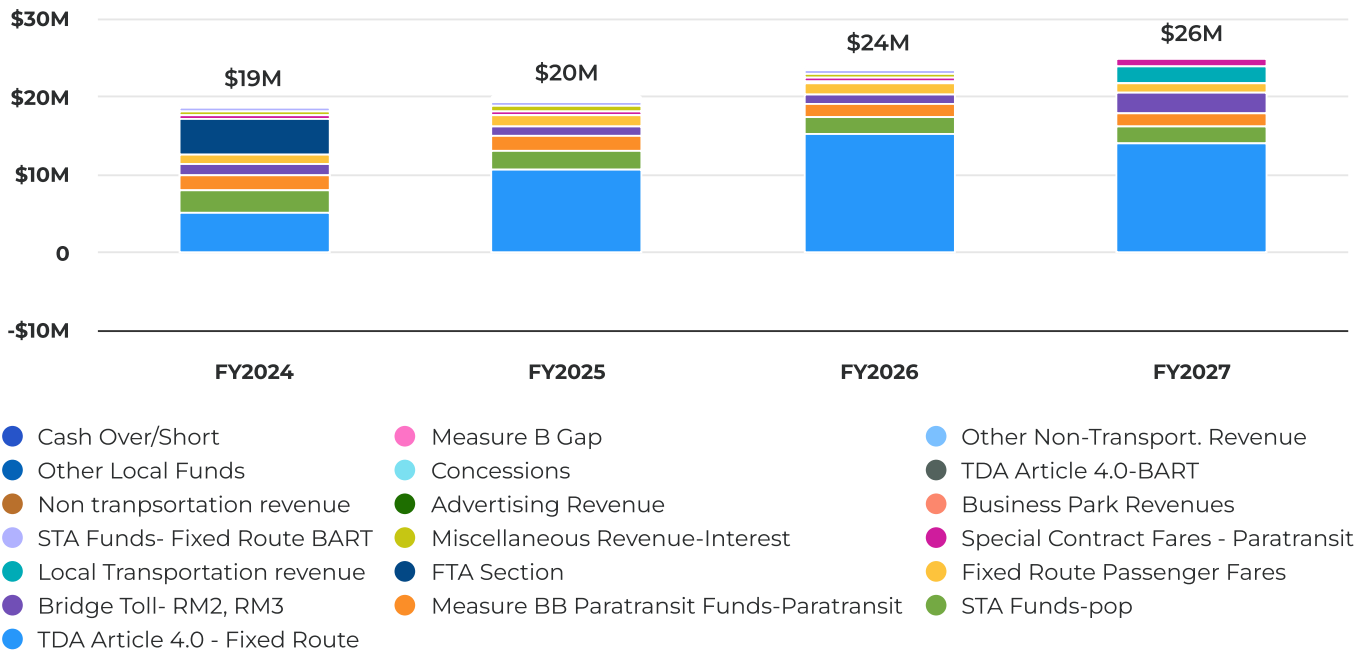
Category	FY 2026 Budgeted	FY 2027 Budgeted
Special Contract Fares - Paratransit	\$614,195.00	\$814,356.00
Concessions	\$24,828.00	\$25,749.96
Advertising Revenue	\$195,000.00	\$200,000.00
Non transportation revenue	\$185,712.00	\$194,364.00
Miscellaneous Revenue-Interest	\$350,000.00	\$350,000.00
Local Transportation revenue	\$183,000.00	\$2,183,000.00
TDA Article 4.0 - Fixed Route	\$15,061,945.00	\$1,799,671.00
TDA Article 4.0-BART	\$86,923.00	
Bridge Toll- RM2, RM3	\$1,100,000.00	\$2,440,612.00
STA Funds-pop	\$2,175,150.00	\$2,068,691.00
STA Funds- Fixed Route BART	\$497,672.00	
Measure BB Paratransit Funds-Paratransit	\$1,855,656.00	\$1,855,656.00
Total Revenues	\$24,045,081.00	\$25,771,353.00
Expenditures		
Salaries and Wages	\$1,979,593.11	\$2,075,705.90
Overtime	\$6,500.00	\$9,500.00
FICA	\$28,005.04	\$28,735.46
Retirement	\$631,068.98	\$547,569.22
Health	\$637,708.35	\$563,191.35
Dental	\$36,720.00	\$28,893.50
Life Insurance	\$28,469.16	\$31,998.84
Vision	\$6,588.93	\$6,803.29
Worker's Comp	\$55,942.84	\$61,653.68
Auto Allowance	\$5,400.00	\$5,400.00
Professional Services	\$1,147,202.00	\$1,026,602.00
Facilities	\$485,147.96	\$572,331.00
Services Web/Trapeze	\$555,334.00	\$665,202.00
Fire/Security Monitoring	\$38,000.00	\$40,000.00
Software		\$40,440.00
Communications	\$2,400.00	\$3,000.00
Fixed Route Fuel Costs	\$1,466,962.00	\$1,803,755.00
Non Contracted Vehicle Maintenance		\$10,000.00
Office supplies	\$104,000.00	\$144,000.00
Utilities	\$226,537.00	\$312,021.00
Water and Sewer	\$77,066.00	\$80,655.00
Telephone	\$60,631.00	\$88,495.00
Cell Phone	\$5,002.00	\$27,000.00
Garbage	\$39,958.00	\$51,600.00
Radio access	\$40,109.00	\$95,000.00
ISP and WIFI	\$2,834.00	\$1,113.00
Satellite TV	\$1,095.00	\$1,600.00
Property/Fuel Tank Insurance	\$800.00	



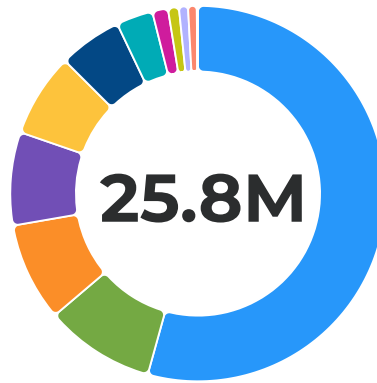
Category	FY 2026 Budgeted	FY 2027 Budgeted
Insurance payments	\$879,325.00	\$883,000.00
E&O Insurance		\$800.00
Other Taxes	\$114,000.00	\$200,000.00
Purchased Transportation - Fixed Route	\$14,985,794.00	\$15,750,667.00
Subscriptions	\$59,877.00	\$61,520.00
Professional Development	\$61,650.00	\$118,000.00
Advertising	\$130,400.00	\$125,000.00
Miscellaneous	\$144,960.00	\$130,100.00
Supplimental		\$5,000.00
Rentals and leases		\$175,000.00
Total Expenditures	\$24,045,080.37	\$25,771,352.24
Total Revenues Less Expenditures	\$0.63	\$0.76
Ending Fund Balance	\$0.63	\$0.76

Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source



● TDA Article 4.0 - Fixed Route	\$13,999,671	54.32%
● Bridge Toll- RM2, RM3	\$2,440,612	9.47%
● Local Transportation revenue	\$2,183,000	8.47%
● STA Funds-pop	\$2,068,691	8.03%
● Measure BB Paratransit Funds-Paratransit	\$1,855,656	7.20%
● Fixed Route Passenger Fares	\$1,399,395	5.43%
● Special Contract Fares - Paratransit	\$814,356	3.16%
● Miscellaneous Revenue-Interest	\$350,000	1.36%
● Business Park Revenues	\$239,858	0.93%
● Advertising Revenue	\$200,000	0.78%
● Non transportation revenue	\$194,364	0.75%
● Concessions	\$25,750	0.10%

Revenues by Source

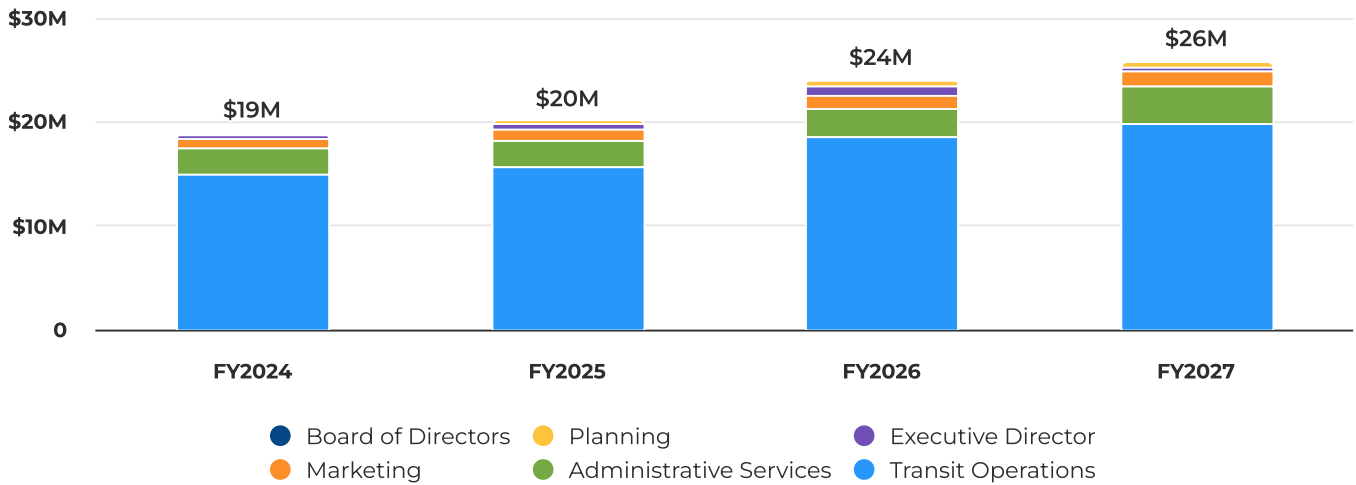
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Business Park Revenues	\$270,000.00	\$239,858.04	-11.16%
FTA Section	\$30,000.00		-100.00%
Fixed Route Passenger Fares	\$1,415,000.00	\$1,399,395.00	-1.10%
Special Contract Fares - Paratransit	\$614,195.00	\$814,356.00	32.59%
Concessions	\$24,828.00	\$25,749.96	3.71%
Advertising Revenue	\$195,000.00	\$200,000.00	2.56%
Non transportation revenue	\$185,712.00	\$194,364.00	4.66%
Miscellaneous Revenue-Interest	\$350,000.00	\$350,000.00	
Local Transportation revenue	\$183,000.00	\$2,183,000.00	1,092.90%
TDA Article 4.0 - Fixed Route	\$15,061,945.00	\$13,999,671.00	-7.05%
TDA Article 4.0-BART	\$86,923.00		-100.00%
Bridge Toll- RM2, RM3	\$1,100,000.00	\$2,440,612.00	121.87%
STA Funds-pop	\$2,175,150.00	\$2,068,691.00	-4.89%



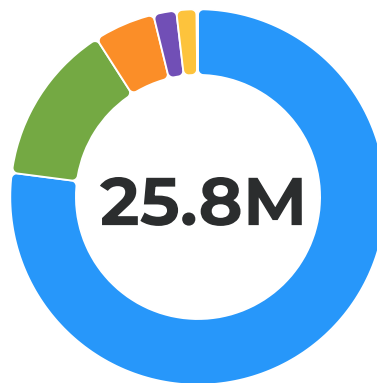
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
STA Funds- Fixed Route BART	\$497,672.00		-100.00%
Measure BB Paratransit Funds-Paratransit	\$1,855,656.00	\$1,855,656.00	
Total Revenues	\$24,045,081.00	\$25,771,353.00	7.18%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department



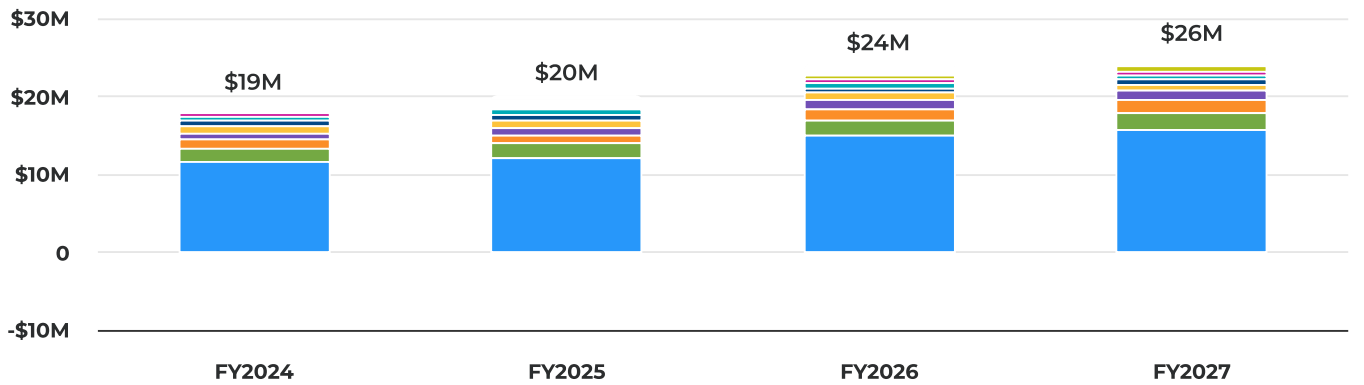
Transit Operations	\$19,861,323	77.07%
Administrative Services	\$3,569,931	13.85%
Marketing	\$1,355,628	5.26%
Executive Director	\$506,194	1.96%
Planning	\$448,276	1.74%
Board of Directors	\$30,000	0.12%

Expenditures by Department

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Board of Directors	\$26,200.00	\$30,000.00	14.50%
Executive Director	\$951,567.95	\$506,193.74	-46.80%
Administrative Services	\$2,807,581.65	\$3,569,931.14	27.15%
Planning	\$548,499.92	\$448,275.95	-18.27%
Marketing	\$1,248,389.42	\$1,355,628.22	8.59%
Transit Operations	\$18,462,841.43	\$19,861,323.18	7.57%
Total Expenditures	\$24,045,080.37	\$25,771,352.24	7.18%

Expenditures by Account

Historical Expenditures by Account

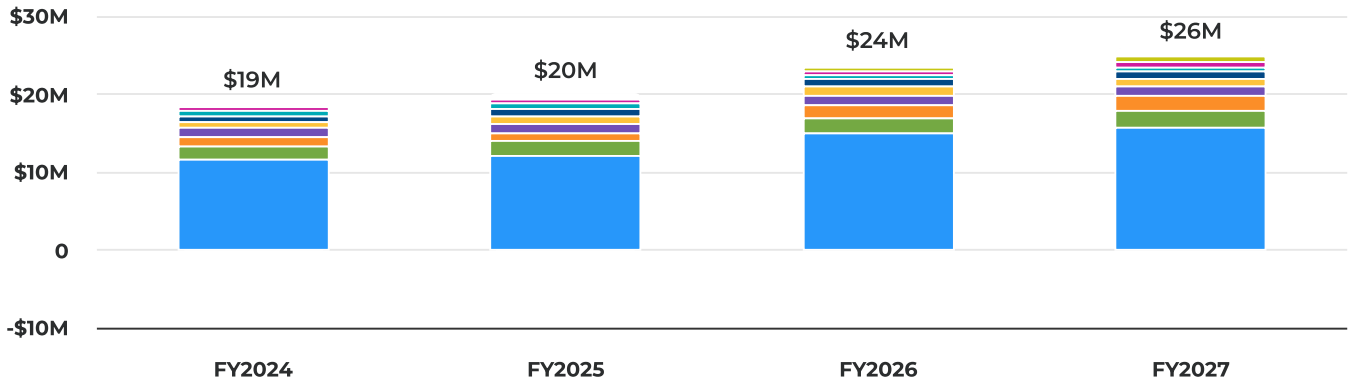


- Purchased Transportation - Paratransit
- ISP and WIFI
- Communications
- Vision
- Cell Phone
- FICA
- Rentals and leases
- Radio access
- Water and Sewer
- Advertising
- Utilities
- Retirement
- Professional Services
- Purchased Transportation - Fixed Route
- Property/Fuel Tank Insurance
- Supplemental
- PTO
- Overtime
- Life Insurance
- Software
- Garbage
- Subscriptions
- Miscellaneous
- Office supplies
- Services Web/Trapeze
- Facilities
- Fixed Route Fuel Costs
- E&O Insurance
- Satellite TV
- Auto Allowance
- Non Contracted Vehicle Maintenance
- Dental
- Fire/Security Monitoring
- Worker's Comp
- Telephone
- Professional Development
- Other Taxes
- Health
- Insurance payments
- Salaries and Wages



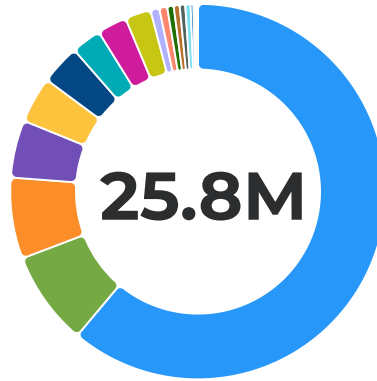
Expenditures by Expense Account

Historical Expenditures by Expense Account



- Purchased Transportation - Paratransit
- Communications
- Software
- Subscriptions
- Advertising
- Services Web/Trapeze
- Insurance payments
- Fixed Route Fuel Costs
- Property/Fuel Tank Insurance
- Auto Allowance
- Fire/Security Monitoring
- Miscellaneous
- Office supplies
- Utilities
- Professional Services
- Salaries and Wages
- E&O Insurance
- Non contracted vehicle maintenance
- Operating
- Professional Development
- Other Taxes
- Facilities
- Benefits
- Purchased Transportation - Fixed Route

FY27 Expenditures by Expense Account



● Purchased Transportation - Fixed Route	\$15,750,667	61.12%
● Salaries and Wages	\$2,085,206	8.09%
● Fixed Route Fuel Costs	\$1,803,755	7.00%
● Benefits	\$1,273,845	4.94%
● Professional Services	\$1,026,602	3.98%
● Insurance payments	\$883,000	3.43%
● Services Web/Trapeze	\$665,202	2.58%
● Utilities	\$657,484	2.55%
● Facilities	\$572,331	2.22%
● Other Taxes	\$200,000	0.78%
● Operating	\$175,000	0.68%
● Office supplies	\$144,000	0.56%
● Miscellaneous	\$130,100	0.50%
● Advertising	\$125,000	0.49%
● Professional Development	\$118,000	0.46%
● Subscriptions	\$61,520	0.24%
● Software	\$40,440	0.16%
● Fire/Security Monitoring	\$40,000	0.16%
● Non contracted vehicle maintenance	\$10,000	0.04%
● Auto Allowance	\$5,400	0.02%
● Communications	\$3,000	0.01%
● E&O Insurance	\$800	0.00%

Expenditures by Expense Type

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Salaries and Wages	\$1,986,093.11	\$2,085,205.90	4.99%
Benefits	\$1,424,503.30	\$1,273,845.34	-10.58%
Auto Allowance	\$5,400.00	\$5,400.00	
Professional Services	\$1,147,202.00	\$1,026,602.00	-10.51%
Facilities	\$485,147.96	\$572,331.00	17.97%
Services Web/Trapeze	\$555,334.00	\$665,202.00	19.78%
Fire/Security Monitoring	\$38,000.00	\$40,000.00	5.26%
Software		\$40,440.00	
Communications	\$2,400.00	\$3,000.00	25.00%



Fixed Route Operating (General Fund)

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Fixed Route Fuel Costs	\$1,466,962.00	\$1,803,755.00	22.96%
Non contracted vehicle maintenance		\$10,000.00	
Office supplies	\$104,000.00	\$144,000.00	38.46%
Utilities	\$453,232.00	\$657,484.00	45.07%
Property/Fuel Tank Insurance	\$800.00		-100.00%
Insurance payments	\$879,325.00	\$883,000.00	0.42%
E&O Insurance		\$800.00	
Other Taxes	\$114,000.00	\$200,000.00	75.44%
Purchased Transportation - Fixed Route	\$14,985,794.00	\$15,750,667.00	5.10%
Subscriptions	\$59,877.00	\$61,520.00	2.74%
Professional Development	\$61,650.00	\$118,000.00	91.40%
Advertising	\$130,400.00	\$125,000.00	-4.14%
Miscellaneous	\$144,960.00	\$130,100.00	-10.25%
Operating		\$175,000.00	
Total Expenditures	\$24,045,080.37	\$25,771,352.24	7.18%



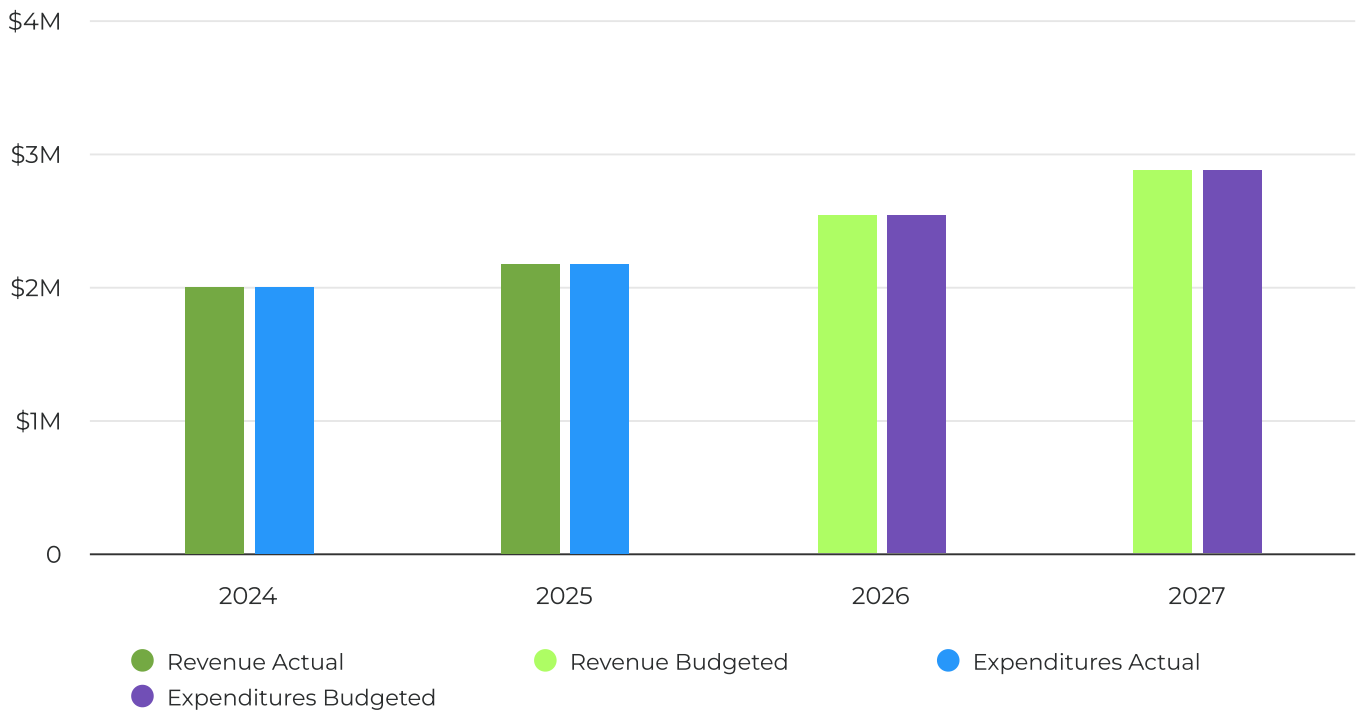
Paratransit Operating

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.

Summary

Amounts for FY 24 and FY 25 are actuals. FY 26 and FY 27 are budgeted

Revenues vs Expenditures Summary



Comprehensive Fund Summary

Comprehensive Fund Summary

Category	FY 2026 Budgeted	FY 2027 Budgeted
Beginning Fund Balance		
Revenues		
FTA Section	\$666,894.00	\$666,368.00



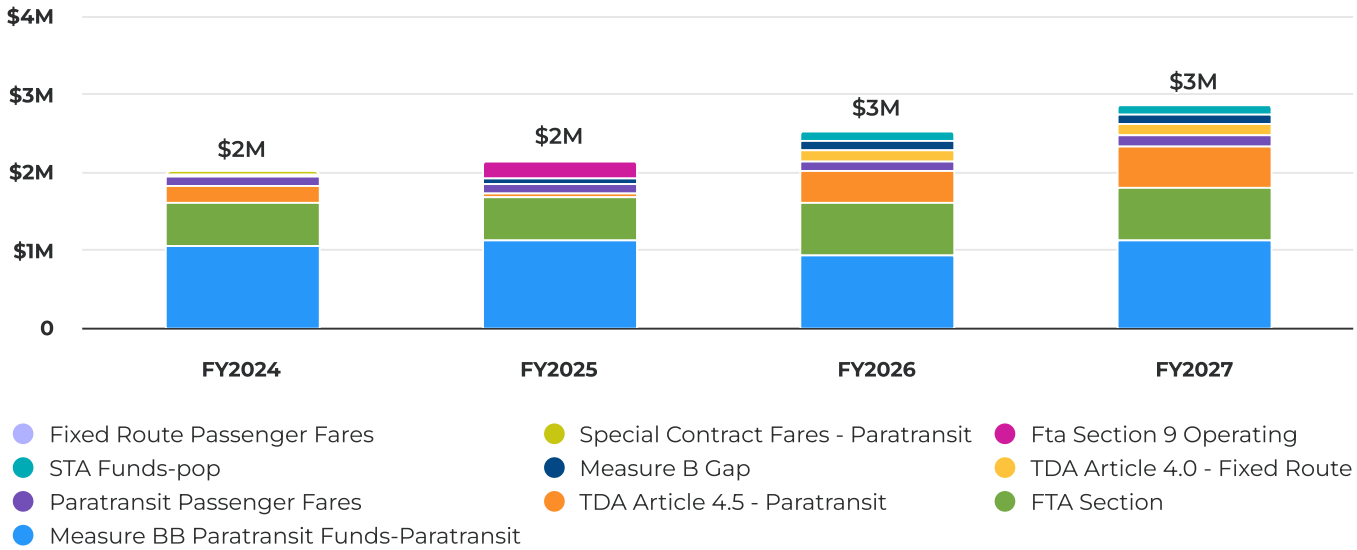
Paratransit Operating

Category	FY 2026 Budgeted	FY 2027 Budgeted
Paratransit Passenger Fares	\$121,850.00	\$126,246.00
Special Contract Fares - Paratransit	\$24,000.00	\$24,000.00
TDA Article 4.0 - Fixed Route	\$139,499.00	\$167,560.00
TDA Article 4.5 - Paratransit	\$420,861.00	\$546,933.00
STA Funds-pop	\$126,470.00	\$114,106.00
Measure BB Paratransit Funds-Paratransit	\$924,303.00	\$1,118,499.00
Measure B Gap	\$113,000.00	\$113,000.00
Total Revenues	\$2,536,877.00	\$2,876,712.00
Expenditures		
Salaries and Wages	\$150,690.32	\$151,056.65
FICA	\$2,159.66	\$2,173.60
Retirement	\$17,172.82	\$17,191.28
Health	\$25,883.39	\$28,220.95
Dental	\$1,680.00	\$1,047.94
Life Insurance	\$2,278.82	\$2,293.53
Vision	\$313.70	\$310.55
Worker's Comp	\$4,523.75	\$4,553.97
Auto Allowance	\$600.00	\$600.00
Professional Services	\$138,600.00	\$213,918.00
RTC and Pex card fees	\$13,467.00	\$12,300.00
Facilities		\$5,000.00
Services Web/Trapeze	\$20,490.00	\$22,000.00
Communications	\$1,000.00	
Fixed Route Fuel Costs		\$123,219.00
Office supplies	\$10,800.00	\$5,000.00
Utilities	\$16,008.00	\$16,008.00
Water and Sewer	\$5,446.00	\$5,446.00
Telephone	\$4,284.00	\$4,284.00
Cell Phone	\$353.00	\$353.00
Garbage	\$2,824.00	\$2,824.00
Purchased Transportation - Paratransit	\$2,106,303.00	\$2,255,912.00
Professional Development	\$3,000.00	\$3,000.00
Miscellaneous	\$9,000.00	
Total Expenditures	\$2,536,877.46	\$2,876,712.47
Total Revenues Less Expenditures	-\$0.46	-\$0.47
Ending Fund Balance	-\$0.46	-\$0.47

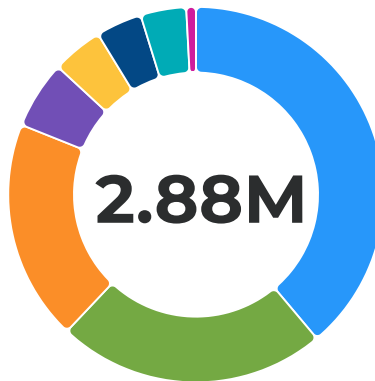


Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source



Source	Amount	Percentage
Measure BB Paratransit Funds-Paratransit	\$1,118,499	38.88%
FTA Section	\$666,368	23.16%
TDA Article 4.5 - Paratransit	\$546,933	19.01%
TDA Article 4.0 - Fixed Route	\$167,560	5.82%
Paratransit Passenger Fares	\$126,246	4.39%
STA Funds-pop	\$114,106	3.97%
Measure B Gap	\$113,000	3.93%
Special Contract Fares - Paratransit	\$24,000	0.83%

Revenues by Source

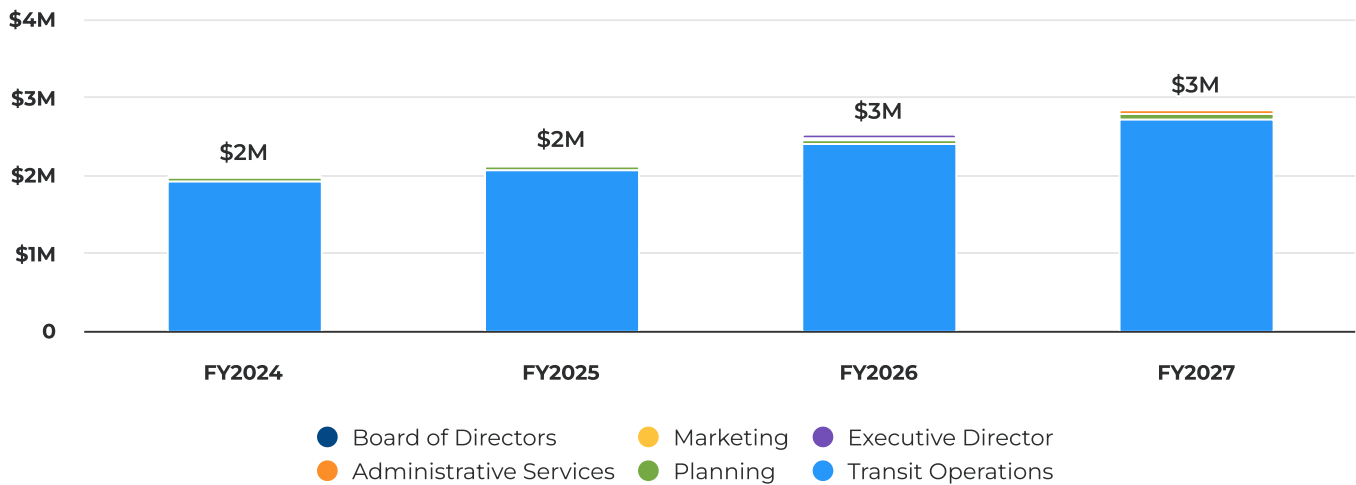
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
FTA Section	\$666,894.00	\$666,368.00	-0.08%
Paratransit Passenger Fares	\$121,850.00	\$126,246.00	3.61%



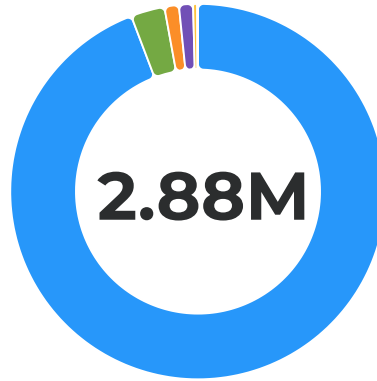
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Special Contract Fares - Paratransit	\$24,000.00	\$24,000.00	
TDA Article 4.0 - Fixed Route	\$139,499.00	\$167,560.00	20.12%
TDA Article 4.5 - Paratransit	\$420,861.00	\$546,933.00	29.96%
STA Funds-pop	\$126,470.00	\$114,106.00	-9.78%
Measure BB Paratransit Funds-Paratransit	\$924,303.00	\$1,118,499.00	21.01%
Measure B Gap	\$113,000.00	\$113,000.00	
Total Revenues	\$2,536,877.00	\$2,876,712.00	13.40%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department



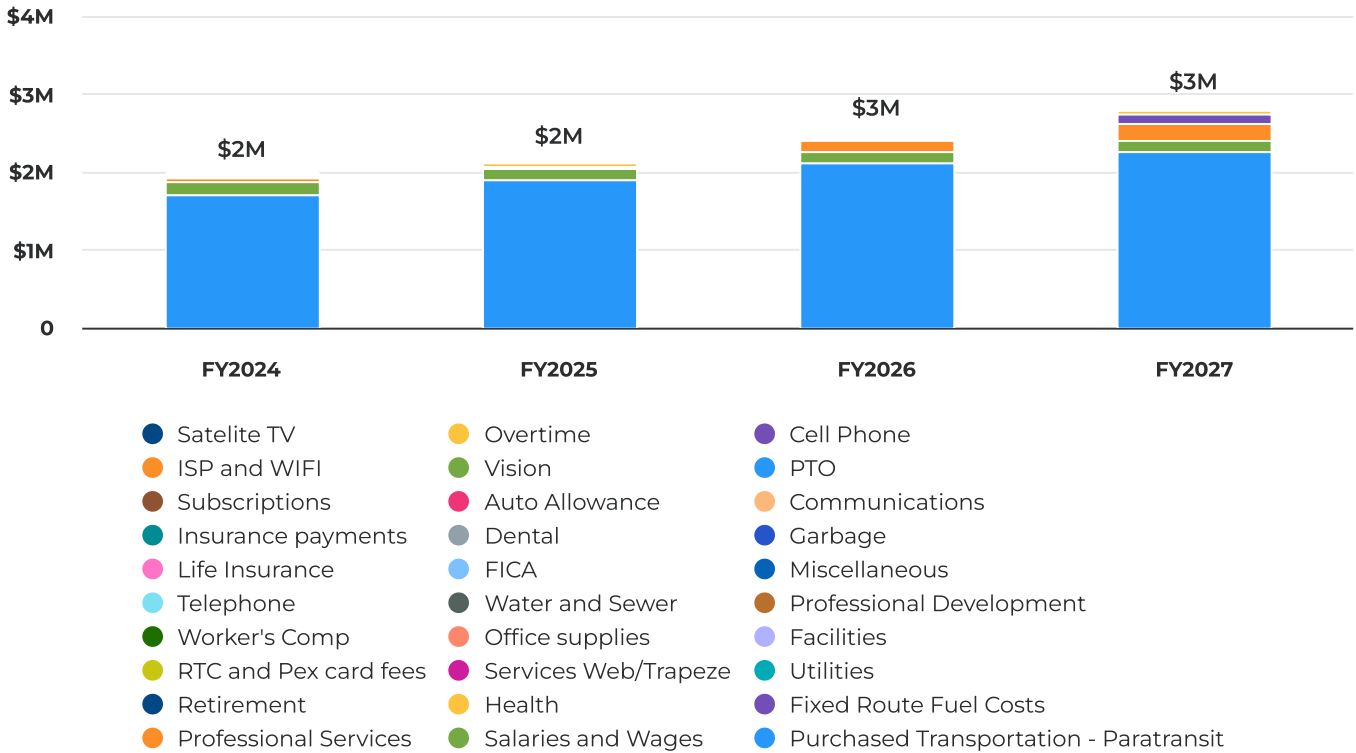
● Transit Operations	\$2,710,546	94.22%
● Planning	\$83,371	2.90%
● Executive Director	\$36,046	1.25%
● Administrative Services	\$34,749	1.21%
● Marketing	\$10,000	0.35%
● Board of Directors	\$2,000	0.07%

Expenditures by Cost Center

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Board of Directors	\$1,800.00	\$2,000.00	11.11%
Executive Director	\$34,461.30	\$36,046.17	4.60%
Administrative Services	\$31,519.99	\$34,749.14	10.24%
Planning	\$52,710.59	\$83,371.10	58.17%
Marketing	\$20,490.00	\$10,000.00	-51.20%
Transit Operations	\$2,395,895.58	\$2,710,546.06	13.13%
Total Expenditures	\$2,536,877.46	\$2,876,712.47	13.40%

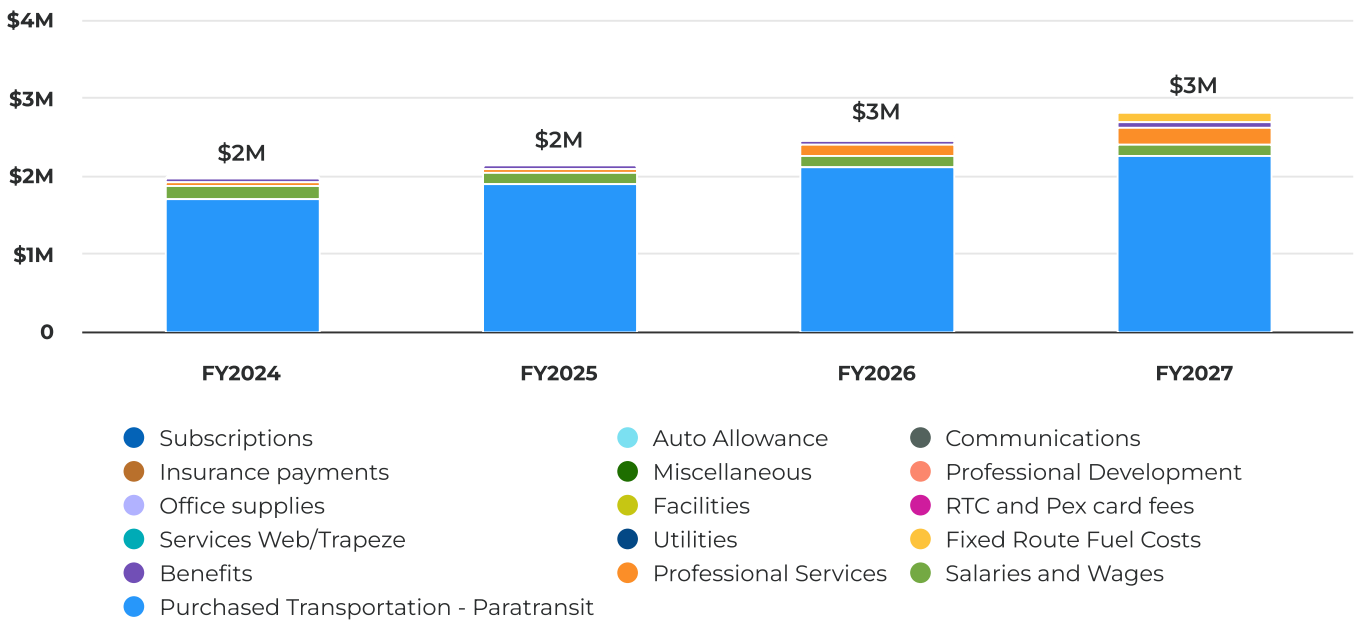
Expenditures by Account

Historical Expenditures by Account

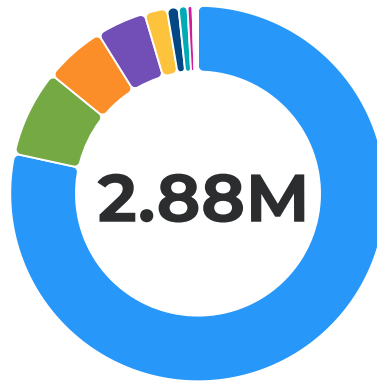


Expenditures by Expense Account

Historical Expenditures by Account



FY27 Expenditures by Expense Type



● Purchased Transportation - Paratransit	\$2,255,912	78.42%
● Professional Services	\$213,918	7.44%
● Salaries and Wages	\$151,057	5.25%
● Fixed Route Fuel Costs	\$123,219	4.28%
● Benefits	\$55,792	1.94%
● Utilities	\$28,915	1.01%
● Services Web/Trapeze	\$22,000	0.76%
● RTC and Pex card fees	\$12,300	0.43%
● Office supplies	\$5,000	0.17%
● Facilities	\$5,000	0.17%
● Professional Development	\$3,000	0.10%
● Auto Allowance	\$600	0.02%

Expenditures by Account

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Salaries and Wages	\$150,690.32	\$151,056.65	0.24%
Benefits	\$54,012.14	\$55,791.82	3.29%
Auto Allowance	\$600.00	\$600.00	
Professional Services	\$138,600.00	\$213,918.00	54.34%
RTC and Pex card fees	\$13,467.00	\$12,300.00	-8.67%
Facilities		\$5,000.00	
Services Web/Trapeze	\$20,490.00	\$22,000.00	7.37%
Communications	\$1,000.00		-100.00%
Fixed Route Fuel Costs		\$123,219.00	
Office supplies	\$10,800.00	\$5,000.00	-53.70%
Utilities	\$28,915.00	\$28,915.00	
Purchased Transportation - Paratransit	\$2,106,303.00	\$2,255,912.00	7.10%
Professional Development	\$3,000.00	\$3,000.00	
Miscellaneous	\$9,000.00		-100.00%
Total Expenditures	\$2,536,877.46	\$2,876,712.47	13.40%



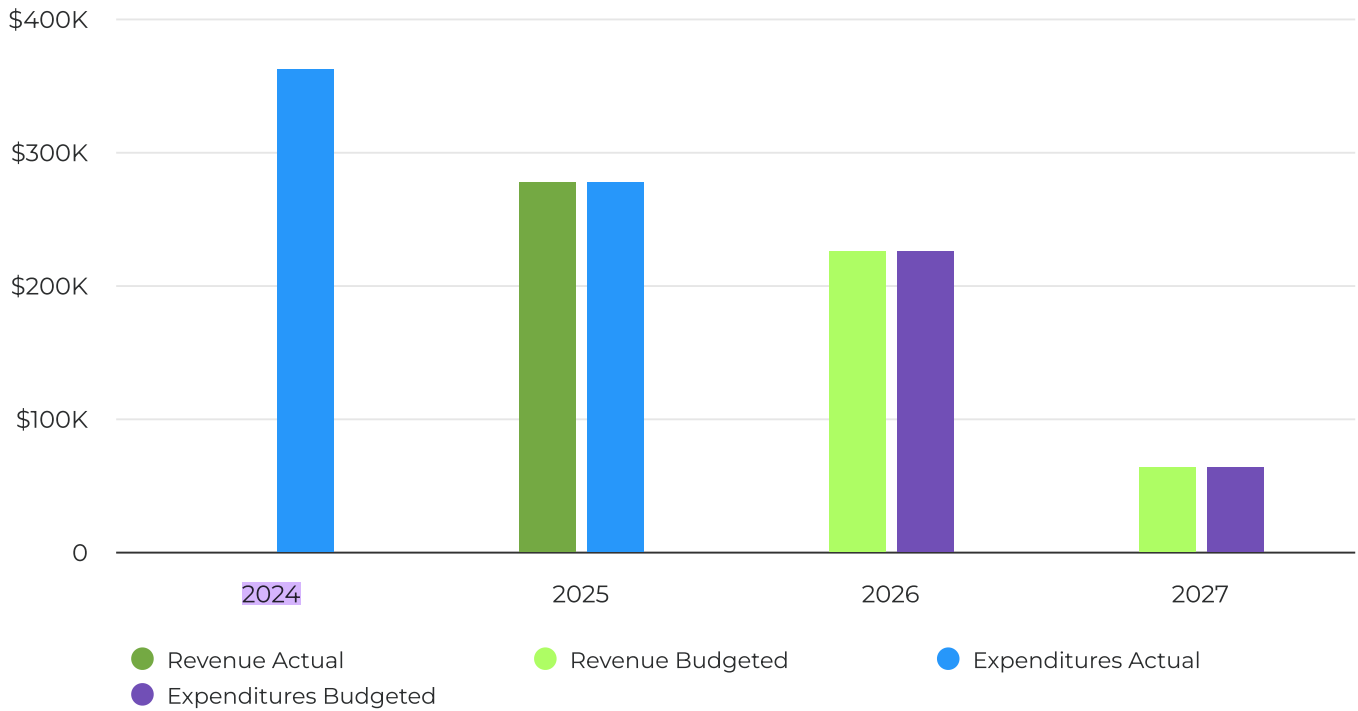
Wheels on Demand (WOD)

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, and Uber, and subsidizes fares for riders who take trips within Dublin city limits. Each qualifying trip receives a 50% discount (up to \$4). 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. In May 2026 the program was changed so that it can only be used between the hours of 9pm and 6am.

Summary

Amounts for FY 24 and FY 25 are actuals. FY 26 and FY 27 are budgeted

Revenues vs Expenditures Summary



Comprehensive Fund Summary

Comprehensive Fund Summary

Category	FY 2026 Budgeted	FY 2027 Budgeted
Beginning Fund Balance		
Revenues		
TDA Article 4.0 - Fixed Route	\$225,600.00	\$64,000.00
Total Revenues	\$225,600.00	\$64,000.00
Expenditures		
Professional Services		\$14,000.00

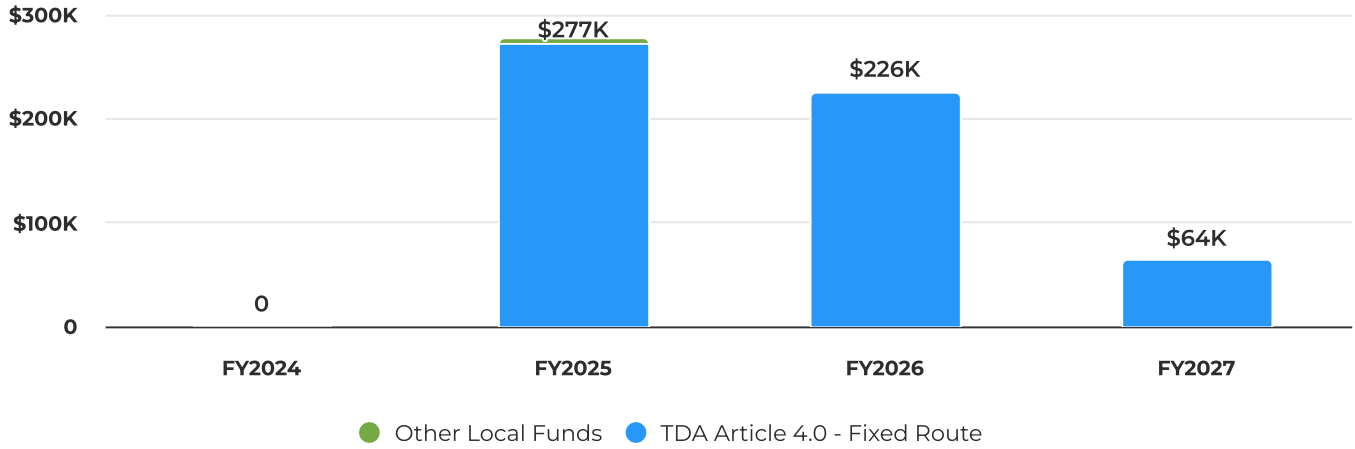


Category	FY 2026 Budgeted	FY 2027 Budgeted
Purchased Transportation-WHEELS on Demand	\$225,600.00	\$50,000.00
Total Expenditures	\$225,600.00	\$64,000.00
Total Revenues Less Expenditures		

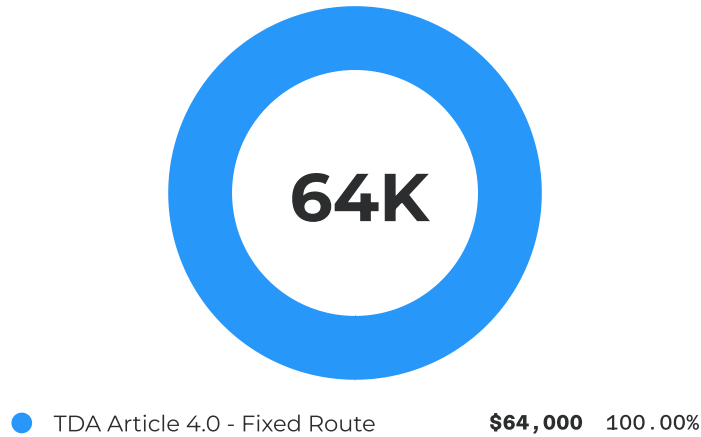
Ending Fund Balance

Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source

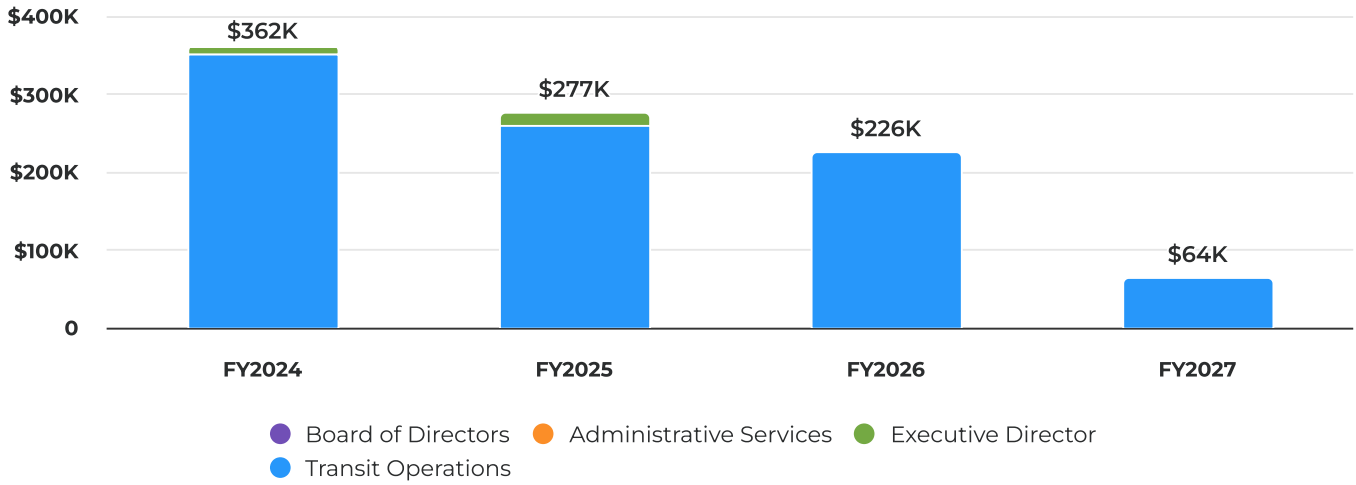


Revenues by Object

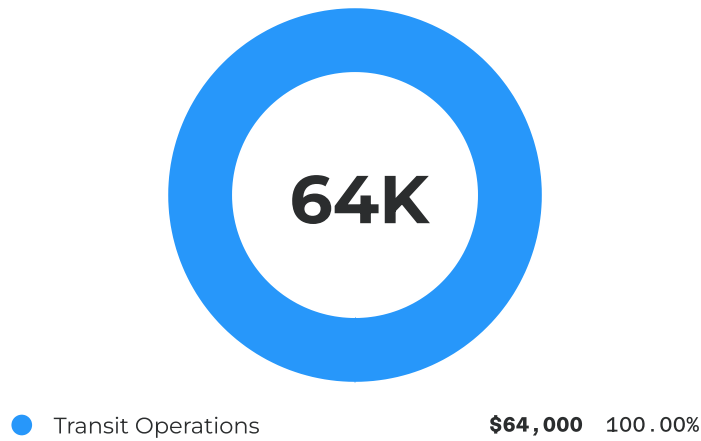
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
TDA Article 4.0 - Fixed Route	\$225,600.00	\$64,000.00	-71.63%
Total Revenues	\$225,600.00	\$64,000.00	-71.63%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department

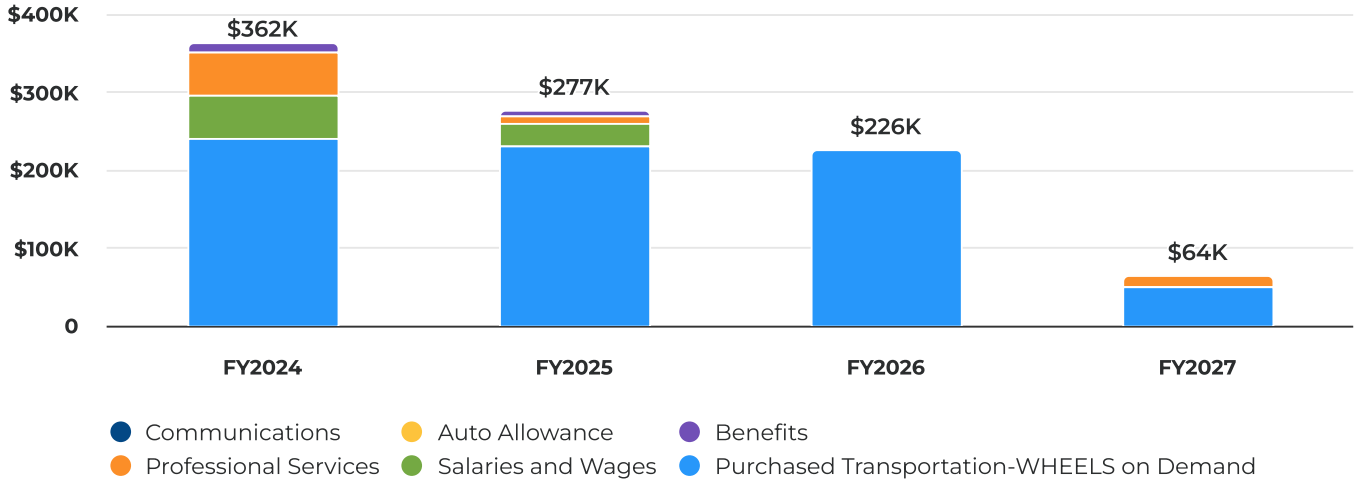


Expenditures by Cost Center

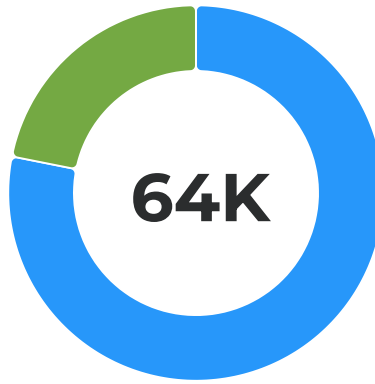
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Transit Operations	\$225,600.00	\$64,000.00	-71.63%
Total Expenditures	\$225,600.00	\$64,000.00	-71.63%

Expenditures by Account

Historical Expenditures by Expense Type



FY27 Expenditures by Account



● Purchased Transportation-WHEELS on Demand	\$50,000	78.13%
● Professional Services	\$14,000	21.88%

Expenditures by Account

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Professional Services		\$14,000.00	
Purchased Transportation-WHEELS on Demand	\$225,600.00	\$50,000.00	-77.84%
Total Expenditures	\$225,600.00	\$64,000.00	-71.63%

LAVTA

RESERVES 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 15% 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 based on terms and conditions determined by MTC.

TDA RESERVES

The following analysis calculates LAVTA's expected reserves at the end of FY2027 based on currently available information about FY 2026

Projected Reserves at June 30, 2026	\$20,162,256 (Projected Carryover 2/25/26)
FY2027 Apportionment (estimated)	13,188,553 (FY27 revenue estimate 2/25/26)
FY2026 TDA Funds Available for Allocation	\$33,350,809
FY2027 Operating Request	\$14,231,230
FY2027 Capital Request	\$10,000,000



FY2027 TDA Request for Allocation \$24,231,230

Projected Reserves at June 30, 2026

Reserves at June 30, 2026 \$19,119,579

Expiring Capital Allocations @June 30, 2026 2,200,000 (estimate)

FY 2026 Unexpended Funds (Due to LTF) 0 (estimate)

Prior year Due to LTF \$28,548,382

TOTAL TDA RESERVES **\$39,867,961**

3-6-month target \$7,178,016 - \$14,356,032

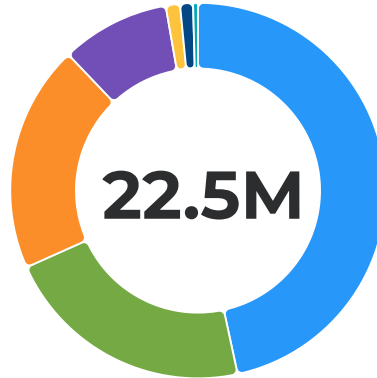
Capital Improvement Plan

LAVTA's capital program in FY2027 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.

The following pages detail the revenue and expenses of LAVTA's FY 27 Capital Budget.

One Year Plan

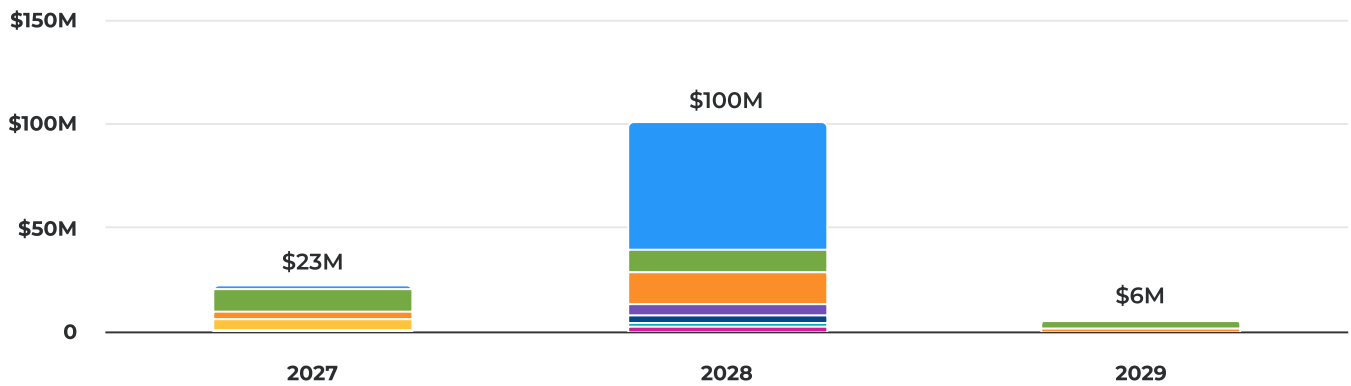
FY27 Total Funding Requested by Source



● FTA 5307	\$10,489,407	46.62%
● Bridge Tolls	\$4,878,643	21.68%
● TDA	\$4,404,393	19.57%
● FTA 5339	\$2,105,974	9.36%
● SGR	\$278,246	1.24%
● LCTOP	\$249,000	1.11%
● TFCA	\$95,000	0.42%

Capital Improvement Multi-Year Plan

FY27 - FY29 Total Funding Requested by Source

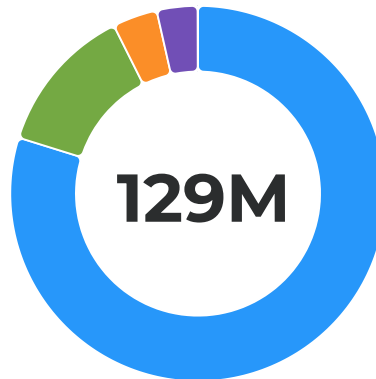


Funding by Source Totals (all years)

FTA 5339	\$64,463,220	49.86%
FTA 5307	\$25,317,363	19.58%
TDA	\$21,324,045	16.49%
STIP	\$5,180,000	4.01%
Bridge Tolls	\$4,878,643	3.77%
LCTOP	\$3,494,786	2.70%
Uncommitted Funding	\$2,257,264	1.75%
VRF	\$2,000,000	1.55%
SGR	\$278,246	0.22%
TFCA	\$95,000	0.07%

Capital Improvement Plan - Project Types

FY27 - FY31 Capital Costs By Project Type



● Building and Facilities	\$103,197,054	79.82%
● Vehicles and Wheeled Equipment	\$16,544,137	12.80%
● Bus Shelters and Stops	\$4,979,822	3.85%
● Other Improvements	\$4,539,554	3.51%
● Computers and Related Equipment	\$18,000	0.01%
● Office and Facility Equipment	\$10,000	0.01%

Building and Facilities

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$1,325,398	\$85,968,000	\$0	\$87,293,398
Atlantis Hydrogen Fueling Station	\$0	\$13,910,313	\$0	\$13,910,313
Rutan Facility Rehab & Modernization	\$902,793	\$0	\$0	\$902,793
Livermore Transit Center Rehabilitation & Improvement	\$540,550	\$0	\$0	\$540,550
Bus Roof Access Platform System	\$195,000	\$0	\$0	\$195,000
Bridge Crane System for Bus Maintenance Facility	\$135,000	\$0	\$0	\$135,000
Transit Capital	\$100,000	\$0	\$0	\$100,000
Replace Critical Components and Recommission the Atlantis Bus Wash	\$75,000	\$0	\$0	\$75,000
Atlantis NVR and Camera Replacement	\$45,000	\$0	\$0	\$45,000
Total Building and Facilities	\$3,318,741	\$99,878,313	\$0	\$103,197,054

Vehicles and Wheeled Equipment

Category	FY2027	FY2028	FY2029	Total
Replace 8 Diesel Electric Hybrid Buses	\$9,645,848	\$0	\$0	\$9,645,848



Project Types

Category	FY2027	FY2028	FY2029	Total
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$6,067,200	\$6,067,200
AVL hardware for Replacement Vehicles	\$335,928	\$0	\$138,513	\$474,441
Fareboxes for Replacement Vehicles	\$170,991	\$0	\$85,497	\$256,488
Communication Devices for Replacement Vehicles	\$33,440	\$0	\$16,720	\$50,160
Replace Prius	\$50,000	\$0	\$0	\$50,000
Total Vehicles and Wheeled Equipment	\$10,236,207	\$0	\$6,307,930	\$16,544,137

Bus Shelters and Stops

Category	FY2027	FY2028	FY2029	Total
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$2,654,822	\$0	\$0	\$2,654,822
Rapid Bus Stop Improvements 10R and 30R	\$2,300,000	\$0	\$0	\$2,300,000
Bus stop improvements	\$25,000	\$0	\$0	\$25,000
Total Bus Shelters and Stops	\$4,979,822	\$0	\$0	\$4,979,822

Other Improvements

Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$2,673,643	\$0	\$0	\$2,673,643
Hybrid Battery Replacements	\$212,288	\$601,661	\$0	\$813,949
Golden Gate Drive Traffic Circle reconfiguration	\$359,112	\$0	\$0	\$359,112
Fleet Engine replacement.	\$300,000	\$0	\$0	\$300,000
Transmission / hybrid drive replacements	\$150,000	\$0	\$0	\$150,000
BAE Drive motors	\$120,000	\$0	\$0	\$120,000
On-board Camera Retrofit	\$73,000	\$0	\$0	\$73,000
Rewrap buses that have badly faded and or damaged wraps	\$35,000	\$0	\$0	\$35,000
DPIM / ESS Fuses	\$14,850	\$0	\$0	\$14,850
Total Other Improvements	\$3,937,893	\$601,661	\$0	\$4,539,554

Computers and Related Equipment

Category	FY2027	FY2028	FY2029	Total
Back up Server Replacement	\$18,000	\$0	\$0	\$18,000
Total Computers and Related Equipment	\$18,000	\$0	\$0	\$18,000

Office and Facility Equipment

Category	FY2027	FY2028	FY2029	Total
Office Sound Masking	\$10,000	\$0	\$0	\$10,000



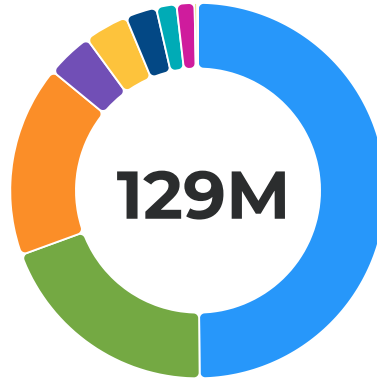
Project Types

Category	FY2027	FY2028	FY2029	Total
Total Office and Facility Equipment	\$10,000	\$0	\$0	\$10,000



Capital Improvement Plan - Expenditures

FY27 - FY31 Expenditures by Funding Source



FTA 5339	\$64,463,220	49.86%
FTA 5307	\$25,317,363	19.58%
TDA	\$21,324,045	16.49%
STIP	\$5,180,000	4.01%
Bridge Tolls	\$4,878,643	3.77%
LCTOP	\$3,494,786	2.70%
Uncommitted Funding	\$2,257,264	1.75%
VRF	\$2,000,000	1.55%
SGR	\$278,246	0.22%
TFCA	\$95,000	0.07%

FTA 5339

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$0	\$61,037,280	\$0	\$61,037,280
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$1,319,966	\$1,319,966
Replace 8 Diesel Electric Hybrid Buses	\$1,132,584	\$0	\$0	\$1,132,584
Rutan Facility Rehab & Modernization	\$722,234	\$0	\$0	\$722,234
Livermore Transit Center Rehabilitation & Improvement	\$251,156	\$0	\$0	\$251,156
Total FTA 5339	\$2,105,974	\$61,037,280	\$1,319,966	\$64,463,220

FTA 5307

Category	FY2027	FY2028	FY2029	Total
Atlantis Hydrogen Fueling Station	\$0	\$10,620,250	\$0	\$10,620,250
Replace 8 Diesel Electric Hybrid Buses	\$6,751,720	\$0	\$0	\$6,751,720
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$3,533,794	\$3,533,794
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$1,858,375	\$0	\$0	\$1,858,375
Atlantis Facility Construction	\$1,060,318	\$0	\$0	\$1,060,318



Expenditures

Category	FY2027	FY2028	FY2029	Total
Hybrid Battery Replacements	\$169,830	\$481,329	\$0	\$651,159
AVL hardware for Replacement Vehicles	\$221,619	\$0	\$110,810	\$332,429
Fareboxes for Replacement Vehicles	\$136,793	\$0	\$68,397	\$205,190
Bus Roof Access Platform System	\$156,000	\$0	\$0	\$156,000
Bridge Crane System for Bus Maintenance Facility	\$108,000	\$0	\$0	\$108,000
Communication Devices for Replacement Vehicles	\$26,752	\$0	\$13,376	\$40,128
Total FTA 5307	\$10,489,407	\$11,101,579	\$3,726,377	\$25,317,363

TDA

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$265,080	\$12,873,446	\$0	\$13,138,526
Atlantis Hydrogen Fueling Station	\$0	\$2,664,287	\$0	\$2,664,287
Replace 8 Diesel Electric Hybrid Buses	\$1,629,829	\$0	\$0	\$1,629,829
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$1,213,440	\$1,213,440
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$796,447	\$0	\$0	\$796,447
Fleet Engine replacement.	\$300,000	\$0	\$0	\$300,000
Livermore Transit Center Rehabilitation & Improvement	\$289,394	\$0	\$0	\$289,394
Hybrid Battery Replacements	\$42,458	\$120,332	\$0	\$162,790
Transmission / hybrid drive replacements	\$150,000	\$0	\$0	\$150,000
AVL hardware for Replacement Vehicles	\$114,309	\$0	\$27,703	\$142,012
BAE Drive motors	\$120,000	\$0	\$0	\$120,000
Golden Gate Drive Traffic Circle reconfiguration	\$110,112	\$0	\$0	\$110,112
Transit Capital	\$100,000	\$0	\$0	\$100,000
Replace Critical Components and Recommission the Atlantis Bus Wash	\$75,000	\$0	\$0	\$75,000
On-board Camera Retrofit	\$73,000	\$0	\$0	\$73,000
Fareboxes for Replacement Vehicles	\$34,198	\$0	\$17,100	\$51,298
Replace Prius	\$50,000	\$0	\$0	\$50,000
Atlantis NVR and Camera Replacement	\$45,000	\$0	\$0	\$45,000
Bus Roof Access Platform System	\$39,000	\$0	\$0	\$39,000
Rewrap buses that have badly faded and or damaged wraps	\$35,000	\$0	\$0	\$35,000



Expenditures

Category	FY2027	FY2028	FY2029	Total
Rutan Facility Rehab & Modernization	\$34,028	\$0	\$0	\$34,028
Bridge Crane System for Bus Maintenance Facility	\$27,000	\$0	\$0	\$27,000
Bus stop improvements	\$25,000	\$0	\$0	\$25,000
Back up Server Replacement	\$18,000	\$0	\$0	\$18,000
DPIM/ ESS Fuses	\$14,850	\$0	\$0	\$14,850
Communication Devices for Replacement Vehicles	\$6,688	\$0	\$3,344	\$10,032
Office Sound Masking	\$10,000	\$0	\$0	\$10,000
Total TDA	\$4,404,393	\$15,658,065	\$1,261,587	\$21,324,045

STIP

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$0	\$5,180,000	\$0	\$5,180,000
Total STIP	\$0	\$5,180,000	\$0	\$5,180,000

Bridge Tolls

Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$2,578,643	\$0	\$0	\$2,578,643
Rapid Bus Stop Improvements 10R and 30R	\$2,300,000	\$0	\$0	\$2,300,000
Total Bridge Tolls	\$4,878,643	\$0	\$0	\$4,878,643

LCTOP

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$0	\$2,620,010	\$0	\$2,620,010
Atlantis Hydrogen Fueling Station	\$0	\$625,776	\$0	\$625,776
Golden Gate Drive Traffic Circle reconfiguration	\$249,000	\$0	\$0	\$249,000
Total LCTOP	\$249,000	\$3,245,786	\$0	\$3,494,786

Uncommitted Funding

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$0	\$2,257,264	\$0	\$2,257,264
Total Uncommitted Funding	\$0	\$2,257,264	\$0	\$2,257,264

VRF

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$0	\$2,000,000	\$0	\$2,000,000
Total VRF	\$0	\$2,000,000	\$0	\$2,000,000

SGR

Category	FY2027	FY2028	FY2029	Total
Rutan Facility Rehab & Modernization	\$146,531	\$0	\$0	\$146,531
Replace 8 Diesel Electric Hybrid Buses	\$131,715	\$0	\$0	\$131,715



Expenditures

Category	FY2027	FY2028	FY2029	Total
Total SGR	\$278,246	\$0	\$0	\$278,246

TFCA

Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$95,000	\$0	\$0	\$95,000
Total TFCA	\$95,000	\$0	\$0	\$95,000



Capital Projects

Capital Projects

Project Name	Years	Departments	Type	Total
Atlantis Facility Construction	2027 - 2028	Capital Program	Building and Facilities	\$87,293,398
Atlantis Hydrogen Fueling Station	2028	Capital Program	Building and Facilities	\$13,910,313
Atlantis NVR and Camera Replacement	2027	Capital Program	Building and Facilities	\$45,000
AVL hardware for Replacement Vehicles	2027 - 2029	Capital Program	Vehicles and Wheeled Equipment	\$474,441
Back up Server Replacement	2027	Capital Program	Computers and Related Equipment	\$18,000
BAE Drive motors	2027	Capital Program	Other Improvements	\$120,000
Bridge Crane System for Bus Maintenance Facility	2027	Capital Program	Building and Facilities	\$135,000
Bus Roof Access Platform System	2027	Capital Program	Building and Facilities	\$195,000
Bus stop improvements	2027	Capital Program	Bus Shelters and Stops	\$25,000
Communication Devices for Replacement Vehicles	2027 - 2029	Capital Program	Vehicles and Wheeled Equipment	\$50,160
DPIM / ESS Fuses	2027	Capital Program	Other Improvements	\$14,850
Fareboxes for Replacement Vehicles	2027 - 2029	Capital Program	Vehicles and Wheeled Equipment	\$256,488
Fleet Engine replacement.	2027	Capital Program	Other Improvements	\$300,000
Golden Gate Drive Traffic Circle reconfiguration	2027	Capital Program	Other Improvements	\$359,112
Hybrid Battery Replacements	2027 - 2028	Capital Program	Other Improvements	\$813,949
Livermore Transit Center Rehabilitation & Improvement	2027	Capital Program	Building and Facilities	\$540,550
Office Sound Masking	2027	Capital Program	Office and Facility Equipment	\$10,000
On-board Camera Retrofit	2027	Capital Program	Other Improvements	\$73,000
Passenger facilities enhancements (LLNL, BART, Las Positas)	2027	Capital Program	Bus Shelters and Stops	\$2,654,822
Rapid Bus Stop Improvements 10R and 30R	2027	Capital Program	Bus Shelters and Stops	\$2,300,000
Replace (4) 40' Buses-Fuel Cell	2029	Capital Program	Vehicles and Wheeled Equipment	\$6,067,200
Replace 8 Diesel Electric Hybrid Buses	2027	Capital Program	Vehicles and Wheeled Equipment	\$9,645,848
Replace Critical Components and Recommission the Atlantis Bus Wash	2027	Capital Program	Building and Facilities	\$75,000
Replace Prius	2027	Capital Program	Vehicles and Wheeled Equipment	\$50,000
Rewrap buses that have badly faded and or damaged wraps	2027	Capital Program	Other Improvements	\$35,000
Rutan Facility Rehab & Modernization	2027	Capital Program	Building and Facilities	\$902,793
Transit Capital	2027	Capital Program	Building and Facilities	\$100,000



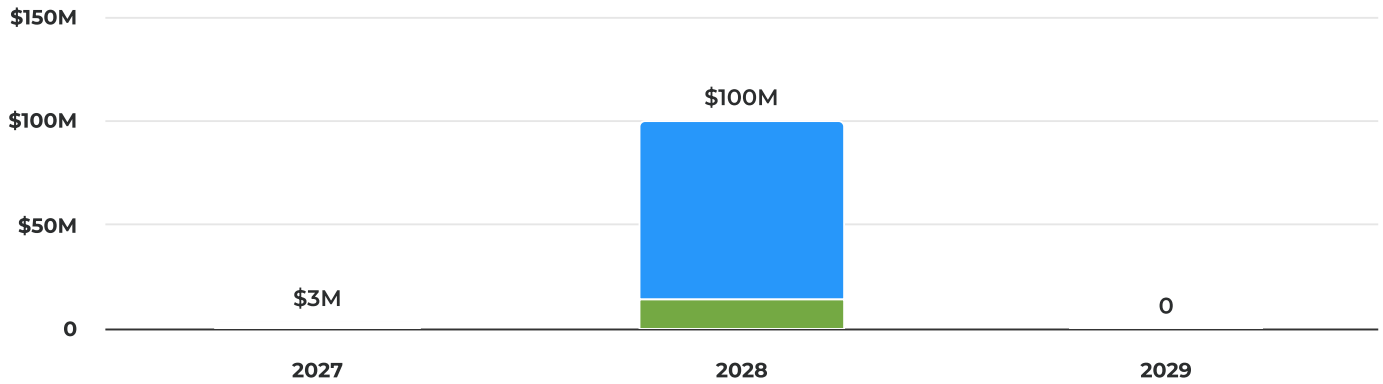
Capital Projects

Project Name	Years	Departments	Type	Total
Transit Signal Priority Upgrade & Expansion	2027	Capital Program	Other Improvements	\$2,673,643
Transmission / hybrid drive replacements	2027	Capital Program	Other Improvements	\$150,000



Building and Facilities

FY27 - FY31 Building and Facilities Projects



Atlantis Facility Construction	\$87,293,398	84.59%
Atlantis Hydrogen Fueling Station	\$13,910,313	13.48%
Rutan Facility Rehab & Modernization	\$902,793	0.87%
Livermore Transit Center Rehabilitation & Improvement	\$540,550	0.52%
Bus Roof Access Platform System	\$195,000	0.19%
Bridge Crane System for Bus Maintenance Facility	\$135,000	0.13%
Transit Capital	\$100,000	0.10%
Replace Critical Components and Recommission the Atlantis Bus Wash	\$75,000	0.07%
Atlantis NVR and Camera Replacement	\$45,000	0.04%

Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Atlantis Facility Construction	\$1,325,398	\$85,968,000	\$0	\$87,293,398
Atlantis Hydrogen Fueling Station	\$0	\$13,910,313	\$0	\$13,910,313
Rutan Facility Rehab & Modernization	\$902,793	\$0	\$0	\$902,793
Livermore Transit Center Rehabilitation & Improvement	\$540,550	\$0	\$0	\$540,550
Bus Roof Access Platform System	\$195,000	\$0	\$0	\$195,000
Bridge Crane System for Bus Maintenance Facility	\$135,000	\$0	\$0	\$135,000
Transit Capital	\$100,000	\$0	\$0	\$100,000
Replace Critical Components and Recommission the Atlantis Bus Wash	\$75,000	\$0	\$0	\$75,000



Category	FY2027	FY2028	FY2029	Total
Atlantis NVR and Camera Replacement	\$45,000	\$0	\$0	\$45,000
Total Summary of Requests	\$3,318,741	\$99,878,313	\$0	\$103,197,054

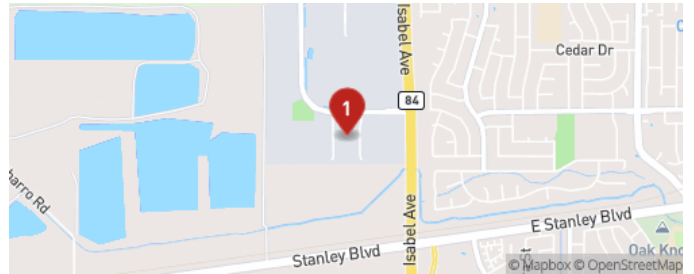
Atlantis Facility Construction

Overview

Request Owner	Jennifer Yeamans, Senior Grants & Management Specialist
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2026
Estimated Completion Date	12/31/2031

Project Location

875 Atlantis Court



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% Zero Emission Bus (ZEB) 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

[Atlantis Facility Funding by Phase](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$1.33M	\$87.3M	\$87.3M

Detailed Breakdown

Category	FY2027 Requested	FY2028 Requested	Total
Construction/Maintenance	\$0	\$85,968,000	\$85,968,000
Design	\$1,325,398	\$0	\$1,325,398
Total	\$1,325,398	\$85,968,000	\$87,293,398



Funding Sources

FY2027 Budget
\$1.33M

Total Budget (all years)
\$87.3M

Project Total
\$87.3M

Detailed Breakdown

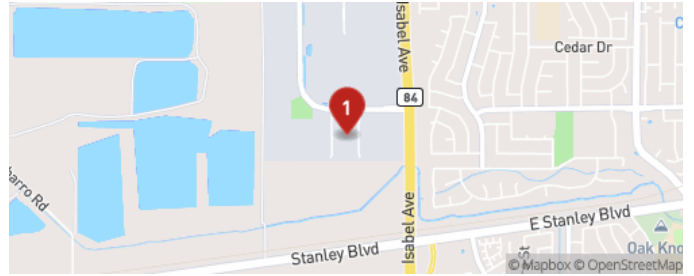
Category	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
FTA 5339	\$0	\$61,037,280	\$61,037,280
TDA	\$265,080	\$12,873,446	\$13,138,526
STIP	\$0	\$5,180,000	\$5,180,000
LCTOP	\$0	\$2,620,010	\$2,620,010
Uncommitted Funding	\$0	\$2,257,264	\$2,257,264
VRF	\$0	\$2,000,000	\$2,000,000
FTA 5307	\$1,060,318	\$0	\$1,060,318
Measure B or BB	\$0	\$0	\$0
Total	\$1,325,398	\$85,968,000	\$87,293,398

Atlantis Hydrogen Fueling Station

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2029

Project Location



Description

This project will construct a hydrogen fueling station at LAVTA's Atlantis Facility; if started in FY29, the fueling station will be built by the end of FY30. 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

FY2027 Budget	Total Budget (all years)	Project Total
\$0	\$13.9M	\$13.9M

Detailed Breakdown

Category	FY2028 Requested
Construction/Maintenance	\$13,275,313
Design	\$635,000
Total	\$13,910,313

Funding Sources

FY2027 Budget

\$0

Total Budget (all years)

\$13.9M

Project Total

\$13.9M

Detailed Breakdown

Category

FY2028
Requested

FTA 5307

\$10,620,250

TDA

\$2,664,287

LCTOP

\$625,776

Total

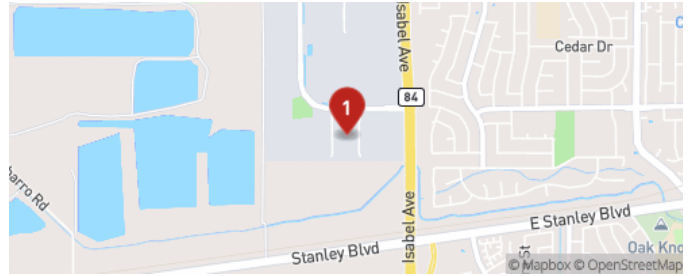
\$13,910,313

Atlantis NVR and Camera Replacement

Overview

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

Project Location



Description

This project will replace the failed network video recorder (NVR), associated switches and failed cameras discovered after the NVR is replaced at the Atlantis site. ICE estimates \$29k for parts, plus tax, \$5k for cabling, plus tax, \$5k labor and 15% contingency for a project total of \$45k.

Details

Type of Project: Replacement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$45K	\$45K	\$45K

Detailed Breakdown

Category	FY2027 Requested
Repairs/Improvements	\$45,000
Total	\$45,000



Funding Sources

FY2027 Budget

\$45K

Total Budget (all years)

\$45K

Project Total

\$45K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$45,000

Total

\$45,000

Bridge Crane System for Bus Maintenance Facility

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

1362 Rutan Drive



Description

The project includes procurement and installation of a 5-ton bridge crane system designed to lift electric bus battery packs, HVAC modules, and other heavy components to and from the roof of transit buses. The system includes a single girder bridge crane, short span runway beams, end trucks, a 5-ton electric chain hoist, motorized trolley, controls, structural steel supports, and required electrical integration. Installation requires structural engineering review, anchorage, electrical power supply, and commissioning.

This system reflects a light industrial, transit appropriate configuration rather than heavy industrial or powerplant grade systems.

There are numerous procurement opportunities available to the agency through the GSA and Omnia

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$135K	\$135K	\$135K

Detailed Breakdown

Category	FY2027 Requested
Furniture and Fixtures	\$135,000
Total	\$135,000



Funding Sources

FY2027 Budget

\$135K

Total Budget (all years)

\$135K

Project Total

\$135K

Detailed Breakdown

Category

FY2027
Requested

FTA 5307

\$108,000

TDA

\$27,000

Total

\$135,000

Bus Roof Access Platform System

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

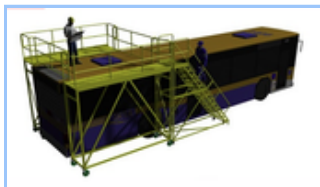
1362 Rutan Drive



Description

The project includes procurement and installation of a permanent Bus Roof Access Platform System designed to provide safe, OSHA compliant access to the roof of transit buses for maintenance activities. The system includes modular steel platforms, guardrails, fall protection features, anchorage, and any required structural supports. Installation requires coordination with facility utilities, structural anchorage, and safety compliance requirements. There are numerous procurement opportunities available through GSA and Omnia

Images



Work Platform1.png



Work Platform.png

Details

Type of Project: Other

Supplemental Attachments

 [Bus Roof Access Platform System Project-ICE.docx](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$195K	\$195K	\$195K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Furniture and Fixtures	\$195,000
Total	\$195,000

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$195K	\$195K	\$195K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
FTA 5307	\$156,000
TDA	\$39,000
Total	\$195,000

Livermore Transit Center Rehabilitation & Improvement

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	01/1/2023
Estimated Completion Date	06/30/2027

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 late FY 2025. The replacement project will take place in FY 2027.

Project cost estimate includes, Removal of old Monuments (each) \$5k, OPC for Replacement Monuments \$47,000 plus 15% contingency and CM \$15,000 for a total project cost of \$80,550.

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.

CA & CM, \$45,000., Construction (per engineer's estimate + contingency) \$260,000 for a total of \$305,000.

NVR and Switch Replacement

This project will replace the network video recorder which utilizes an obsolete operating system and associated network switches at the Livermore Transit Center. ICE estimates \$129k for parts, plus tax, \$5k for cabling, plus tax, \$5k labor and 15% contingency for a project total of \$145k.

Route 30R Wayfinding refresh

Replaces old faded and damaged signs from the transit center to the Railroad bus stops. (10k)

Details

Type of Project: Refurbishment

Supplemental Attachments

-  [2025.03.13 - LAVTA Livermore Transit Center - OPC.pdf](#)
-  [KH Proposal_LAVTA_Livermore Streetlights_Railroad Avenue.pdf](#)
-  [LAVTA_RailroadCt_Streetlighting_CMProposal_04022025_Rev1.pdf](#)
-  [LAVTA New Streetlights on Railroad Ave_Cost Estimate_Final Design_3-13-2026.pdf](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$541K	\$541K	\$541K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Construction/Maintenance	\$540,550
Planning	\$0
Total	\$540,550

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$541K	\$541K	\$541K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
TDA	\$289,394
FTA 5339	\$251,156
Total	\$540,550



Replace Critical Components and Recommission the Atlantis Bus Wash

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Description

The bus wash at the Atlantis Facility is essentially a new asset, but it has not been operated regularly enough to keep key mechanical components in optimal condition. Pumps, bearings, and other moving parts that rely on routine use may now require replacement to ensure reliable performance. This funding will support the replacement of any degraded components and the full recommissioning of the system, allowing the agency to utilize the Atlantis wash as an alternative to replacing the Rutan wash if that proves to be the more cost effective path.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$75K	\$75K	\$75K

Detailed Breakdown

Category	FY2027 Requested
Repairs/Improvements	\$75,000
Total	\$75,000



Funding Sources

FY2027 Budget

\$75K

Total Budget (all years)

\$75K

Project Total

\$75K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$75,000

Total

\$75,000

Rutan Facility Rehab & Modernization

Overview

Request Owner	Jennifer Yeamans, Senior Grants & Management Specialist
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities
Estimated Start Date	07/1/2026

Project Location

1362 Rutan Drive



Description

Replace and modernize components of LAVTA's Rutan Operations & Maintenance Facility, including the bus wash (250k), Video surveillance equipment (250k estimated), signage replacement (30k), Sound masking(10K) and other needs as identified.

Details

Type of Project: Refurbishment

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$903K	\$903K	\$903K

Detailed Breakdown

Category	FY2027 Requested
Construction/Maintenance	\$902,793
Total	\$902,793

Funding Sources

FY2027 Budget

\$903K

Total Budget (all years)

\$903K

Project Total

\$903K

Detailed Breakdown

Category

FY2027
Requested

FTA 5339

\$722,234

SGR

\$146,531

TDA

\$34,028

Total

\$902,793

Transit Capital

Overview

Request Owner	Tamara Edwards, Finance Director
Department	Capital Program
Type	Capital Improvement
Project Type	Building and Facilities

Description

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

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$100K	\$100K	\$100K

Detailed Breakdown

Category	FY2027 Requested
Construction/Maintenance	\$100,000
Total	\$100,000

Funding Sources

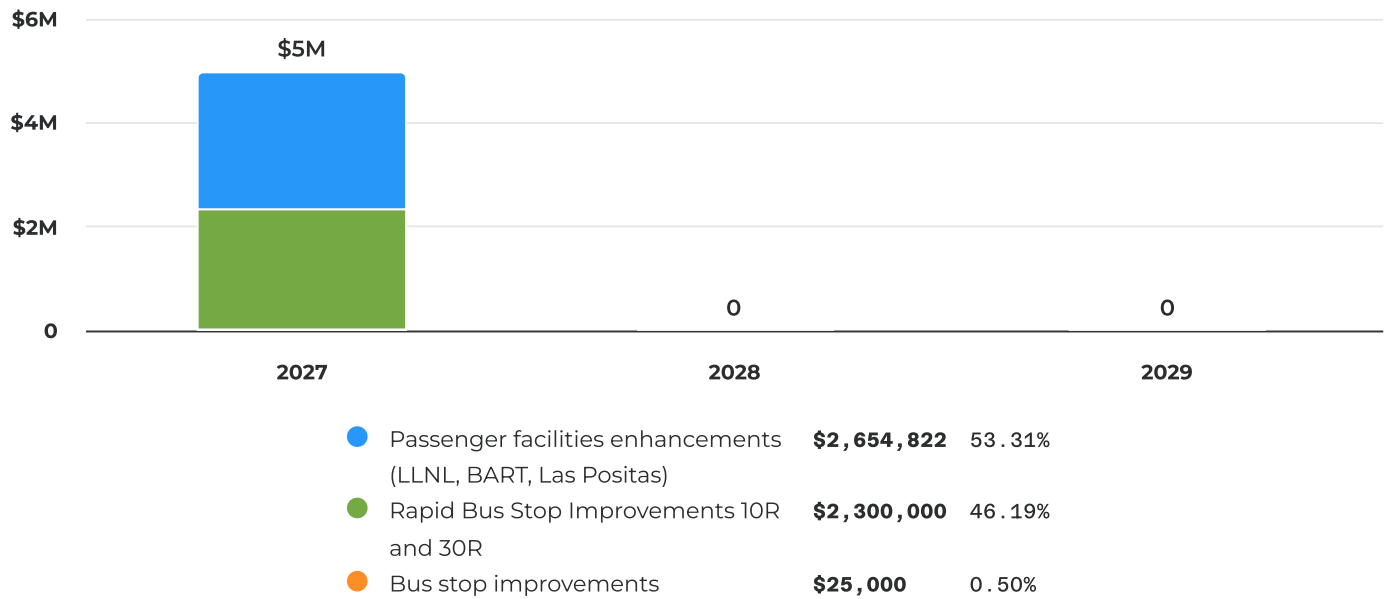
FY2027 Budget	Total Budget (all years)	Project Total
\$100K	\$100K	\$100K

Detailed Breakdown

Category	FY2027 Requested
TDA	\$100,000
Total	\$100,000

Bus Shelters and Stops

FY27 - FY31 Bus Shelters and Stops Projects



Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$2,654,822	\$0	\$0	\$2,654,822
Rapid Bus Stop Improvements 10R and 30R	\$2,300,000	\$0	\$0	\$2,300,000
Bus stop improvements	\$25,000	\$0	\$0	\$25,000
Total Summary of Requests	\$4,979,822	\$0	\$0	\$4,979,822

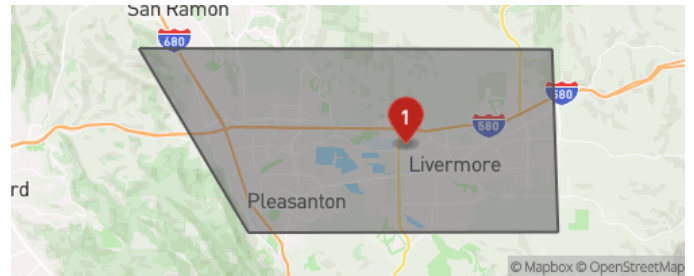
Bus stop improvements

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Bus Shelters and Stops
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

1362 Rutan Drive



Description

This funds bus stop improvements or replacement in the upcoming fiscal year that are not part of the Rapid corridor improvement project.

Details

Type of Project: Improvement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$25K	\$25K	\$25K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$25,000
Total	\$25,000

Funding Sources

FY2027 Budget

\$25K

Total Budget (all years)

\$25K

Project Total

\$25K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$25,000

Total

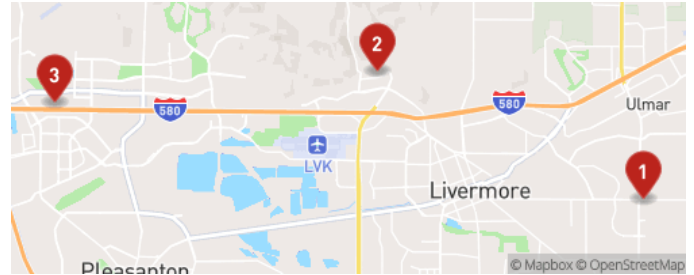
\$25,000

Passenger facilities enhancements (LLNL, BART, Las Positas)

Overview

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

Project Location



Description

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 bus stop sign elements.

Las Positas Rough Estimate \$681,250

Sandia Rough Estimate \$400,000

Dublin / Pleasanton BART Rough Estimate \$455,000

CM for all three \$230,438

Estimated total 1,766,688

Details

Type of Project: Improvement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$2.65M	\$2.65M	\$2.65M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Construction/Maintenance	\$2,597,143
Design	\$57,679
Total	\$2,654,822

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$2.65M	\$2.65M	\$2.65M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
FTA 5307	\$1,858,375
TDA	\$796,447
Total	\$2,654,822

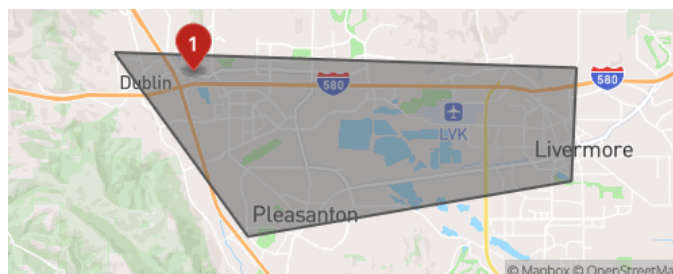
Rapid Bus Stop Improvements 10R and 30R

Overview

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

Project Location

Dublin Boulevard




Description


The LAVTA Rapid Bus Stop Improvement Project is intended to upgrade stops that were added during the 2016 COA Rapid realignment but did not receive Rapid standard amenities at that time. Eligible stops may receive Rapid signage, including real-time digital arrival signs and display case signage, along with shelters, benches, trash receptacles, and other passenger amenities consistent with the standards outlined in the agency title VI report. These improvements will create a consistent rider experience along the Rapid corridors and support continued ridership growth. Project funds will also be used to add two new stops associated with the Route 10R realignment in Pleasanton.

Details

Type of Project: New Construction

Supplemental Attachments

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

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

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$2.3M	\$2.3M	\$2.3M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Construction/Maintenance	\$2,070,000
Design	\$230,000
Total	\$2,300,000

Funding Sources

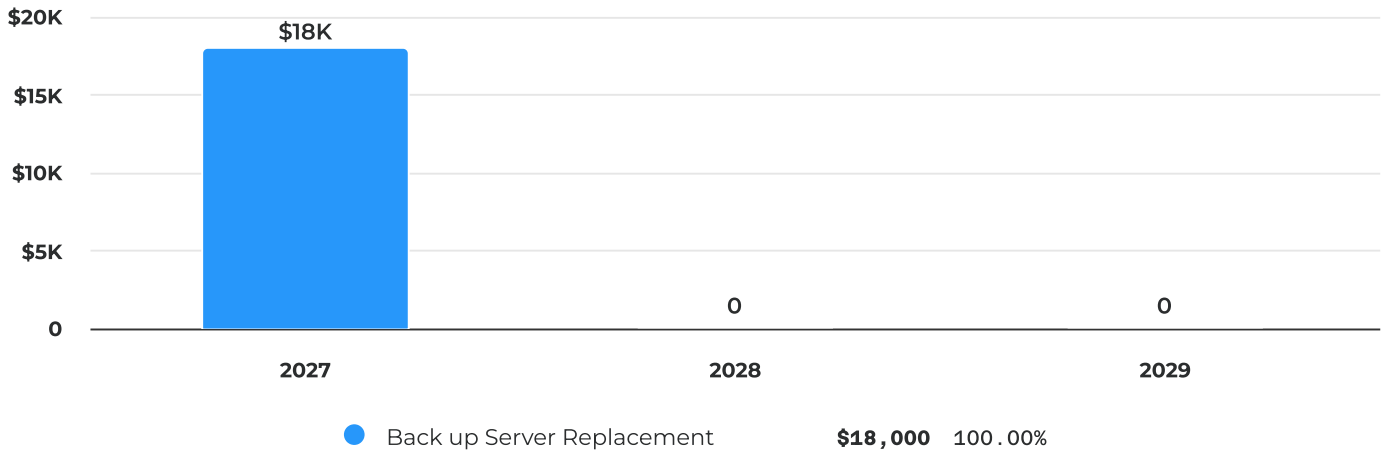
FY2027 Budget	Total Budget (all years)	Project Total
\$2.3M	\$2.3M	\$2.3M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Bridge Tolls	\$2,300,000
Total	\$2,300,000

Computers and Related Equipment

FY27 - FY31 Computers and Related Equipment Projects



Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Back up Server Replacement	\$18,000	\$0	\$0	\$18,000
Total Summary of Requests	\$18,000	\$0	\$0	\$18,000

Back up Server Replacement

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Computers and Related Equipment
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Description

The server that currently serves as host to the agency's backup up solution was deployed in 2019 and is far beyond its useful life. The funds requested would serve to replace this server and upgrade it to the latest software available. Estimated cost is \$18k

Details

New Purchase or Replacement: Replacement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$18K	\$18K	\$18K

Detailed Breakdown

Category	FY2027 Requested
Equipment	\$18,000
Total	\$18,000

Funding Sources

FY2027 Budget

\$18K

Total Budget (all years)

\$18K

Project Total

\$18K

Detailed Breakdown

Category

FY2027
Requested

TDA

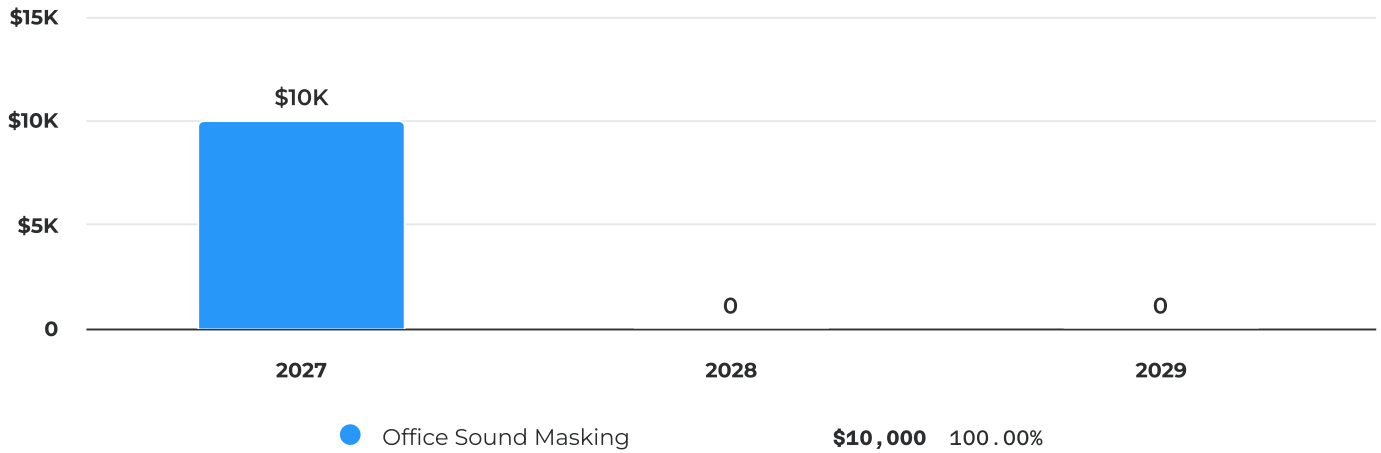
\$18,000

Total

\$18,000

Office and Facility Equipment

FY27 - FY31 Office and Facility Equipment Projects



Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Office Sound Masking	\$10,000	\$0	\$0	\$10,000
Total Summary of Requests	\$10,000	\$0	\$0	\$10,000

Office Sound Masking

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Office and Facility Equipment
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Description

This project will install a sound masking system in the LAVTA office. The system will improve speech privacy, reduce distractions, and support a more productive work environment. The current office layout allows conversations to carry across work areas, which increases noise levels and affects staff focus during tasks that require accuracy and confidentiality.

A sound masking system introduces a consistent ambient signal that reduces the intelligibility of speech. This improves privacy for sensitive discussions, supports customer service functions, and reduces interruptions that slow down administrative work.

This project provides a cost effective facility improvement that strengthens staff productivity, protects sensitive information, and enhances the overall functionality of the administrative office.

Details

New Purchase or Replacement: New

Supplemental Attachments

 [Lonestar Acoustics](#)

Capital Cost

FY2027 Budget
\$10K

Total Budget (all years)
\$10K

Project Total
\$10K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Equipment	\$10,000
Total	\$10,000

Funding Sources

FY2027 Budget
\$10K

Total Budget (all years)
\$10K

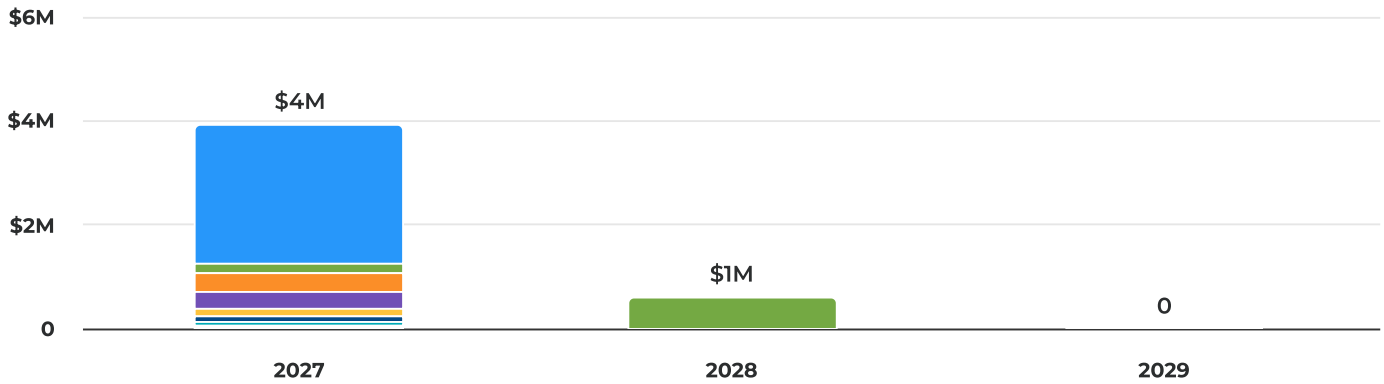
Project Total
\$10K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
TDA	\$10,000
Total	\$10,000

Other Improvements

FY27 - FY31 Other Improvements Projects



● Transit Signal Priority Upgrade & Expansion	\$2,673,643	58.90%
● Hybrid Battery Replacements	\$813,949	17.93%
● Golden Gate Drive Traffic Circle reconfiguration	\$359,112	7.91%
● Fleet Engine replacement.	\$300,000	6.61%
● Transmission / hybrid drive replacements	\$150,000	3.30%
● BAE Drive motors	\$120,000	2.64%
● On-board Camera Retrofit	\$73,000	1.61%
● Rewrap buses that have badly faded and or damaged wraps	\$35,000	0.77%
● DPIM / ESS Fuses	\$14,850	0.33%

Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$2,673,643	\$0	\$0	\$2,673,643
Hybrid Battery Replacements	\$212,288	\$601,661	\$0	\$813,949
Golden Gate Drive Traffic Circle reconfiguration	\$359,112	\$0	\$0	\$359,112
Fleet Engine replacement.	\$300,000	\$0	\$0	\$300,000
Transmission / hybrid drive replacements	\$150,000	\$0	\$0	\$150,000
BAE Drive motors	\$120,000	\$0	\$0	\$120,000
On-board Camera Retrofit	\$73,000	\$0	\$0	\$73,000
Rewrap buses that have badly faded and or damaged wraps	\$35,000	\$0	\$0	\$35,000
DPIM / ESS Fuses	\$14,850	\$0	\$0	\$14,850
Total Summary of Requests	\$3,937,893	\$601,661	\$0	\$4,539,554



BAE Drive motors

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2025
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. 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. As the buses age, that number is expected to increase. These funds will be used to replace drive motors for four (4) buses that we expect to fail throughout fiscal year 2027.

Details

Type of Project: Refurbishment

Supplemental Attachments

 [Estimate 1031.pdf](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$120K	\$120K	\$120K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$120,000
Total	\$120,000

Funding Sources

FY2027 Budget

\$120K

Total Budget (all years)

\$120K

Project Total

\$120K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$120,000

Total

\$120,000

DPIM / ESS Fuses

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

1362 Rutan Drive



Description

Whenever a DPIM or ESS fails, the associated fuses typically fail as well. Each unit contains 3 fuses. This line item covers 6 sets of replacement fuses at the current price of \$750 per fuse multiplied by 3 plus a 10 % contingency due to current market volatility. The quantity aligns with the number of DPIM and ESS units we are budgeting to replace this year.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$14.9K	\$14.9K	\$14.9K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$14,850
Total	\$14,850

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$14.9K	\$14.9K	\$14.9K

Detailed Breakdown

Category	FY2027 Requested
TDA	\$14,850
Total	\$14,850



Fleet Engine replacement.

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2025
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. The engines are included in this category. In the past three years, the agency has replaced eight engines. As the buses age, that number is expected to increase. The requested funds anticipate that four engines will fail throughout fiscal year 2027.

Details

Type of Project: Refurbishment

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$300K	\$300K	\$300K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$300,000
Total	\$300,000

Funding Sources

FY2027 Budget

\$300K

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$300,000

Total

\$300,000

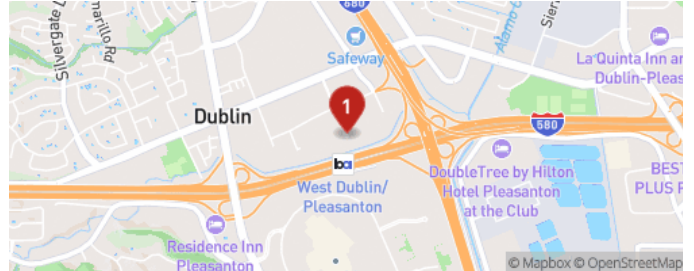
Golden Gate Drive Traffic Circle reconfiguration

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

Golden Gate Drive



Description

This project will reconfigure the traffic circle on Golden Gate Drive in Dublin to allow the buses to safely exit from the West Dublin BART station.

Details

Type of Project: Other improvement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$359K	\$359K	\$359K

Detailed Breakdown

Category	FY2027 Requested
Construction/Maintenance	\$300,000
Design	\$59,112
Total	\$359,112

Funding Sources

FY2027 Budget

\$359K

Total Budget (all years)

\$359K

Project Total

\$359K

Detailed Breakdown

Category

FY2027
Requested

LCTOP

\$249,000

TDA

\$110,112

Total

\$359,112

Hybrid Battery Replacements

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
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 eight 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 3 buses.

FYI. The cost of batteries has increased dramatically. The most recent quote was for \$69k for one bus.

Details

Type of Project: Refurbishment

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$212K	\$814K	\$814K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
Equipment/Vehicle/Furnishings	\$212,288	\$601,661	\$813,949
Total	\$212,288	\$601,661	\$813,949

Funding Sources

FY2027 Budget
\$212K

Total Budget (all years)
\$814K

Project Total
\$814K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
FTA 5307	\$169,830	\$481,329	\$651,159
TDA	\$42,458	\$120,332	\$162,790
Total	\$212,288	\$601,661	\$813,949

On-board Camera Retrofit

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Project Location

1362 Rutan Drive



Description

This capital project retrofits 9 of LAVTA's 35-foot Rapid buses with the TSI Nexus Network Video Recorder system. The upgrade enables continued use of the existing onboard cameras while providing reliable recording, storage, retrieval, and management of video footage. The scope includes installation of the NVR hardware, solid state storage, power distribution components, network switch, and required software licensing to support video capture and integration with TSI's NexView Pro video management platform.

The retrofit ensures that video from these vehicles can be securely stored and accessed for incident investigation, safety monitoring, and customer service needs, while also standardizing onboard video management capabilities across the fleet. The total estimated cost for retrofitting 9 buses is \$73,000 based on the vendor quote plus a 10% contingency.

Details

Type of Project: Refurbishment

Supplemental Attachments

 [Quote TSI-00001483-0.pdf](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$73K	\$73K	\$73K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$73,000
Total	\$73,000



Funding Sources

FY2027 Budget

\$73K

Total Budget (all years)

\$73K

Project Total

\$73K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$73,000

Total

\$73,000

Rewrap buses that have badly faded and or damaged wraps

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Improvement
Project Type	Other Improvements
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Description

Some of the buses in the fleet are carrying wraps that have visibly deteriorated and no longer reflect well on the agency. This funding will allow us to rewrap the four units in the poorest condition, restoring a clean, consistent appearance across the system.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$35K	\$35K	\$35K

Detailed Breakdown

Category	FY2027 Requested
Other	\$35,000
Total	\$35,000

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$35K	\$35K	\$35K

Detailed Breakdown

Category	FY2027 Requested
TDA	\$35,000
Total	\$35,000



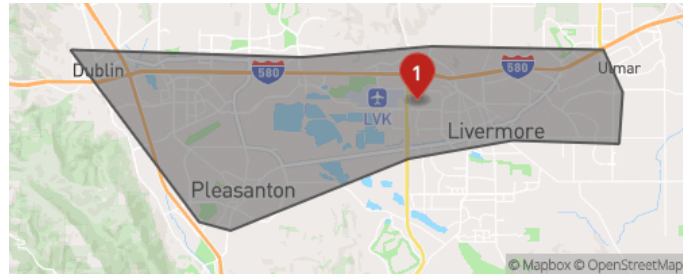
Transit Signal Priority Upgrade & Expansion

Overview

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

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

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

 [RM2 IPR](#)
RM2 IPR

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$2.67M	\$2.67M	\$2.67M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Construction/Maintenance	\$2,401,970
Design	\$271,673
Total	\$2,673,643

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
\$2.67M	\$2.67M	\$2.67M

Detailed Breakdown

Category	FY2027 <i>Requested</i>
Bridge Tolls	\$2,578,643
TFCA	\$95,000
TDA	\$0
Total	\$2,673,643

Transmission / hybrid drive replacements

Overview

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

Project Location



Description

The agency's agreement with MV Transportation requires the agency to fund specific high value component failures on the fleet. Transmissions and hybrid drive systems fall within this category. Allison manufactures the hybrid drive installed in thirty buses in the 2011 through 2017 fleet. Component failures have already begun to increase as the vehicles age. Over the past three years, the agency has replaced 4 Allison hybrid drive units, and in 2025 the agency replaced a transaxle in a support vehicle. Based on this trend and the age profile of the fleet, the requested funds assume 4 hybrid drive or transmission failures during fiscal year 2027.

Details

Type of Project: Refurbishment

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$150K	\$150K	\$150K

Detailed Breakdown

Category	FY2027 Requested
Equipment/Vehicle/Furnishings	\$150,000
Total	\$150,000

Funding Sources

FY2027 Budget

\$150K

Total Budget (all years)

\$150K

Project Total

\$150K

Detailed Breakdown

Category

FY2027
Requested

TDA

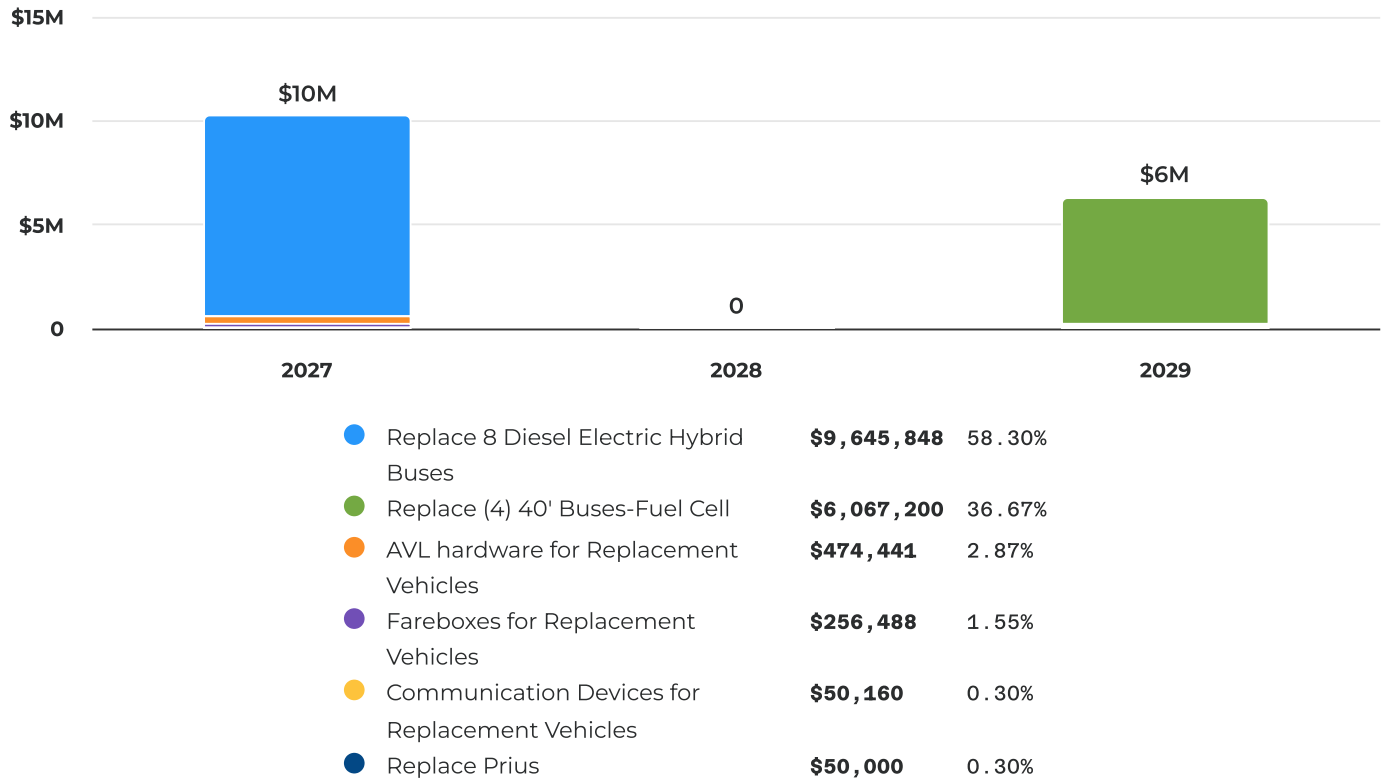
\$150,000

Total

\$150,000

Vehicles and Wheeled Equipment

FY27 - FY31 Vehicles and Wheeled Equipment Projects



Summary of Requests

Category	FY2027	FY2028	FY2029	Total
Replace 8 Diesel Electric Hybrid Buses	\$9,645,848	\$0	\$0	\$9,645,848
Replace (4) 40' Buses-Fuel Cell	\$0	\$0	\$6,067,200	\$6,067,200
AVL hardware for Replacement Vehicles	\$335,928	\$0	\$138,513	\$474,441
Fareboxes for Replacement Vehicles	\$170,991	\$0	\$85,497	\$256,488
Communication Devices for Replacement Vehicles	\$33,440	\$0	\$16,720	\$50,160
Replace Prius	\$50,000	\$0	\$0	\$50,000
Total Summary of Requests	\$10,236,207	\$0	\$6,307,930	\$16,544,137

AVL hardware for Replacement Vehicles

Overview

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

Description

Purchase 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

FY2027 Budget	Total Budget (all years)	Project Total
\$336K	\$474K	\$474K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
Vehicle Cost	\$335,928	\$138,513	\$474,441
Total	\$335,928	\$138,513	\$474,441

Funding Sources

FY2027 Budget
\$336K

Total Budget (all years)
\$474K

Project Total
\$474K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
FTA 5307	\$221,619	\$110,810	\$332,429
TDA	\$114,309	\$27,703	\$142,012
Total	\$335,928	\$138,513	\$474,441

Communication Devices for Replacement Vehicles

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Vehicles and Wheeled Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2027


Description

Purchase Radios and Cell-based Routers for replacement buses

Details

New Purchase or Replacement: Replacement	Useful Life: 12
New or Used Vehicle: New	Vehicle type: 40' Bus Hybrid, 35' Bus Hybrid

Supplemental Attachments

 [TIP project listing](#)
Funding reference

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$33.4K	\$50.2K	\$50.2K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
Vehicle Cost	\$33,440	\$16,720	\$50,160
Total	\$33,440	\$16,720	\$50,160



Funding Sources

FY2027 Budget
\$33.4K

Total Budget (all years)
\$50.2K

Project Total
\$50.2K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
FTA 5307	\$26,752	\$13,376	\$40,128
TDA	\$6,688	\$3,344	\$10,032
Total	\$33,440	\$16,720	\$50,160

Fareboxes for Replacement Vehicles

Overview

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

Description

Purchase Fareboxes for 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

FY2027 Budget	Total Budget (all years)	Project Total
\$171K	\$256K	\$256K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
Vehicle Cost	\$170,991	\$85,497	\$256,488
Total	\$170,991	\$85,497	\$256,488



Funding Sources

FY2027 Budget

\$171K

Total Budget (all years)

\$256K

Project Total

\$256K

Detailed Breakdown

Category	FY2027 <i>Requested</i>	FY2029 <i>Requested</i>	Total
FTA 5307	\$136,793	\$68,397	\$205,190
TDA	\$34,198	\$17,100	\$51,298
Total	\$170,991	\$85,497	\$256,488

Replace (4) 40' Buses-Fuel Cell

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Vehicles and Wheeled Equipment
Estimated Start Date	07/1/2024
Estimated Completion Date	06/30/2029


Description

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

Details

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

Supplemental Attachments

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

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$0	\$6.07M	\$6.07M

Detailed Breakdown

Category	FY2029 Requested
Vehicle Cost	\$6,067,200
Total	\$6,067,200

Funding Sources

FY2027 Budget

\$0

Total Budget (all years)

\$6.07M

Project Total

\$6.07M

Detailed Breakdown

Category

FY2029
Requested

FTA 5307

\$3,533,794

FTA 5339

\$1,319,966

TDA

\$1,213,440

Total

\$6,067,200

Replace 8 Diesel Electric Hybrid Buses

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Vehicles and Wheeled Equipment
Estimated Start Date	07/1/2025
Estimated Completion Date	06/30/2027

Description

These funds will be used to purchase 8 Diesel electric hybrid replacement vehicles.

4 - 35' Buses

4 - 40' Buses

Details

New Purchase or Replacement: Replacement	Useful Life: 12
New or Used Vehicle: New	Vehicle type: 40' Bus Hybrid, 35' Bus Hybrid

Supplemental Attachments

 [TIP Listing with Funding Detail](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$9.65M	\$9.65M	\$9.65M

Detailed Breakdown

Category	FY2027 Requested
Vehicle Cost	\$9,645,848
Total	\$9,645,848



Funding Sources

FY2027 Budget

\$9.65M

Total Budget (all years)

\$9.65M

Project Total

\$9.65M

Detailed Breakdown

Category

FY2027
Requested

FTA 5307

\$6,751,720

TDA

\$1,629,829

FTA 5339

\$1,132,584

SGR

\$131,715

Total

\$9,645,848

Replace Prius

Overview

Request Owner	Dave Massa, Capital Projects Manager
Department	Capital Program
Type	Capital Equipment
Project Type	Vehicles and Wheeled Equipment
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2027

Description

This allocation will replace the agency's failing 2005 Toyota Prius

Details

New Purchase or Replacement: Replacement	Useful Life: 10
New or Used Vehicle: New	Vehicle type: Car

Supplemental Attachments

 [DGS Price list](#)

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
\$50K	\$50K	\$50K

Detailed Breakdown

Category	FY2027 Requested
Vehicle Cost	\$50,000
Total	\$50,000

Funding Sources

FY2027 Budget

\$50K

Total Budget (all years)

\$50K

Project Total

\$50K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$50,000

Total

\$50,000

Appendix

Glossary

Abatement: A reduction or elimination of a real or personal property tax, motor vehicle excise, a fee, charge, or special assessment imposed by a governmental unit. Granted only on application of the person seeking the abatement and only by the committing governmental unit.

Accounting System: The total structure of records and procedures that identify record, classify, and report information on the financial position and operations of a governmental unit or any of its funds, account groups, and organizational components.

Accrued Interest: The amount of interest that has accumulated on the debt since the date of the last interest payment, and on the sale of a bond, the amount accrued up to but not including the date of delivery (settlement date). (See Interest)

ACFR: Annual Comprehensive Financial Report - A detailed report of an organization's financial activities and performance over the fiscal year.

Amortization: The gradual repayment of an obligation over time and in accordance with a predetermined payment schedule.

Appropriation: A legal authorization from the community's legislative body to expend money and incur obligations for specific public purposes. An appropriation is usually limited in amount and as to the time period within which it may be expended.

Arbitrage: As applied to municipal debt, the investment of tax-exempt bonds or note proceeds in higher yielding, taxable securities. Section 103 of the Internal Revenue Service (IRS) Code restricts this practice and requires (beyond certain limits) that earnings be rebated (paid) to the IRS.

Assessed Valuation: A value assigned to real estate or other property by a government as the basis for levying taxes.

Assets: Items owned by an organization that have economic value, such as cash, investments, property, and equipment.

Audit: An examination of a community's financial systems, procedures, and data by a certified public accountant (independent auditor), and a report on the fairness of financial statements and on local compliance with statutes and regulations. The audit serves as a valuable management tool in evaluating the fiscal performance of a community.

Audit Report: Prepared by an independent auditor, an audit report includes: (a) a statement of the scope of the audit; (b) explanatory comments as to application of auditing procedures; (c) findings and opinions. It is almost always accompanied by a management letter which contains supplementary comments and recommendations.

Available Funds: Balances in the various fund types that represent non-recurring revenue sources. As a matter of sound practice, they are frequently appropriated to meet unforeseen expenses, for capital expenditures or other one-time costs.

Balance Sheet: A statement that discloses the assets, liabilities, reserves and equities of a fund or governmental unit at a specified date.

Betterments (Special Assessments): Whenever a specific area of a community receives benefit from a public improvement (e.g., water, sewer, sidewalk, etc.), special property taxes may be assessed to reimburse the governmental entity for all or part of the costs it incurred. Each parcel receiving benefit from the improvement is assessed for its proportionate share of the cost of such improvements. The proportionate share may be paid in full or the property owner may request that the assessors apportion the betterment over 20 years. Over the life of the

betterment, one year's apportionment along with one year's committed interest computed from October 1 to October 1 is added to the tax bill until the betterment has been paid.

Bond: A means to raise money through the issuance of debt. A bond issuer/borrower promises in writing to repay a specified sum of money, alternately referred to as face value, par value or bond principal, to the buyer of the bond on a specified future date (maturity date), together with periodic interest at a specified rate. The term of a bond is always greater than one year. (See Note)

Bond and Interest Record: (Bond Register) – The permanent and complete record maintained by a treasurer for each bond issue. It shows the amount of interest and principal coming due each date and all other pertinent information concerning the bond issue.

Bonds Authorized and Unissued: Balance of a bond authorization not yet sold. Upon completion or abandonment of a project, any remaining balance of authorized and unissued bonds may not be used for other purposes, but must be rescinded by the community's legislative body to be removed from community's books.

Bond Issue: Generally, the sale of a certain number of bonds at one time by a governmental unit.

Bond Rating (Municipal): A credit rating assigned to a municipality to help investors assess the future ability, legal obligation, and willingness of the municipality (bond issuer) to make timely debt service payments. Stated otherwise, a rating helps prospective investors determine the level of risk associated with a given fixed-income investment. Rating agencies, such as Moody's and Standard and Poors, use rating systems, which designate a letter or a combination of letters and numerals where AAA is the highest rating and C1 is a very low rating.

Budget: A plan for allocating resources to support particular services, purposes and functions over a specified period of time. (See Performance Budget, Program Budget)

Capital Assets: All real and tangible property used in the operation of government, which is not easily converted into cash, and has an initial useful life extending beyond a single financial reporting period. Capital assets include land and land improvements; infrastructure such as roads, bridges, water and sewer lines; easements; buildings and building improvements; vehicles, machinery and equipment. Communities typically define capital assets in terms of a minimum useful life and a minimum initial cost. (See Fixed Assets)

Capital Budget: An appropriation or spending plan that uses borrowing or direct outlay for capital or fixed asset improvements. Among other information, a capital budget should identify the method of financing each recommended expenditure, i.e., tax levy or rates, and identify those items that were not recommended. (See Capital Assets, Fixed Assets)

Cash: Currency, coin, checks, postal and express money orders and bankers' drafts on hand or on deposit with an official or agent designated as custodian of cash and bank deposits.

Cash Flow: The movement of money into or out of an organization, showing its liquidity and ability to meet financial obligations.

Cash Management: The process of monitoring the ebb and flow of money in an out of municipal accounts to ensure cash availability to pay bills and to facilitate decisions on the need for short- term borrowing and investment of idle cash.

Certificate of Deposit (CD): A bank deposit evidenced by a negotiable or non-negotiable instrument, which provides on its face that the amount of such deposit plus a specified interest payable to a bearer or to any specified person on a certain specified date, at the expiration of a certain specified time, or upon notice in writing.

Classification of Real Property: Assessors are required to classify all real property according to use into one of four classes: residential, open space, commercial, and industrial. Having classified its real properties, local officials are permitted to determine locally, within limitations established by statute and the Commissioner of Revenue, what percentage of the tax burden is to be borne by each class of real property and by personal property owners.

Collective Bargaining: The process of negotiating workers' wages, hours, benefits, working conditions, etc., between an employer and some or all of its employees, who are represented by a recognized labor union, regarding wages, hours and working conditions.

Compliance: Adherence to relevant laws, regulations, and internal policies governing financial reporting and operations.

Consumer Price Index: The statistical measure of changes, if any, in the overall price level of consumer goods and services. The index is often called the "cost-of-living index."

Cost-Benefit Analysis: A decision-making tool that allows a comparison of options based on the level of benefit derived and the cost to achieve the benefit from different alternatives.

Debt Burden: The amount of debt carried by an issuer usually expressed as a measure of value (i.e., debt as a percentage of assessed value, debt per capita, etc.). Sometimes debt burden refers to debt service costs as a percentage of the total annual budget.

Debt Service: The repayment cost, usually stated in annual terms and based on an amortization schedule, of the principal and interest on any particular bond issue.

Encumbrance: A reservation of funds to cover obligations arising from purchase orders, contracts, or salary commitments that are chargeable to, but not yet paid from, a specific appropriation account.

Enterprise Funds: An enterprise fund is a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. It allows a community to demonstrate to the public the portion of total costs of a service that is recovered through user charges and the portion that is subsidized by the tax levy, if any. With an enterprise fund, all costs of service delivery — direct, indirect, and capital costs — are identified. This allows the community to recover total service costs through user fees if it chooses. Enterprise accounting also enables communities to reserve the "surplus" or net assets unrestricted generated by the operation of the enterprise rather than closing it out to the general fund at year-end. Services that may be treated as enterprises include, but are not limited to, water, sewer, hospital, and airport services.

Equalized Valuations (EQVs): The determination of the full and fair cash value of all property in the community that is subject to local taxation.

Equity: The residual interest in the assets of an organization after deducting liabilities, representing the owners' stake in the business.

Estimated Receipts: A term that typically refers to anticipated local revenues often based on the previous year's receipts and represent funding sources necessary to support a community's annual budget. (See Local Receipts)

Exemptions: A discharge, established by statute, from the obligation to pay all or a portion of a property tax. The exemption is available to particular categories of property or persons upon the timely submission and approval of an application to the assessors. Properties exempt from taxation include hospitals, schools, houses of worship, and cultural institutions. Persons who may qualify for exemptions include disabled veterans, blind individuals, surviving spouses, and seniors.

Expenditure: An outlay of money made by municipalities to provide the programs and services within their approved budget.

Fiduciary Funds: Repository of money held by a municipality in a trustee capacity or as an agent for individuals, private organizations, other governmental units, and other funds. These include pension (and other employee benefit) trust funds, investment trust funds, private- purpose trust funds, and agency funds.

Financial Statements: Reports summarizing an organization's financial activities and position, including the balance sheet, income statement, and cash flow statement.

Fiscal Year: The 12-month period for which an organization plans the use of its funds, typically not the same as the calendar year.

Fixed Assets: Long-lived, assets such as buildings, equipment and land obtained or controlled as a result of past transactions or circumstances.

Fixed Costs: Costs that are legally or contractually mandated such as retirement, FICA/Social Security, insurance, debt service costs or interest on loans.

Float: The difference between the bank balance for a local government's account and its book balance at the end of the day. The primary factor creating float is clearing time on checks and deposits. Delays in receiving deposit and withdrawal information also influence float.

Full Faith and Credit: A pledge of the general taxing powers for the payment of governmental obligations. Bonds carrying such pledges are usually referred to as general obligation or full faith and credit bonds.

Fund: An accounting entity with a self-balancing set of accounts that are segregated for the purpose of carrying on identified activities or attaining certain objectives in accordance with specific regulations, restrictions, or limitations.

Fund Accounting: Organizing financial records into multiple, segregated locations for money. A fund is a distinct entity within the municipal government in which financial resources and activity (assets, liabilities, fund balances, revenues, and expenditures) are accounted for independently in accordance with specific regulations, restrictions or limitations. Examples of funds include the general fund and enterprise funds. Communities whose accounting records are organized according to the Uniform Municipal Accounting System (UMAS) use multiple funds.

GAAP: Generally Accepted Accounting Principles - Standard accounting principles, standards, and procedures that companies use to compile their financial statements.

GASB 34: A major pronouncement of the Governmental Accounting Standards Board that establishes new criteria on the form and content of governmental financial statements. GASB 34 requires a report on overall financial health, not just on individual funds. It requires more complete information on the cost of delivering value estimates on public infrastructure assets, such as bridges, road, sewers, etc. It also requires the presentation of a narrative statement the government's financial performance, trends and prospects for the future.

GASB 45: This is another Governmental Accounting Standards Board major pronouncement that each public entity account for and report other postemployment benefits in its accounting statements. Through actuarial analysis, municipalities must identify the true costs of the OPEB earned by employees over their estimated years of actual service.

General Fund: The fund used to account for most financial resources and activities governed by the normal appropriation process.

General Obligation Bonds: Bonds issued by a municipality for purposes allowed by statute that are backed by the full faith and credit of its taxing authority.

Governing Body: A board, committee, commission, or other executive or policymaking body of a municipality or school district.

Indirect Cost: Costs of a service not reflected in the operating budget of the entity providing the service. An example of an indirect cost of providing water service would be the value of time spent by non-water department employees processing water bills. A determination of these costs is necessary to analyze the total cost of service delivery. The matter of indirect costs arises most often in the context of enterprise funds.

Internal Controls: Policies and procedures implemented by an organization to ensure the reliability of financial reporting and compliance with laws and regulations, aiming to prevent fraud and errors.

Interest: Compensation paid or to be paid for the use of money, including amounts payable at periodic intervals or discounted at the time a loan is made. In the case of municipal bonds, interest payments accrue on a day-to-day basis, but are paid every six months.

Interest Rate: The interest payable, expressed as a percentage of the principal available for use during a specified period of time. It is always expressed in annual terms.

Investments: Securities and real estate held for the production of income in the form of interest, dividends, rentals or lease payments. The term does not include fixed assets used in governmental operations.

Liabilities: Debts or obligations owed by an organization, including loans, accounts payable, and accrued expenses.

Line Item Budget: A budget that separates spending into categories, or greater detail, such as supplies, equipment, maintenance, or salaries, as opposed to a program budget.

Local Aid: Revenue allocated by the state or counties to municipalities and school districts.

Maturity Date: The date that the principal of a bond becomes due and payable in full.

Municipal(s): (As used in the bond trade) "Municipal" refers to any state or subordinate governmental unit. "Municipals" (i.e., municipal bonds) include not only the bonds of all political subdivisions, such as cities, towns, school districts, special districts, counties but also bonds of the state and agencies of the state.

Net Income: The difference between an organization's revenues and expenses, representing its profit or loss for a specific period.

Note: A short-term loan, typically with a maturity date of a year or less.

Objects of Expenditures: A classification of expenditures that is used for coding any department disbursement, such as "personal services," "expenses," or "capital outlay."

Official Statement: A document prepared for potential investors that contains information about a prospective bond or note issue and the issuer. The official statement is typically published with the notice of sale. It is sometimes called an offering circular or prospectus.

Operating Budget: A plan of proposed expenditures for personnel, supplies, and other expenses for the coming fiscal year.

Overlapping Debt: A community's proportionate share of the debt incurred by an overlapping government entity, such as a regional school district, regional transit authority, etc.

Performance Budget: A budget that stresses output both in terms of economy and efficiency.

Principal: The face amount of a bond, exclusive of accrued interest.

Program: A combination of activities to accomplish an end.

Program Budget: A budget that relates expenditures to the programs they fund. The emphasis of a program budget is on output.

Proprietary Funds: Funds used to record the financial transactions of governmental entities when they engage in activities that are intended to recover the cost of providing goods or services to the general public on a user-fee basis.

Purchased Services: The cost of services that are provided by a vendor.

Refunding of Debt: Transaction where one bond issue is redeemed and replaced by a new bond issue under conditions generally more favorable to the issuer.

Reserve Fund: An amount set aside annually within the budget of a town to provide a funding source for extraordinary or unforeseen expenditures.

Revaluation: The assessors of each community are responsible for developing a reasonable and realistic program to achieve the fair cash valuation of property in accordance with constitutional and statutory requirements. The nature and extent of that program will depend on the assessors' analysis and consideration of many factors, including, but not limited to, the status of the existing valuation system, the results of an in-depth sales ratio study, and the accuracy of existing property record information.

Revenues: Inflows of resources or other enhancements of assets of an organization, usually from sales of goods or services.

Revenue Anticipation Note (RAN): A short-term loan issued to be paid off by revenues, such as tax collections and state aid. RANs are full faith and credit obligations.

Revenue Bond: A bond payable from and secured solely by specific revenues and thereby not a full faith and credit obligation.

Revolving Fund: Allows a community to raise revenues from a specific service and use those revenues without appropriation to support the service.

Sale of Real Estate Fund: A fund established to account for the proceeds of the sale of municipal real estate other than proceeds acquired through tax title foreclosure.

Stabilization Fund: A fund designed to accumulate amounts for capital and other future spending purposes, although it may be appropriated for any lawful purpose.

Surplus Revenue: The amount by which cash, accounts receivable, and other assets exceed liabilities and reserves.

Tax Rate: The amount of property tax stated in terms of a unit of the municipal tax base; for example, \$14.80 per \$1,000 of assessed valuation of taxable real and personal property.

Tax Title Foreclosure: The procedure initiated by a municipality to obtain legal title to real property already in tax title and on which property taxes are overdue.

Trust Fund: In general, a fund for money donated or transferred to a municipality with specific instructions on its use. As custodian of trust funds, the treasurer invests and expends such funds as stipulated by trust agreements, as

directed by the commissioners of trust funds or by the community's legislative body. Both principal and interest may be used if the trust is established as an expendable trust. For nonexpendable trust funds, only interest (not principal) may be expended as directed.

Uncollected Funds: Recently deposited checks included in an account's balance but drawn on other banks and not yet credited by the Federal Reserve Bank or local clearinghouse to the bank cashing the checks. (These funds may not be loaned or used as part of the bank's reserves and they are not available for disbursement.)

Undesignated Fund Balance: Monies in the various government funds as of the end of the fiscal year that are neither encumbered nor reserved, and are therefore available for expenditure once certified as part of free cash.

Unreserved Fund Balance (Surplus Revenue Account): The amount by which cash, accounts receivable, and other assets exceed liabilities and restricted reserves. It is akin to a "stockholders' equity" account on a corporate balance sheet. It is not, however, available for appropriation in full because a portion of the assets listed as "accounts receivable" may be taxes receivable and uncollected. (See Free Cash)

Valuation (100 Percent): The legal requirement that a community's assessed value on property must reflect its market, or full and fair cash value.

We are engaged to audit LAVTA's (Authority) basic financial statements for the year ended June 30, 2026. Professional standards require that we provide you with the following information related to our audit. Topics include audit scope, management representations, fraud risk considerations and audit timing. We have presented an overview of these topics below:

Our Responsibility under U.S. Generally Accepted Auditing Standards, Government Auditing Standards" and the Uniform Guidance

As stated in our engagement letters provided to the Director of Finance, attached, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we will consider the Authority internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinions on the financial statements and not to provide assurance on the internal control over financial reporting. We will also consider internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test report on internal control over compliance in accordance with the Uniform Guidance.

As part of obtaining reasonable assurance about whether the Authority financial statements are free of material misstatement, we will perform tests of its compliance with certain provisions of laws, regulations, contracts and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit. Also, in accordance with the Uniform Guidance, we will examine, on a test basis, evidence about the Authority compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on the Authority compliance with those requirements. While our audit will provide a reasonable basis for our opinion, it will not provide a legal determination on the Authority compliance with those requirements.

Generally accepted accounting principles provide for certain required supplementary information (RSI) to supplement the basic financial statements. Our responsibility with respect to the management's discussion and analysis, pension and OPEB schedules, which supplements the basic financial statements, is to apply certain limited procedures in accordance with generally accepted auditing standards. However, the RSI will not be audited and, because of the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance, we will not express an opinion or provide any assurance on the RSI.

We have been engaged to report on LAVTA's the Schedule of Operating Revenues and Expenses by Function, which accompany the financial statements but are not RSI. Our responsibility for this supplementary information, as described by professional standards, is to evaluate the presentation of the supplementary information in relation to the financial statements as a whole and to report on whether the supplementary information is fairly stated, in all material respects, in relation to the financial statements as a whole.

We have not been engaged to report on LAVTA's introductory section and statistical section, which accompany the financial statements but are not RSI. Our responsibility with respect to this other information in documents containing the audited financial statements and auditor's report does not extend beyond the financial information identified in the report. We have no responsibility for determining whether this other information is properly stated. This other information will not be audited and we will not express an opinion or provide any assurance on it.

Planned Scope and Other

The audit scope is included in the engagement letter provided to the Director of Finance. It defines what an audit of the Authority financial statements is and discusses internal control, fraud considerations and management responsibilities for data contained in financial statements. It is the standard used when a financial statement audit is to be conducted. This letter is a clarification of the audit process contemplated in the contract we have entered into with the Authority pursuant to the Board's approval.

Management Representations

We will request representations from management that data and assertions provided are complete and accurate. We rely primarily on our audit verification tests and procedures, however, management assertions and judgments unavoidably affect financial data.

Fraud Risk Considerations

Audit standards require us to have discussions with our clients to discuss both the potential for and any occurrences of fraud and the impact on financial statements. "Fraud" is defined as an intentional act that results in a *material misstatement in financial statements* that are subject to audit. In this case, fraud includes two concepts. The first is fraudulent financial reporting, including misapplication of accounting principles, the omission of data or disclosures, fictitious transactions or sham transactions and concealment of relevant data. The second concept is that of misappropriations of assets, including theft, its concealment and conversion to cash.

In accordance with audit standards, we met with management and asked:

- a. Is management aware of known instances of fraud or allegations of suspected fraud?
- b. Are there areas management believes are "Susceptible to Fraud"?
 - i. Areas presumed susceptible to fraud under audit standards:
 - i. Improper revenue recognition
 - ii. Management override of Internal Control

Audit Timing

We have met with the Authority staff and agreed to the following schedule:

- The interim phase of the audit (internal control review and tests) was conducted in April 2026.
- The final phase of the audit (substantive tests and financial report preparation) is scheduled for the week of August 2026.
- Our plan is to finalize the reports by the end of December 2026

Communicating the Audit Process

We discussed the above topics with staff and wish to provide the Finance and Administration Committee an opportunity to participate in the audit process prior to its completion. If you could please respond to the following questions related to the Authority and if the answer to any question is “yes,” please provide an explanation:

- a. Are you aware of any instances of fraud or allegations of suspected fraud?
- b. Are there any areas you believe are “Susceptible to Fraud”?
- c. Are you aware of any possible or actual noncompliance or waste or abuse of programs and controls?
- d. Are you aware of any related-party transactions? (Transactions between the Authority or its component units and elected or appointed officials)

Please return your responses to the above questions via email to davida@mazeassociates.com or respond verbally during our meeting. If you have any questions or concerns, please do not hesitate to contact me directly at (925) 228-2800.

Sincerely,




David Alvey
Maze & Associates

David Alvey | CPA | Audit Partner



3478 Buskirk Avenue, Suite 217
Pleasant Hill, CA 94523

 (925)-228-2800, Ext. 227

 davida@mazeassociates.com



April 9, 2026

Tamara Edwards
Director of Finance
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94550

Dear Tamara:

We are pleased to confirm our understanding of the services we are to provide for the Livermore Amador Valley Transit Authority as of and for the year ended June 30, 2026.

Audit Scope and Objectives

The services we have been engaged to provide are outlined below, but we are also available to provide additional services at your request:

- 1) Audit of the basic financial statements, preparation of Memorandum on Internal Control and assistance with the preparation of the Annual Comprehensive Financial Report (ACFR), including preparation and printing of color graphs and review of statistical information.
- 2) Testing of federal programs for compliance with the Single Audit Act and applicable laws and regulations and issuance of our report thereon.
- 3) Testing of compliance of the Authority's Transportation Development Act (TDA) program for one project and issuance of our report.
- 4) Test Measure BB funds for compliance with the Agreement for Distribution of Measure BB Funds to Local Agencies.
- 5) Test of compliance for State of Good Repair Program.

Accounting standards generally accepted in the United States of America (GAAP) provide for certain required supplementary information (RSI), such as management's discussion and analysis, to supplement the Authority's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the Authority's RSI in accordance with auditing standards generally accepted in the United States of America (GAAS). These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

If the Authority's financial statements are accompanied by supplementary information other than RSI, we will subject the supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America, and we will provide an opinion on it in relation to the financial statements as a whole, in a report combined with our auditor's report on the financial statements.

In connection with our audit of the basic financial statements, we will read the other information accompanying the financial statements and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the accompanying supplementary information when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance, but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements. The objectives also include reporting on:

- Internal control over financial reporting and compliance with the provisions of laws, regulations, contracts and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control over compliance related to major programs and an opinion (or disclaimer of opinion) on compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards* (Uniform Guidance).

Auditor's Responsibilities for the Audit of the Financial Statements

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of the Uniform Guidance, and will include tests of the accounting records, a determination of major program(s) in accordance with Uniform Guidance, and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the Authority or to acts by management or employees acting on behalf of the Authority. Because the determination of waste and abuse is subjective, *Governmental Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, an unavoidable risk exists that some material misstatements or noncompliance may exist and not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of physical existence of inventories, and direct confirmation of cash, investments and certain other assets and liabilities by correspondence with selected customers, funding sources, creditors and financial institutions. We will also request written representations from your attorneys as part of the engagement, and they may bill the Authority for responding to this inquiry.

We may from time to time, and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers, but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

Our audit of the financial statements does not relieve you of your responsibilities.

Audit Procedures - Internal Control

We will obtain an understanding of the Authority and its environment, including the system of internal control, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by the Uniform Guidance, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to the Uniform Guidance.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and the Board internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit Procedures - Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of the Authority's compliance with provisions of applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the Authority has complied with federal statutes, regulations and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each major program. For federal programs that are included in the Compliance Supplement, our compliance and internal control procedures will relate to the compliance requirements that the Compliance Supplement, identifies as being subject to audit. The purpose of these procedures will be to express an opinion on the Authority's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Responsibilities of Management for the Financial Statements and Single Audit

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for (1) designing, implementing, establishing and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, including internal controls over federal awards, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; (2) following laws and regulations; (3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. Management is also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with GAAP; and for compliance with applicable laws and regulations (including federal statutes) and the provisions of contracts and grant agreements (including award agreements). Management's responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

Management is also responsible for making drafts of financial statements, schedule of expenditures of federal awards, all financial records and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers) and for the evaluation of whether there are any conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for the 12 months after the financial statement date or shortly thereafter (for example, within an additional three months if currently known). Management is also responsible for providing us with (1) access to all information of which management is aware is relevant to the preparation and fair presentation of the financial statements, including identification of all related parties and all related-party relationships and transactions, and other matters; (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under the Uniform Guidance; (3) additional information that we may request for the purpose of the audit; and (4) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. We understand that the Authority will provide us with the Closing Checklist information required for our audit and that the Authority is responsible for the accuracy and completeness of that information. At the conclusion of our audit, we will require certain written representations from management about responsibilities for the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and related matters.

Management's responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit as a whole.

Management is responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Authority involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Management's responsibilities include informing us of its knowledge of any allegations of fraud or suspected fraud affecting the Authority received in communications from employees, former employees, grantors, regulators, or others. In addition, management is responsible for identifying and ensuring that it complies with applicable laws, regulations, contracts, agreements and grants. Management is also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts and grant agreements that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan. The summary schedule of prior audit findings must be made available for our review.

With regard to including the auditor's report in an exempt offering document, you agree that the aforementioned auditor's report, or reference to Maze & Associates, will not be included in any such offering document without our prior permission or consent. Any agreement to perform work in connection with an exempt offering document, including an agreement to provide permission or consent will be a separate engagement. With regard to an exempt offering document with which Maze & Associates is not involved, you agree to clearly indicate in the exempt offering document that Maze & Associates is not involved with the contents of such offering document.

Management is also responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received, and COVID-19-related concepts, such as lost revenues, if applicable) in conformity with the Uniform Guidance. Management agrees to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. Management also agrees to include the audited financial statements with any presentation of the schedule of expenditures of federal awards that includes our report thereon. Management's responsibilities include acknowledging to us in the written representation letter that: (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance; (2) you believe the schedule of expenditures of federal awards, including its form and content, is stated fairly in accordance with the Uniform Guidance; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

Management is also responsible for the preparation of the other supplementary information, which we have been engaged to report on, in conformity with GAAP. Management agrees to include our report on the supplementary information in any document that contains and indicates that we have reported on the supplementary information. Management also agrees to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Management's responsibilities include acknowledging to us in the representation letter that: (1) management is responsible for presentation of the supplementary information in accordance with GAAP; (2) that management believes the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) management has disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining of a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Scope and Objective section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits or other studies. Management is also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

With regard to the electronic dissemination of audited financial statements, including financial statements published electronically on your website, you understand that electronic sites are a means to distribute information and, therefore, we are not required to read the information contained in these sites or to consider the consistency of other information in the electronic site with the original document.

In connection with this engagement, we may communicate with you or others via email transmission. As emails can be intercepted and read, disclosed, or otherwise communicated by an unintended third party, or may not be delivered to each of the parties to whom they are directed and only to such parties, we cannot guarantee or warrant that emails from us will be properly delivered and read only by the addressee. Therefore, we specifically disclaim and waive any liability or responsibility whatsoever for interception or unintentional disclosure of emails transmitted by us in connection with the performance of this engagement. In that regard, you agree that we shall have no liability for any loss or damage to any person or entity resulting from the use of email transmissions, including any consequential, incidental, direct, indirect or special damages, such as loss of revenues or anticipated profits, or disclosure or communication of confidential or proprietary information.

Other Services

We will also assist in preparing the financial statements, schedule of expenditures of federal awards, and related notes in conformity with GAAP and the Uniform Guidance based on information provided by you. These nonaudit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statements, schedule of expenditures of federal awards, and the related notes services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management's responsibilities.

Management agrees to assume all management responsibilities relating to the financial statements, schedule of expenditures of federal awards, related notes, and any other nonaudit services we provide. Management will be required to acknowledge in the management representation letter our assistance with the preparation of the financial statements, schedule of expenditures of federal awards and related notes and any other nonaudit services we provide and that you have reviewed and approved the financial statements, schedule of expenditures of federal awards and related notes and any other nonaudit services we provide prior to their issuance and have accepted responsibility for them. Further, management agrees to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

Engagement Administration, Fees, and Other

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to electronically submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the Federal Audit Clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report to you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 calendar days after receipt of the auditors' reports or nine months after the end of the audit period.

We will provide copies of our reports to the Authority; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is our property and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Maze & Associates personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

We will retain audit documentation for this engagement for seven years after the report release date pursuant to state regulations. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

As an attest client, we cannot retain your documents on your behalf. This is in accordance with ET 1.295.143 of the *AICPA Code of Professional Conduct*. The Authority is responsible for maintaining its own data and records.

SharePoint/OneDrive are used solely to transmit data or as a method of exchanging information and is not intended to store the Authority's information. The Authority is responsible for downloading any deliverables and other records from the SharePoint/OneDrive that it wishes to retain for its own records at the completion of the engagement. For multi-year engagements, such downloading should occur annually.

Upon completion of the engagement, data and other content will either be removed from SharePoint/OneDrive or become unavailable to the Authority within a reasonable timeframe (generally one week after issuance of our report). For multi-year engagements, completion of the engagement occurs when the deliverables are completed for that year.

We expect to begin our audit in April 2026 and to issue our reports no later than December 31, 2026. David Alvey is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

To ensure that Maze & Associates' independence is not impaired under the *AICPA Code of Professional Conduct*, you agree to inform the engagement partner before entering into any substantive employment discussions with any of our personnel.

Our fees for these services are billed based on our contract with the Authority. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if the Authority's account becomes thirty days or more overdue and may not be resumed until the Authority's account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report(s). You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination.

These fees are based on anticipated cooperation from Authority personnel, the completion of schedules and data requested on our Checklists by Authority personnel, preparation of audit confirmations we request by Authority personnel, location of any documents selected by us for testing, and the assumption that there will be no unexpected increases in work scope, such as new Single Audit Act major programs, new debt issues, etc., or delays which are beyond our control, as discussed on the Fees Attachment to this letter. If significant additional time is necessary, we will discuss it with Authority management and arrive at a new fee before we incur any additional costs.

We understand you will provide us with basic workspace sufficient to accommodate the audit team assigned to your audit. We understand the basic workspace will be equipped with a telephone and direct Internet access, preferably a temporary network outside of your network, a public IP address and a wired connection. We understand you will also provide us with access to a fax machine and read only access to your general ledger system.

You may request that we perform additional services not addressed in this engagement letter. If this occurs, we will communicate with you regarding the scope of the additional services and the estimated fees. We also may issue a separate engagement letter covering the additional services. In the absence of any other written communication from us documenting such additional services, our services will continue to be governed by the terms of this engagement letter.

Our most recent peer review report accompanies this letter.

Reporting

We will issue a written report upon completion of our audit of the Authority's financial statements, which, if the financial statements include information other than RSI and supplemental information, will also address other information in accordance with AU-C 720, *The Auditor's Responsibilities Relating to Other Information Included in Annual Reports*. Our reports will be addressed to the Authority's Board of Directors. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with Authority management in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or may withdraw from this engagement.

You have engaged us to include in our report a section that discusses key audit matters, if any, identified during our audit. Key audit matters are matters that are communicated or required to be communicated to those charged with governance that were, in the auditor's professional judgment of most significance to the audit of the financial statements of the current period. Key audit matters may involve, among other things, areas of higher assessed risk of material misstatement or significant identified risks; areas that required significant auditor judgment, such as accounting estimates or other areas subject to a high degree of estimation uncertainty; or the effect of significant events or transactions in the current period. For each key audit matter identified in our report, our report will describe the primary reason(s) we designated it as a key audit matter, how it was addressed in the audit, and refer to the financial statement account(s) or disclosure(s) related to it. The communication of key audit matters does not alter in any way our opinion on the financial statements, taken as a whole. If our audit does not identify any key audit matters, your audit report will state that conclusion.

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will state that (1) that the purpose of the report is solely to describe the scope of testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control or on compliance, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering internal control and compliance. The Uniform Guidance report on internal control over compliance will state that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

We appreciate the opportunity to be of service to the Authority and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign and return a full copy of this letter to us.

Maze + Associates

Maze & Associates

RESPONSE:

This letter correctly sets forth the understanding of the Authority.

By: _____

Title: _____

Date: _____

Livermore Amador Valley Transit Authority
Engagement Letter
Fees Attachment
June 30, 2026

Our fees for the work described in the attached engagement letter will be as follows, unless they are adjusted for one or more of the items below.

Engagement	Fee
1. Basic Financial Statements, ACFR assistance and Memorandum on Internal Control	\$24,500
2. Single Audit Act Report	6,800
3. TDA	1,100
4. Measure BB	1,000
5. SGR	1,000
Total	<u>\$34,400</u>

2026 Fees – Our recurring fees are based on our Proposal with the Authority dated February 2, 2024.

Our price includes “print to PDF” versions of all reports issued. Due to the significant increase in the cost of paper products, our price also includes up to 10 bound copies of each report, except for the ACFR. If you require additional bound copies, we will provide a cost estimate before proceeding.

Web-Ready PDFs of Reports – print to PDF copies of the above reports are provided at no charge. These report copies are high quality, but do not include any bookmarks or hyperlinks and the file sizes may be large, depending on the length of the report. If you would like a higher quality PDF file with bookmarks and hyperlinks in the table of contents, we have listed the option below. **Please contact us if you would like us to prepare the following option** for your report, or if you’d like a quote for the preparation of a file for another type of report. In addition, should you decide on the Web PDF option, please let us know at least a week in advance.

1. WEB PDF Annual Comprehensive Financial Report - \$875

Additional Services - The above fees are for audit and assurance services described in the accompanying engagement letter. They do not include fees for assisting with closing the books nor providing other accounting services. Should the Authority require assistance beyond audit services we will provide a cost estimate before proceeding.

Report Finalization - Our fee is based on our understanding that all information and materials necessary to finalize all our reports will be provided to us before we complete our year-end fieldwork in your offices. In the case of Annual Comprehensive Financial Reports, this includes all the materials and information required to print the Annual Comprehensive Financial Report. As in the past, we will provide final drafts of all our reports before we leave your offices. We will schedule a Final Changes Meeting with you for a date no more than two weeks after we complete our fieldwork. At that meeting, we will finalize all reports for printing. After that date, report changes you make and changes required because information was not received timely will be billed at our normal hourly rates.

Post-Closing Client Adjusting Entries - The first step in our year-end audit is the preparation of financial statement drafts from your final closing trial balance. That means any entries you make after handing us your closing trial balance must be handled as audit adjustments, or in extreme cases, by re-inputting the entire trial balance, even if the amounts are immaterial. If you make such entries and the amounts are in fact immaterial, we will bill you for the costs of the adjustments or re-input at our normal hourly rates.

Recurring Audit Adjustments - Each year we include the prior year's adjusting entries as new steps in our Closing Checklist, so that you can incorporate these entries in your closing. If we are required to continue to make these same adjustments as part of this year's audit, we will bill for this service at our normal hourly rates.

Annual Comprehensive Financial Report Printing - As a convenience, we can send your Annual Comprehensive Financial Report to a printer we use locally. We do not charge for delivering camera-ready print masters to any printer of your choice and delivering the Annual Comprehensive Financial Reports or BFS to you. However, we will bill you for any additional time spent on the Annual Comprehensive Financial Report printing at our normal hourly rates. This includes changes after the report goes to the printer, obtaining, reviewing and / or delivering printer's proofs, etc.

We can also help with Annual Comprehensive Financial Report design, including covers, tabs, dividers, color choices, bindings, organization charts, maps, etc. We will estimate these costs for you before proceeding.

Single Audit Act - Additional programs will each cost \$6,600 in 2026, unless there are other factors which add to that program's cost; in that case, we will provide a cost estimate before proceeding.

Grant Programs Requiring Separate Audit - Grant programs requiring separate audits represent a significant increase in work scope, and fees for these audits vary based on the grant requirements. If you wish us to determine and identify which programs are subject to audit, we will bill you for that time at our normal hourly rates.

Changes in Authority Personnel - Our experience is that changes and /or reductions in Finance Department staff can have a pronounced impact on costs of performing the audit. If such changes occur, we will meet with you to assess their impact and arrive at a new fee before we begin the next phase of our work. However, we reserve the right to revisit this subject at the conclusion of the audit, based on your actual performance and our actual costs.



Report on the Firm's System of Quality Control

MAZE & ASSOCIATES ACCOUNTANCY CORPORATION and the Peer Review Committee of the California Society of CPAs

We have reviewed the system of quality control for the accounting and auditing practice of Maze & Associates Accountancy Corporation (the firm) in effect for the year ended May 31, 2023. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a system review as described in the Standards may be found at www.aicpa.org/prsummary. The summary also includes an explanation of how engagements identified as not performed or reported on in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

Firm's Responsibility

The firm is responsible for designing and complying with a system of quality control to provide the firm with reasonable assurance of performing and reporting in conformity with the requirements of applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported on in conformity with the requirements of applicable professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of and compliance with the firm's system of quality control based on our review.

Required Selections and Considerations

Engagements selected for review included engagements performed under *Government Auditing Standards*, including compliance audits under the Single Audit Act.

As part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

CPAs ■ Advisors

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Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Maze & Associates Accountancy Corporation in effect for the year ended May 31, 2023, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Maze & Associates Accountancy Corporation has received a peer review rating of *pass*.

GYL LLP

Ontario, California
February 6, 2024

GYL
