

STAFF REPORT

SUBJECT: Draft FY2027 Operating and Capital Budget

FROM: Tamara Edwards, Director of Finance

DATE: May 4, 2026

Action Requested

Review and approve the Draft FY2027 Operating and Capital Budget and Resolution 11-2026.

Discussion

Attached for your consideration are the draft FY2027 Operating and Capital Budgets covering July 1, 2026 through June 30, 2027. The operating budget includes revenues and expenses required to operate Fixed Route, Dial-a-Ride (paratransit), and other LAVTA services. The total operating budget of \$28,512,065 reflects an overall increase of 6.36% from the FY 2026 budget; a breakdown of this increase is included in the chart below. A large portion of these projects are covered by dedicated grants and allocations. Cost increases are largely due to contractual increases in the fixed route operations and maintenance contract, fuel, and utilities.

Fund	\$ Increase over prior year	% Increase over prior year	% Share of the overall budget increase
Fixed Route	1,503,272	6%	90%
Paratransit	339,935	12%	20%
Go Tri-Valley	-161,600	-72%	-10%

With this increase in expenses, along with flat Transit Development Act revenues, the agency will need to use \$842,677 from reserve funds. With this decrease in reserves LAVTA still has ample funds in reserve and the authority maintains more than the Board approved policy of 3-6 months of operating funds.

Planning for the FY2027 budget again utilized a system wide approach to clearly align the budget with the mission, vision, values and goals established by the Agency's new Strategic Plan which was adopted in fall 2025. While the entire budget supports the strategic plan, 13% of the FY2027 budget is dedicated to initiatives that support the specific goal areas outlined and adopted by the Board of Directors in the strategic plan.

Operating Budget Provisions

The largest budget line items in the draft Operating budget for FY2027 are purchased transportation and fuel. This year's budget reflects the contractual increase for Fixed Route purchased transportation of 3.03%. Due the ongoing conflict in Iran and the corresponding impact on fuel prices, staff have budgeted \$5/gal in FY2027, which is an increase of \$1.50/gal from the FY2026 budget.

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

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the Draft FY2027 Operating and Capital Budget and Resolution 11-2026.

Strategic Plan Goal

Organizational and Financial Management: Align the Agency's budget with the goals and objectives of the 2025 Strategic Plan

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

Attachments:

1. FY2027 Operating and Capital Budget
2. Resolution 11-2026



DRAFT FY 2027 Operating and Capital
Budget
Livermore-Amador Valley Transit Authority



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LAVTA's Budget Message

WHEELS

Livermore Amador Valley Transit Authority

Fiscal Year 2027

Summary Outlook for FY2027

LAVTA's FY2027 Operating Budget is \$28,512,065, which is 6.36% higher than the adopted FY2026 budget. The draft budget assumes LAVTA will maintain current levels of bus service, operating slightly less than 127,000 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 3.03% 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 pre-construction activities including project management and value engineering, as well as additional design.

The Board is expected to consider approval of LAVTA's updated zero-emissions transition plan in late FY2026; the plan will recommend a future 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 \$28,512,064 which is 6.36% higher the budget for FY26. The Fixed Route and paratransit contracts both have annual contractual escalators that contribute to the increase. LAVTA's expenditures are primarily driven by a handful of sources, some of which are outside of the agency's control. 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. The contract with MV Transportation has a 3.03% cost escalator for Fiscal Year 2027, and the paratransit contract has a 2.7% increase.

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, and has budgeted 3% for these increases. Additionally, LAVTA has one open position for an Operations Analyst that is not budgeted to be filled in this fiscal year.

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. Additionally, LAVTA has a contract with Las Positas college that allows their students to ride free in exchange for funds collected by the college at registration and paid to LAVTA.

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 \$14,031,230 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 FY2027 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 the 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, and pre-funding of the retirement “unfunded liability”.

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 ongoing 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) on Rutan, 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 contract 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 2027 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 or 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.

Rentals and Leases

This line item includes the rental of the Throne Bathroom for the bus drivers at the BART station and office space for staff to help with the overcrowding at the Rutan office.

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".

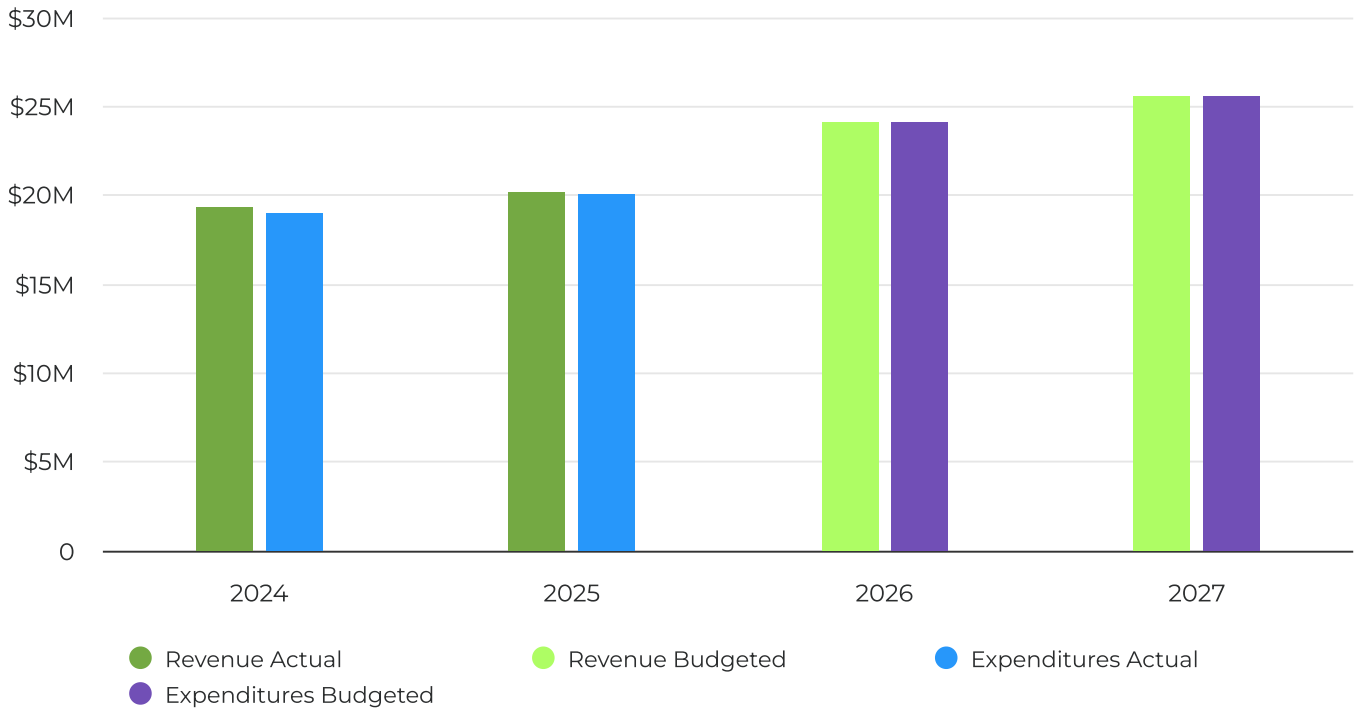
Fixed Route involves operating buses, which follow fixed routes and times throughout the Authority's service area and are available to anyone able to pay the fare.

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	\$239,858
FTA Section	\$30,000	
Fixed Route Passenger Fares	\$1,415,000	\$1,399,395



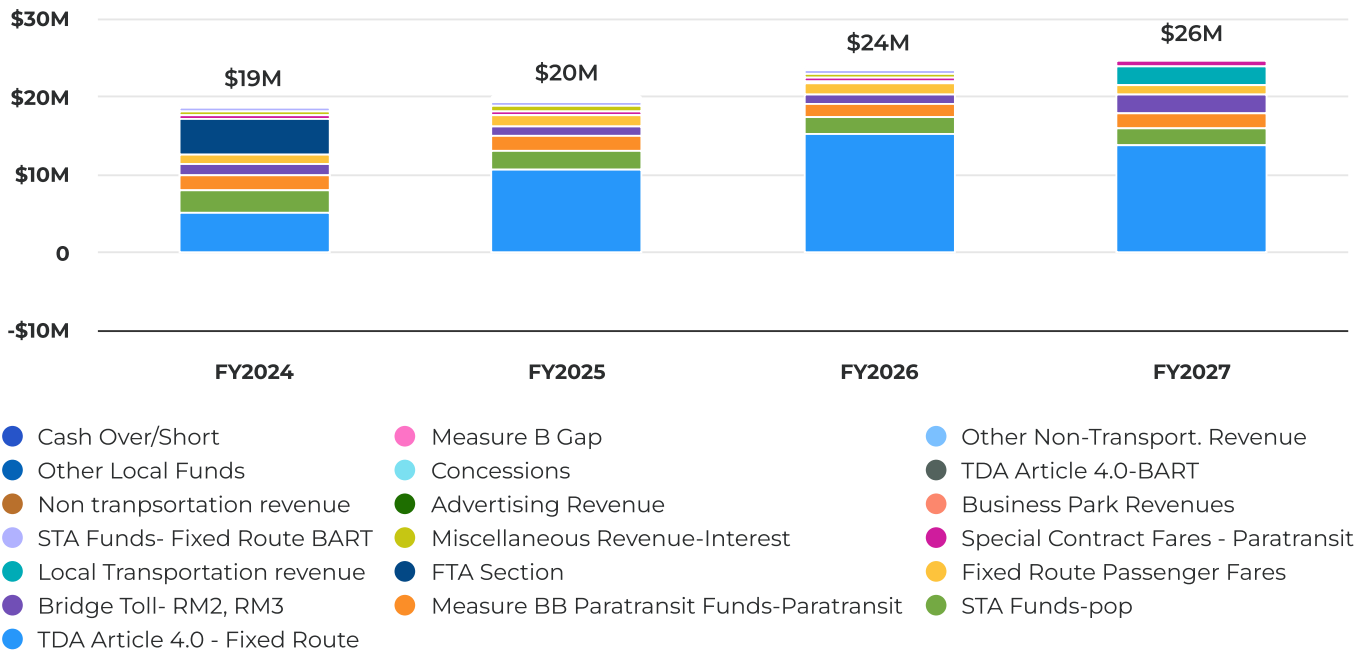
Category	FY 2026 Budgeted	FY 2027 Budgeted
Special Contract Fares - Paratransit	\$614,195	\$814,356
Concessions	\$24,828	\$25,750
Advertising Revenue	\$195,000	\$200,000
Non transportation revenue	\$185,712	\$194,364
Miscellaneous Revenue-Interest	\$350,000	\$350,000
Local Transportation revenue	\$183,000	\$2,183,000
TDA Article 4.0 - Fixed Route	\$15,061,945	\$13,799,671
TDA Article 4.0-BART	\$86,923	
Bridge Toll- RM2, RM3	\$1,100,000	\$2,440,612
STA Funds-pop	\$2,175,150	\$2,068,691
STA Funds- Fixed Route BART	\$497,672	
Measure BB Paratransit Funds-Paratransit	\$1,855,656	\$1,855,656
Total Revenues	\$24,045,081	\$25,571,353
Expenditures		
Salaries and Wages	\$1,979,593	\$2,075,706
Overtime	\$6,500	\$9,500
FICA	\$28,005	\$28,735
Retirement	\$631,069	\$547,569
Health	\$637,708	\$563,191
Dental	\$36,720	\$28,895
Life Insurance	\$28,469	\$31,999
Vision	\$6,589	\$6,803
Worker's Comp	\$55,943	\$61,654
Auto Allowance	\$5,400	\$5,400
Professional Services	\$1,147,202	\$1,026,602
Facilities	\$485,148	\$572,331
Services Web/Trapeze	\$555,334	\$665,202
Fire/Security Monitoring	\$38,000	\$40,000
Software		\$40,440
Communications	\$2,400	\$3,000
Fixed Route Fuel Costs	\$1,466,962	\$1,803,755
Non Contracted Vehicle Maintenance		\$10,000
Office supplies	\$104,000	\$144,000
Utilities	\$226,537	\$312,021
Water and Sewer	\$77,066	\$80,655
Telephone	\$60,631	\$88,495
Cell Phone	\$5,002	\$27,000
Garbage	\$39,958	\$51,600
Radio access	\$40,109	\$95,000
ISP and WIFI	\$2,834	\$1,113
Satellite TV	\$1,095	\$1,600
Property/Fuel Tank Insurance	\$800	



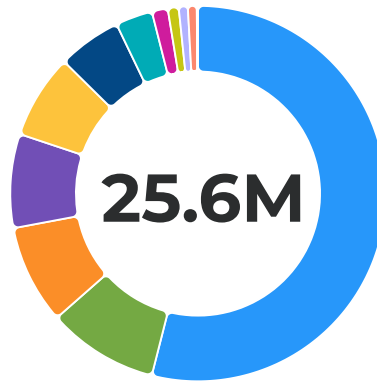
Category	FY 2026 Budgeted	FY 2027 Budgeted
Insurance payments	\$879,325	\$883,000
E&O Insurance		\$800
Other Taxes	\$114,000	\$200,000
Purchased Transportation - Fixed Route	\$14,985,794	\$15,550,667
Subscriptions	\$59,877	\$61,520
Professional Development	\$61,650	\$118,000
Advertising	\$130,400	\$125,000
Miscellaneous	\$144,960	\$130,100
Supplimental		\$5,000
Rentals and leases		\$175,000
Total Expenditures	\$24,045,080	\$25,571,353
Total Revenues Less Expenditures	\$1	
Ending Fund Balance	\$1	

Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source



● TDA Article 4.0 - Fixed Route	\$13,799,671	53.97%
● Bridge Toll- RM2, RM3	\$2,440,612	9.54%
● Local Transportation revenue	\$2,183,000	8.54%
● STA Funds-pop	\$2,068,691	8.09%
● Measure BB Paratransit Funds-Paratransit	\$1,855,656	7.26%
● Fixed Route Passenger Fares	\$1,399,395	5.47%
● Special Contract Fares - Paratransit	\$814,356	3.18%
● Miscellaneous Revenue-Interest	\$350,000	1.37%
● Business Park Revenues	\$239,858	0.94%
● Advertising Revenue	\$200,000	0.78%
● Non transportation revenue	\$194,364	0.76%
● Concessions	\$25,750	0.10%

Revenues by Source

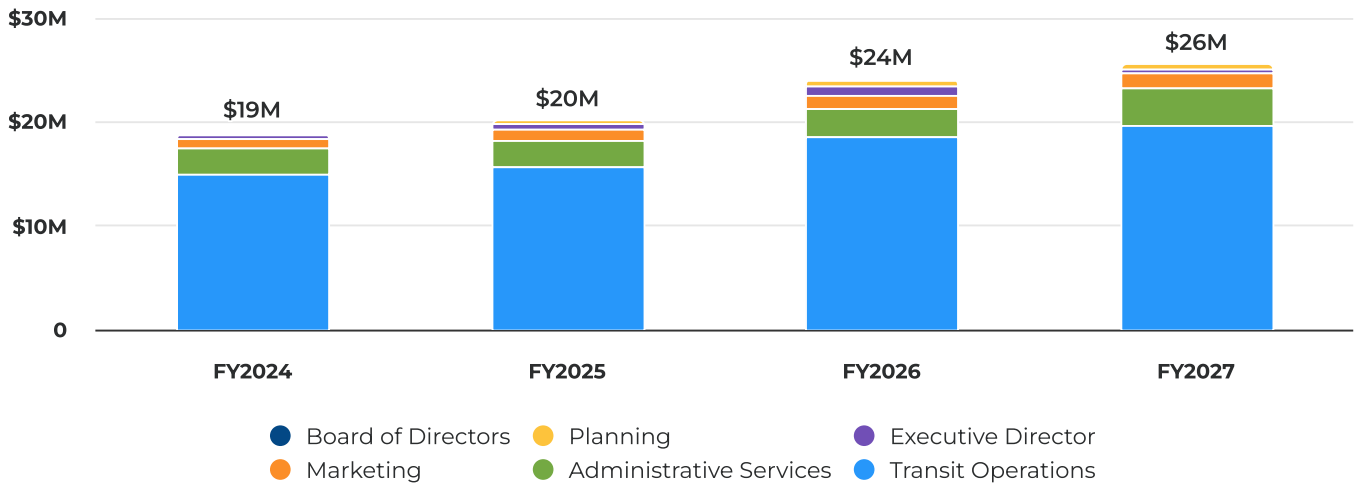
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Business Park Revenues	\$270,000.00	\$239,858.04	-11.16%
FTA Section	\$30,000.00		-100.00%
Fixed Route Passenger Fares	\$1,415,000.00	\$1,399,395.00	-1.10%
Special Contract Fares - Paratransit	\$614,195.00	\$814,356.00	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	\$13,799,671.00	-8.38%
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%



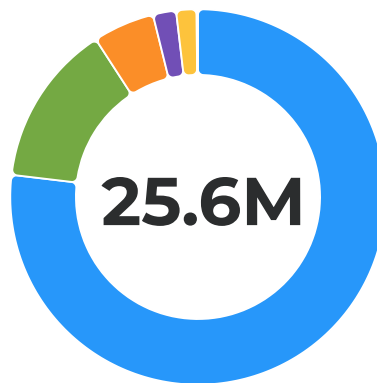
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
STA Funds- Fixed Route BART	\$497,672.00		-100.00%
Measure BB Paratransit Funds-Paratransit	\$1,855,656.00	\$1,855,656.00	
Total Revenues	\$24,045,081.00	\$25,571,353.00	6.35%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department



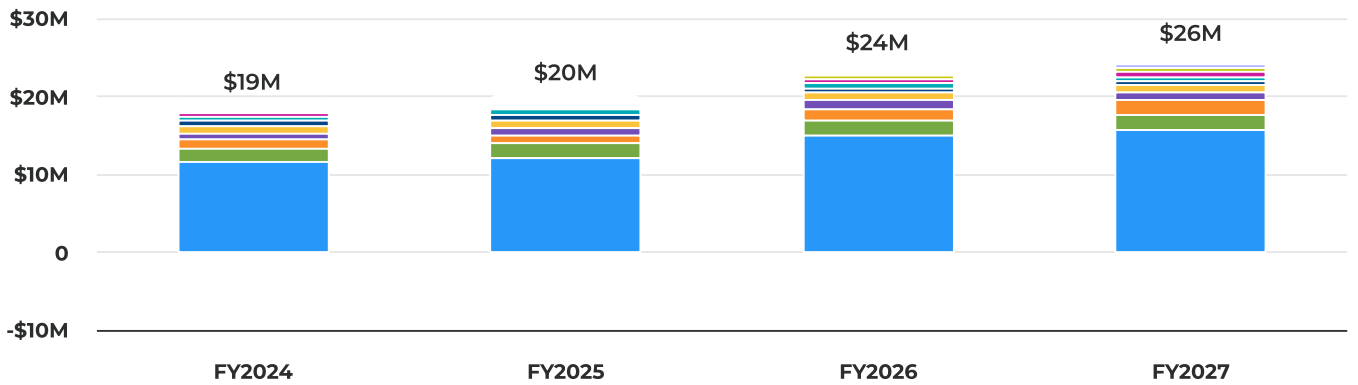
Transit Operations	\$19,661,323	76.89%
Administrative Services	\$3,569,931	13.96%
Marketing	\$1,355,628	5.30%
Executive Director	\$506,195	1.98%
Planning	\$448,276	1.75%
Board of Directors	\$30,000	0.12%

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	\$506,194.75	-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	\$19,661,323.18	6.49%
Total Expenditures	\$24,045,080.37	\$25,571,353.24	6.35%

Expenditures by Account

Historical Expenditures by Account

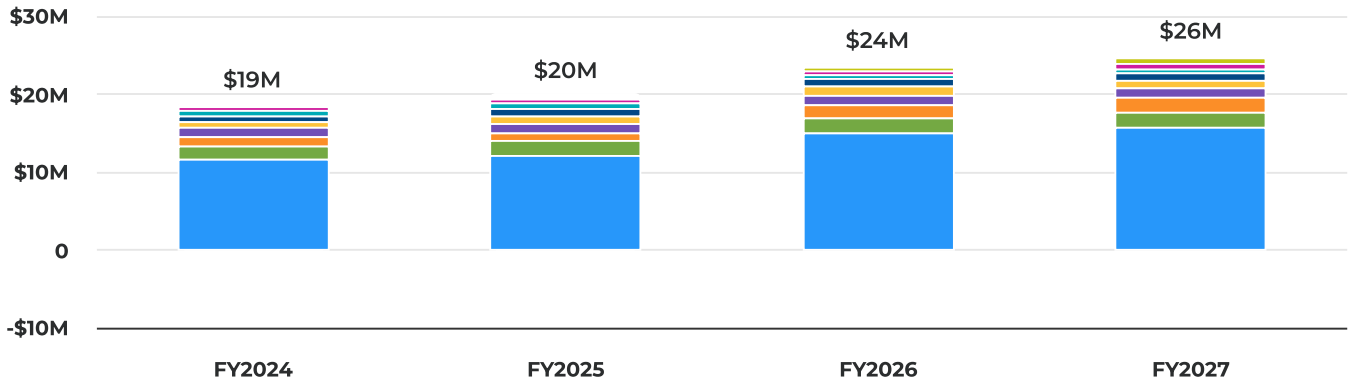


- Purchased Transportation - Paratransit
- ISP and WIFI
- Communications
- Vision
- Cell Phone
- FICA
- Rentals and leases
- Radio access
- Water and Sewer
- Advertising
- Utilities
- Retirement
- Professional Services
- Purchased Transportation - Fixed Route
- Property/Fuel Tank Insurance
- Supplemental
- 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



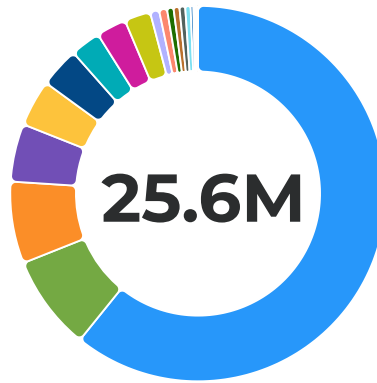
Expenditures by Expense Account

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	\$15,550,667	60.81%
●	Salaries and Wages	\$2,085,206	8.15%
●	Fixed Route Fuel Costs	\$1,803,755	7.05%
●	Benefits	\$1,273,846	4.98%
●	Professional Services	\$1,026,602	4.01%
●	Insurance payments	\$883,000	3.45%
●	Services Web/Trapeze	\$665,202	2.60%
●	Utilities	\$657,484	2.57%
●	Facilities	\$572,331	2.24%
●	Other Taxes	\$200,000	0.78%
●	Operating	\$175,000	0.68%
●	Office supplies	\$144,000	0.56%
●	Miscellaneous	\$130,100	0.51%
●	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	\$2,085,206	4.99%
Benefits	\$1,424,503	\$1,273,846	-10.58%
Auto Allowance	\$5,400	\$5,400	
Professional Services	\$1,147,202	\$1,026,602	-10.51%
Facilities	\$485,148	\$572,331	17.97%
Services Web/Trapeze	\$555,334	\$665,202	19.78%
Fire/Security Monitoring	\$38,000	\$40,000	5.26%
Software		\$40,440	
Communications	\$2,400	\$3,000	25.00%
Fixed Route Fuel Costs	\$1,466,962	\$1,803,755	22.96%



Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Non contracted vehicle maintenance		\$10,000	
Office supplies	\$104,000	\$144,000	38.46%
Utilities	\$453,232	\$657,484	45.07%
Property/Fuel Tank Insurance	\$800		-100.00%
Insurance payments	\$879,325	\$883,000	0.42%
E&O Insurance		\$800	
Other Taxes	\$114,000	\$200,000	75.44%
Purchased Transportation - Fixed Route	\$14,985,794	\$15,550,667	3.77%
Subscriptions	\$59,877	\$61,520	2.74%
Professional Development	\$61,650	\$118,000	91.40%
Advertising	\$130,400	\$125,000	-4.14%
Miscellaneous	\$144,960	\$130,100	-10.25%
Operating		\$175,000	
Total Expenditures	\$24,045,080	\$25,571,353	6.35%

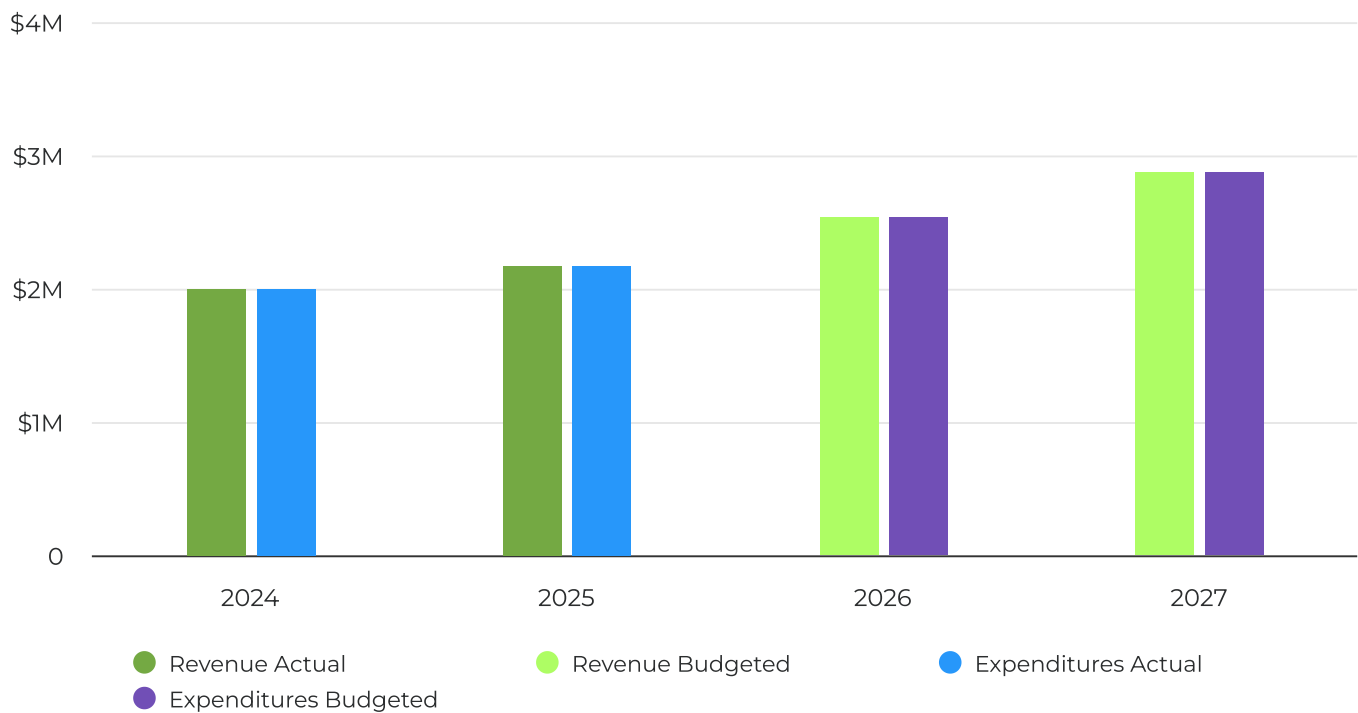
Paratransit Operating

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	\$666,368

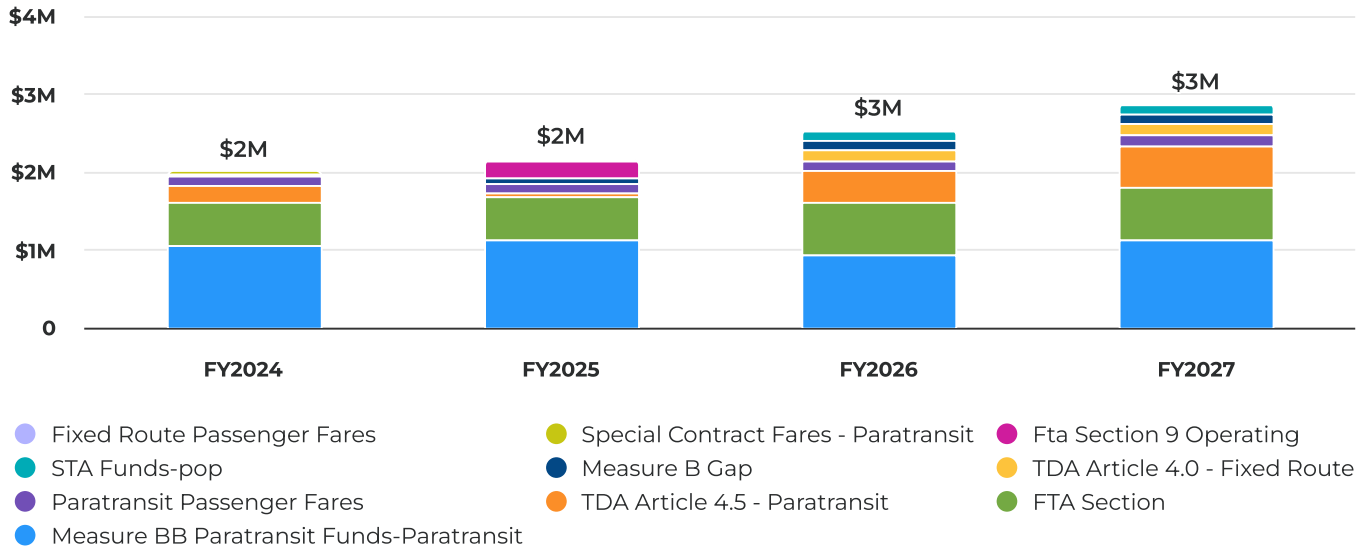


Category	FY 2026 Budgeted	FY 2027 Budgeted
Paratransit Passenger Fares	\$121,850	\$126,246
Special Contract Fares - Paratransit	\$24,000	\$24,000
TDA Article 4.0 - Fixed Route	\$139,499	\$167,560
TDA Article 4.5 - Paratransit	\$420,861	\$546,933
STA Funds-pop	\$126,470	\$114,106
Measure BB Paratransit Funds- Paratransit	\$924,303	\$1,118,499
Measure B Gap	\$113,000	\$113,000
Total Revenues	\$2,536,877	\$2,876,712
Expenditures		
Salaries and Wages	\$150,690	\$151,057
FICA	\$2,160	\$2,174
Retirement	\$17,173	\$17,191
Health	\$25,883	\$28,221
Dental	\$1,680	\$1,048
Life Insurance	\$2,279	\$2,294
Vision	\$314	\$311
Worker's Comp	\$4,524	\$4,554
Auto Allowance	\$600	\$600
Professional Services	\$138,600	\$213,918
RTC and Pex card fees	\$13,467	\$12,300
Facilities		\$5,000
Services Web/Trapeze	\$20,490	\$22,000
Communications	\$1,000	
Fixed Route Fuel Costs		\$123,219
Office supplies	\$10,800	\$5,000
Utilities	\$16,008	\$16,008
Water and Sewer	\$5,446	\$5,446
Telephone	\$4,284	\$4,284
Cell Phone	\$353	\$353
Garbage	\$2,824	\$2,824
Purchased Transportation - Paratransit	\$2,106,303	\$2,255,912
Professional Development	\$3,000	\$3,000
Miscellaneous	\$9,000	
Total Expenditures	\$2,536,877	\$2,876,712
Total Revenues Less Expenditures		
Ending Fund Balance		

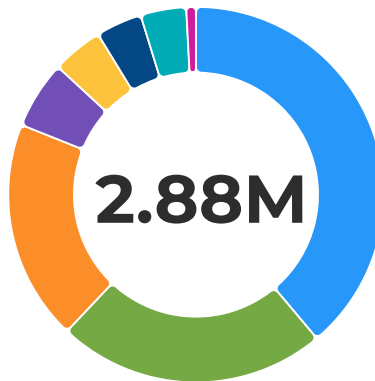


Revenues by Source

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

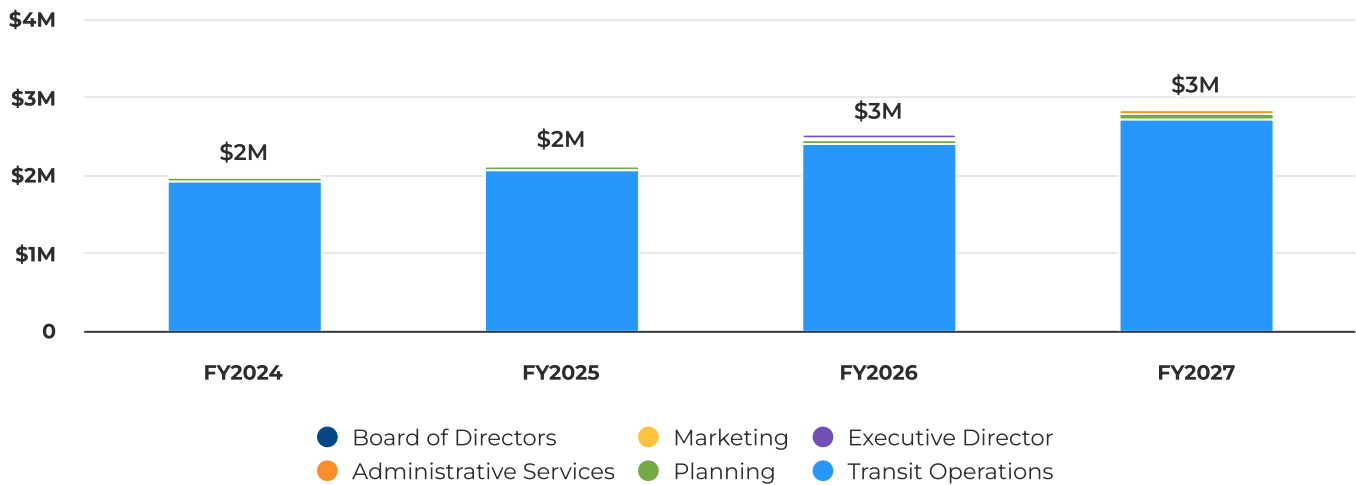
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
FTA Section	\$666,894.00	\$666,368.00	-0.08%
Paratransit Passenger Fares	\$121,850.00	\$126,246.00	3.61%



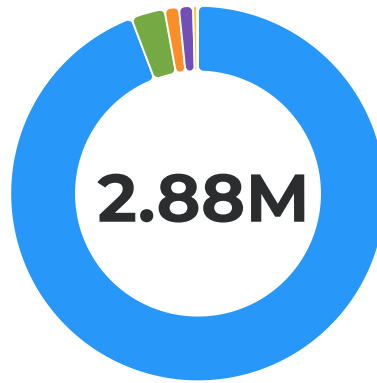
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Special Contract Fares - Paratransit	\$24,000.00	\$24,000.00	
TDA Article 4.0 - Fixed Route	\$139,499.00	\$167,560.00	20.12%
TDA Article 4.5 - Paratransit	\$420,861.00	\$546,933.00	29.96%
STA Funds-pop	\$126,470.00	\$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



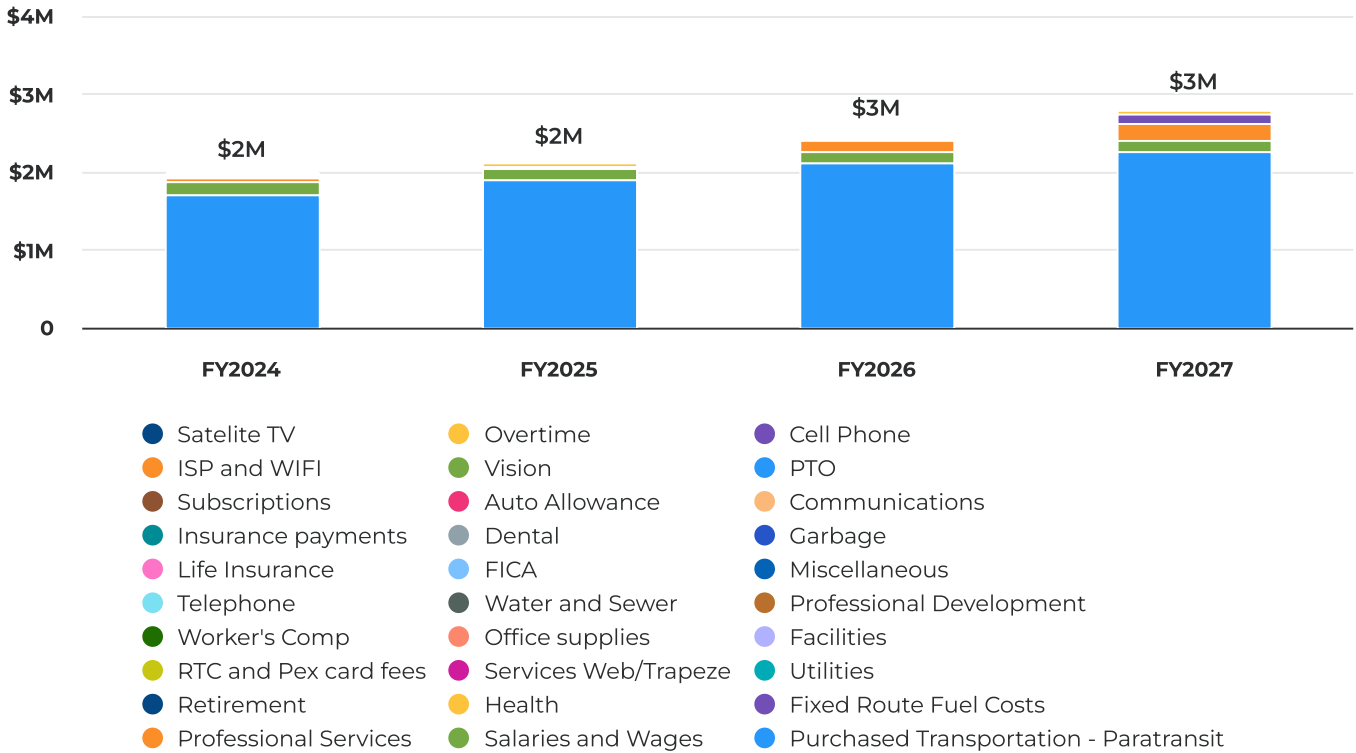
● Transit Operations	\$2,710,546	94.22%
● Planning	\$83,371	2.90%
● Executive Director	\$36,046	1.25%
● Administrative Services	\$34,749	1.21%
● Marketing	\$10,000	0.35%
● Board of Directors	\$2,000	0.07%

Expenditures by Cost Center

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Board of Directors	\$1,800	\$2,000	11.11%
Executive Director	\$34,461	\$36,046	4.60%
Administrative Services	\$31,520	\$34,749	10.24%
Planning	\$52,711	\$83,371	58.17%
Marketing	\$20,490	\$10,000	-51.20%
Transit Operations	\$2,395,896	\$2,710,546	13.13%
Total Expenditures	\$2,536,877	\$2,876,712	13.40%

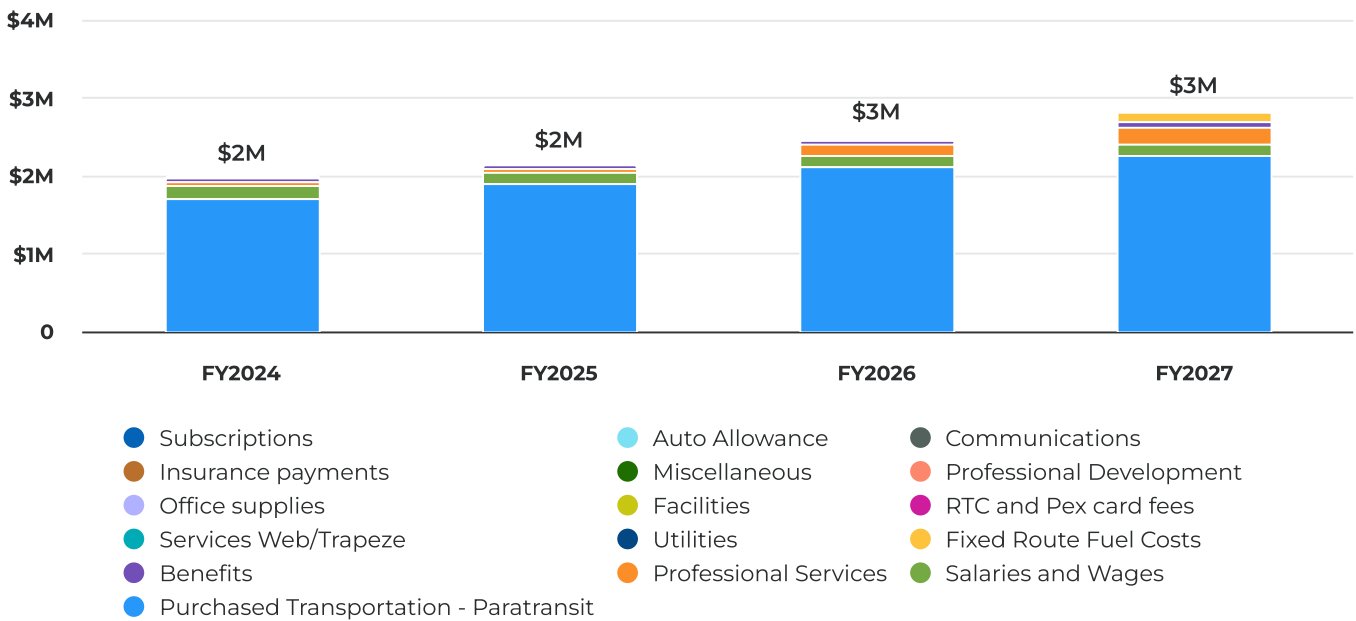
Expenditures by Account

Historical Expenditures by Account

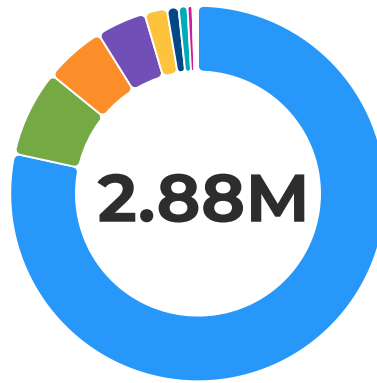


Expenditures by Expense Account

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	\$151,057	0.24%
Benefits	\$54,012	\$55,792	3.29%
Auto Allowance	\$600	\$600	
Professional Services	\$138,600	\$213,918	54.34%
RTC and Pex card fees	\$13,467	\$12,300	-8.67%
Facilities		\$5,000	
Services Web/Trapeze	\$20,490	\$22,000	7.37%
Communications	\$1,000		-100.00%
Fixed Route Fuel Costs		\$123,219	
Office supplies	\$10,800	\$5,000	-53.70%
Utilities	\$28,915	\$28,915	
Purchased Transportation - Paratransit	\$2,106,303	\$2,255,912	7.10%
Professional Development	\$3,000	\$3,000	
Miscellaneous	\$9,000		-100.00%
Total Expenditures	\$2,536,877	\$2,876,712	13.40%



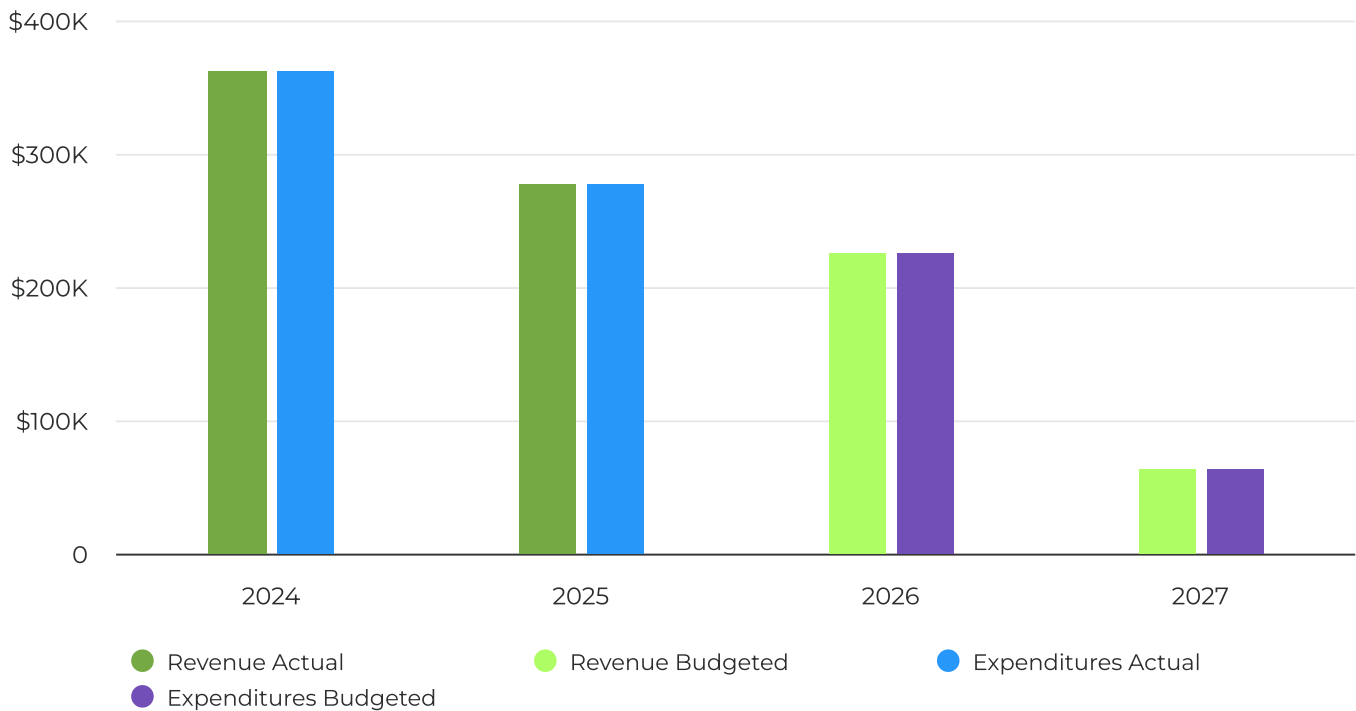
Wheels on Demand (WOD)

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	\$64,000
Total Revenues	\$225,600	\$64,000
Expenditures		
Professional Services		\$14,000

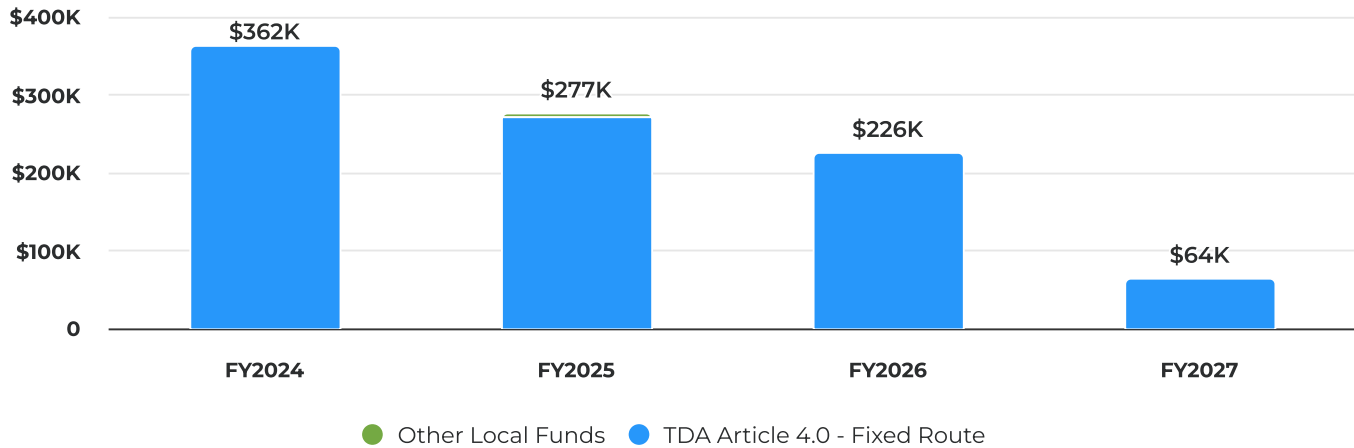


Category	FY 2026 Budgeted	FY 2027 Budgeted
Purchased Transportation-WHEELS on Demand	\$225,600	\$50,000
Total Expenditures	\$225,600	\$64,000
Total Revenues Less Expenditures		

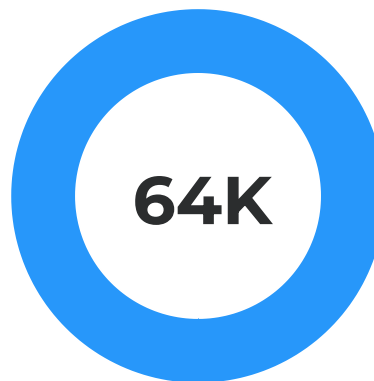
Ending Fund Balance

Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source



TDA Article 4.0 - Fixed Route \$64,000 100.00%

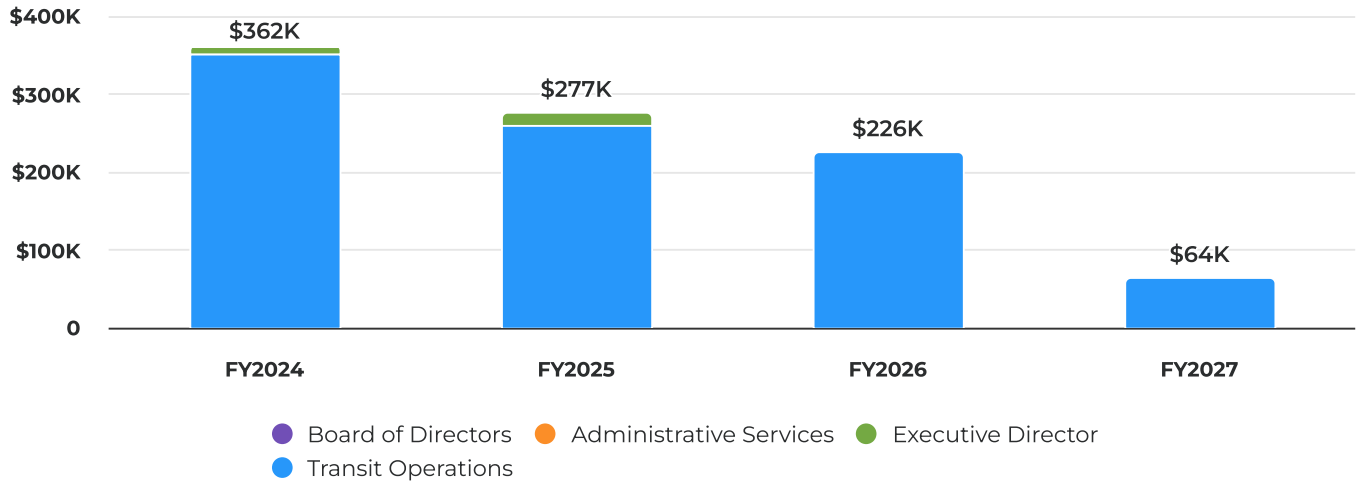
Revenues by Object

Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
TDA Article 4.0 - Fixed Route	\$225,600	\$64,000	-71.63%
Total Revenues	\$225,600	\$64,000	-71.63%

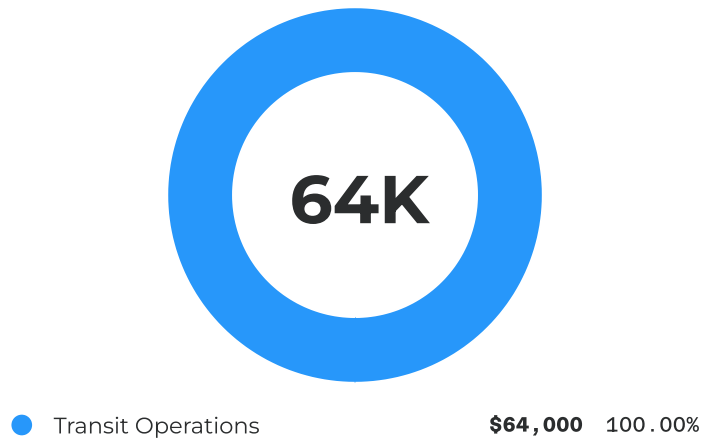


Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department

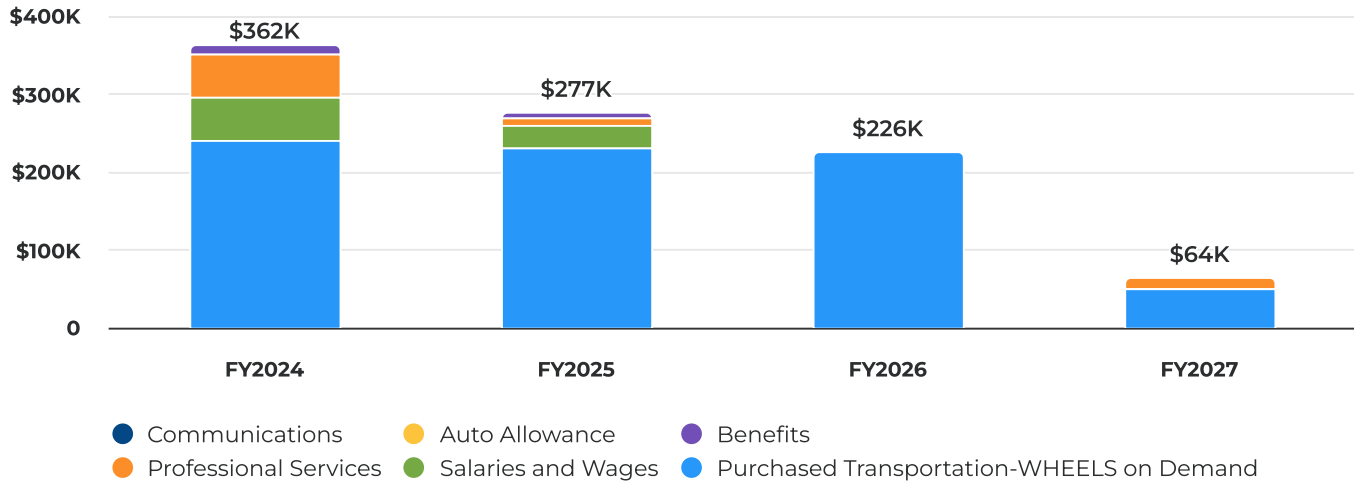


Expenditures by Cost Center

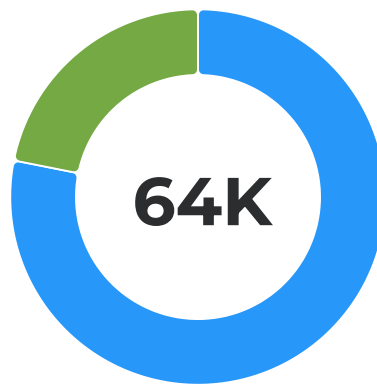
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Transit Operations	\$225,600	\$64,000	-71.63%
Total Expenditures	\$225,600	\$64,000	-71.63%

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	
Purchased Transportation-WHEELS on Demand	\$225,600	\$50,000	-77.84%
Total Expenditures	\$225,600	\$64,000	-71.63%

LAVTARESERVES ANALYSISLAVTA
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	\$14,031,230
FY2027 Capital Request	\$10,000,000



FY2027 TDA Request for Allocation	\$24,031,230
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	\$40,067,961

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

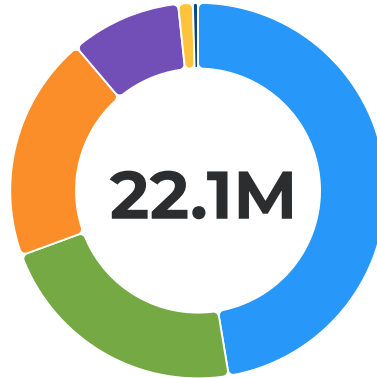
Capital Improvement Plan

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

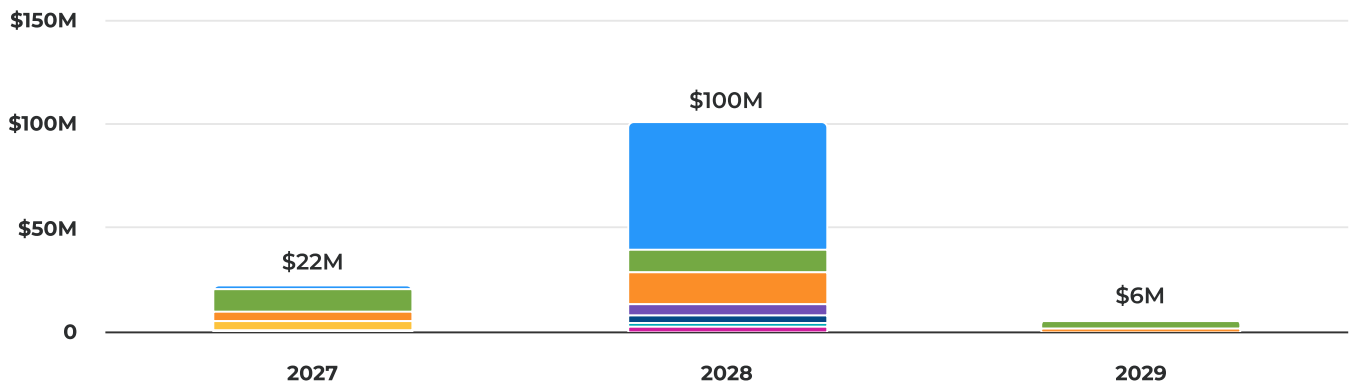
FY27 Total Funding Requested by Source



● FTA 5307	\$10,489,407	47.37%
● Bridge Tolls	\$4,878,643	22.03%
● TDA	\$4,294,281	19.39%
● FTA 5339	\$2,105,974	9.51%
● SGR	\$278,246	1.26%
● TFCA	\$95,000	0.43%

Capital Improvement Multi-Year Plan

FY27 - FY29 Total Funding Requested by Source

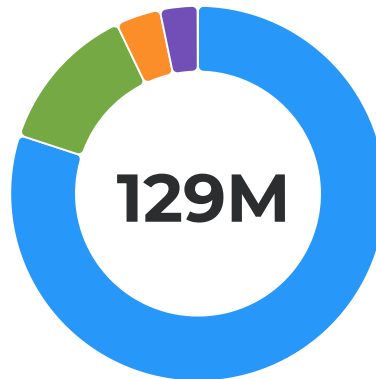


Funding by Source Totals (all years)

● FTA 5339	\$64,463,220	50.00%
● FTA 5307	\$25,317,363	19.64%
● TDA	\$21,213,933	16.45%
● STIP	\$5,180,000	4.02%
● Bridge Tolls	\$4,878,643	3.78%
● LCTOP	\$3,245,786	2.52%
● 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 - FY29 Capital Costs By Project Type



● Building and Facilities	\$103,197,054	80.04%
● Vehicles and Wheeled Equipment	\$16,544,137	12.83%
● Bus Shelters and Stops	\$4,979,822	3.86%
● Other Improvements	\$4,180,442	3.24%
● 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



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
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	\$3,578,781	\$601,661	\$0	\$4,180,442

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

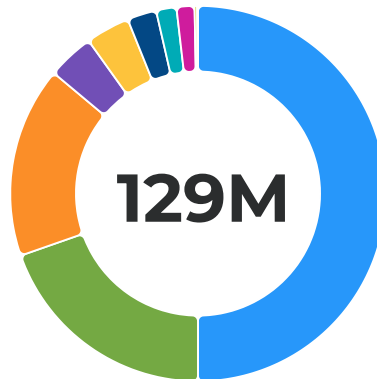
Office and Facility Equipment

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



Capital Improvement Plan - Expenditures

FY27 - FY29 Expenditures by Funding Source



<ul style="list-style-type: none"> ● FTA 5339 ● FTA 5307 ● TDA ● STIP ● Bridge Tolls ● LCTOP ● Uncommitted Funding ● VRF ● SGR ● TFCA 	<table border="0"> <tr> <td style="text-align: right;">\$64,463,220</td> <td style="text-align: right;">50.00%</td> </tr> <tr> <td style="text-align: right;">\$25,317,363</td> <td style="text-align: right;">19.64%</td> </tr> <tr> <td style="text-align: right;">\$21,213,933</td> <td style="text-align: right;">16.45%</td> </tr> <tr> <td style="text-align: right;">\$5,180,000</td> <td style="text-align: right;">4.02%</td> </tr> <tr> <td style="text-align: right;">\$4,878,643</td> <td style="text-align: right;">3.78%</td> </tr> <tr> <td style="text-align: right;">\$3,245,786</td> <td style="text-align: right;">2.52%</td> </tr> <tr> <td style="text-align: right;">\$2,257,264</td> <td style="text-align: right;">1.75%</td> </tr> <tr> <td style="text-align: right;">\$2,000,000</td> <td style="text-align: right;">1.55%</td> </tr> <tr> <td style="text-align: right;">\$278,246</td> <td style="text-align: right;">0.22%</td> </tr> <tr> <td style="text-align: right;">\$95,000</td> <td style="text-align: right;">0.07%</td> </tr> </table>	\$64,463,220	50.00%	\$25,317,363	19.64%	\$21,213,933	16.45%	\$5,180,000	4.02%	\$4,878,643	3.78%	\$3,245,786	2.52%	\$2,257,264	1.75%	\$2,000,000	1.55%	\$278,246	0.22%	\$95,000	0.07%
\$64,463,220	50.00%																				
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\$278,246	0.22%																				
\$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



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
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
Rutan Facility Rehab & Modernization	\$34,028	\$0	\$0	\$34,028



Category	FY2027	FY2028	FY2029	Total
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	\$4,294,281	\$15,658,065	\$1,261,587	\$21,213,933

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
Total LCTOP	\$0	\$3,245,786	\$0	\$3,245,786

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
Total SGR	\$278,246	\$0	\$0	\$278,246



TFCA

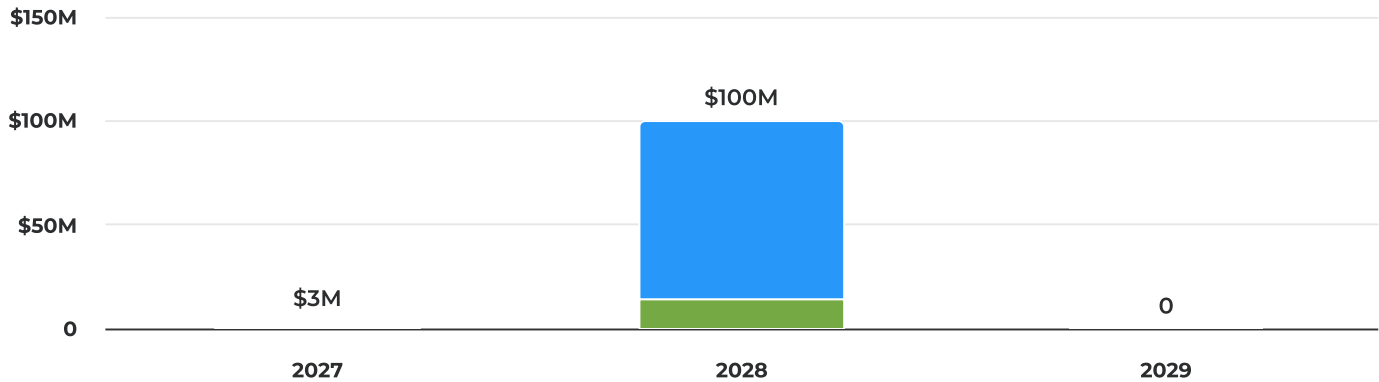
Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$95,000	\$0	\$0	\$95,000
Total TFCA	\$95,000	\$0	\$0	\$95,000

Capital Projects



Building and Facilities

FY27 - FY29 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

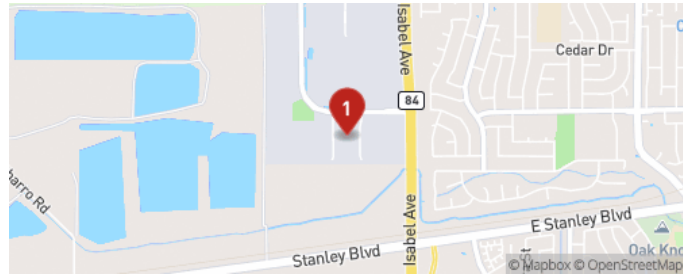
Atlantis Facility Construction

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

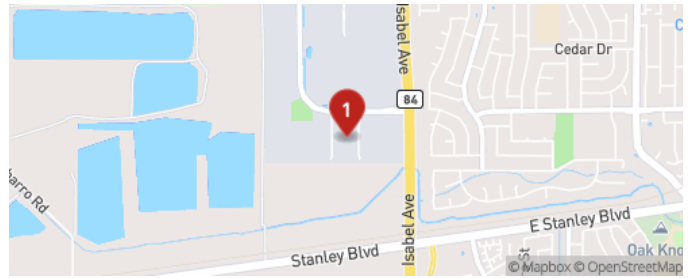
Category	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
FTA 5339	\$0	\$61,037,280	\$61,037,280
TDA	\$265,080	\$12,873,446	\$13,138,526
STIP	\$0	\$5,180,000	\$5,180,000
LCTOP	\$0	\$2,620,010	\$2,620,010
Uncommitted Funding	\$0	\$2,257,264	\$2,257,264
VRF	\$0	\$2,000,000	\$2,000,000
FTA 5307	\$1,060,318	\$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	Total Budget (all years)	Project Total
\$0	\$13.9M	\$13.9M

Detailed Breakdown

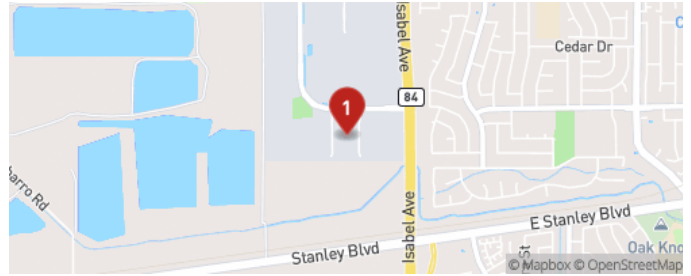
Category	FY2028 <i>Requested</i>
FTA 5307	\$10,620,250
TDA	\$2,664,287
LCTOP	\$625,776
Total	\$13,910,313

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

Detailed Breakdown

Category	FY2027 <i>Requested</i>
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

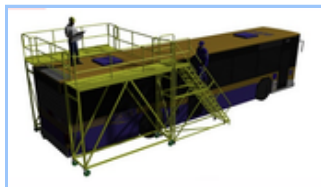
1362 Rutan Drive



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

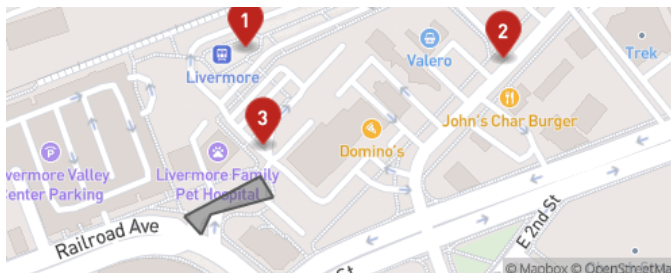
Livermore Transit Center Rehabilitation & Improvement

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

Detailed Breakdown

Category	FY2027 <i>Requested</i>
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 <i>Requested</i>
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

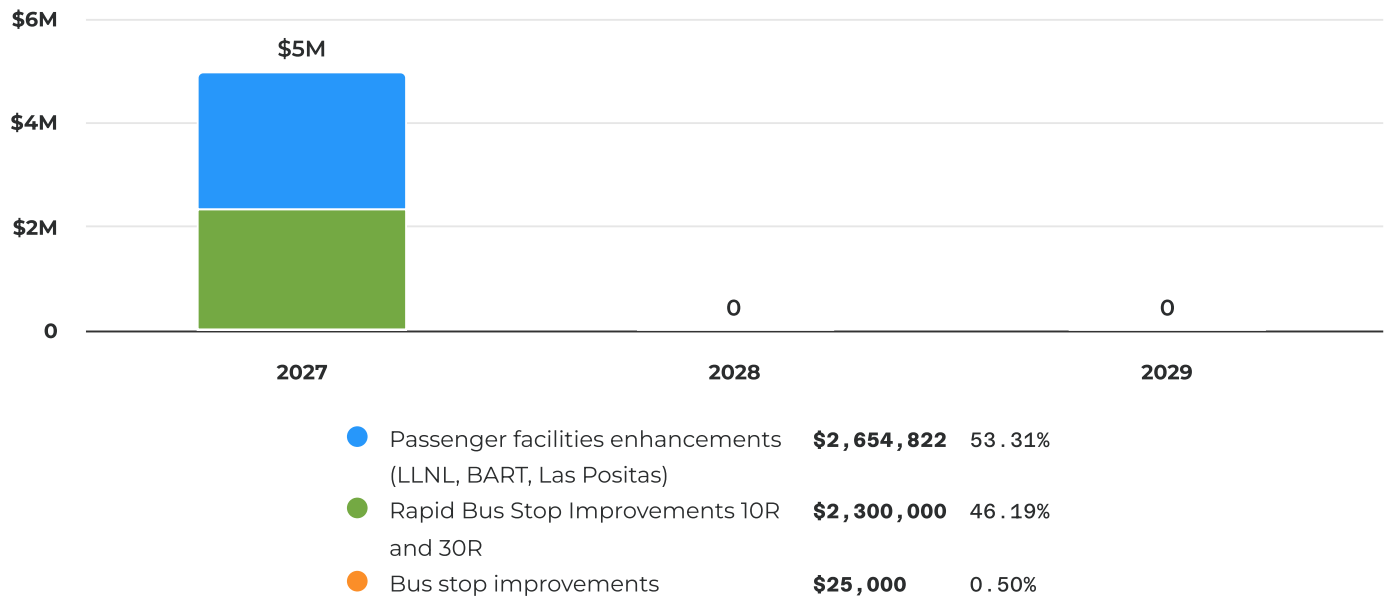
Detailed Breakdown

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



Bus Shelters and Stops

FY27 - FY29 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

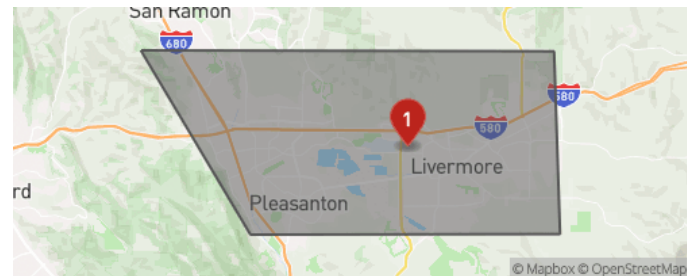
Bus stop improvements

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

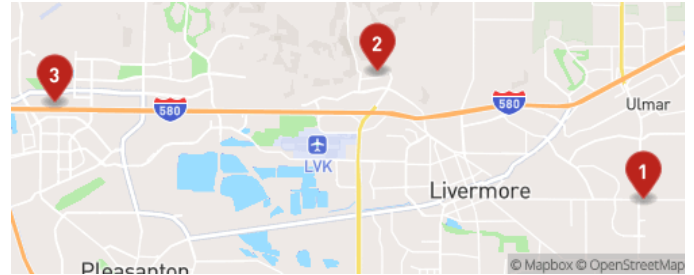
\$25,000

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

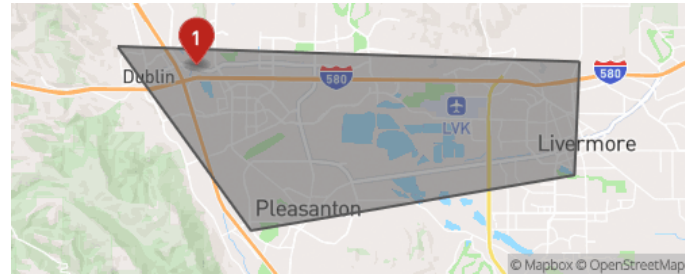
Rapid Bus Stop Improvements 10R and 30R

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

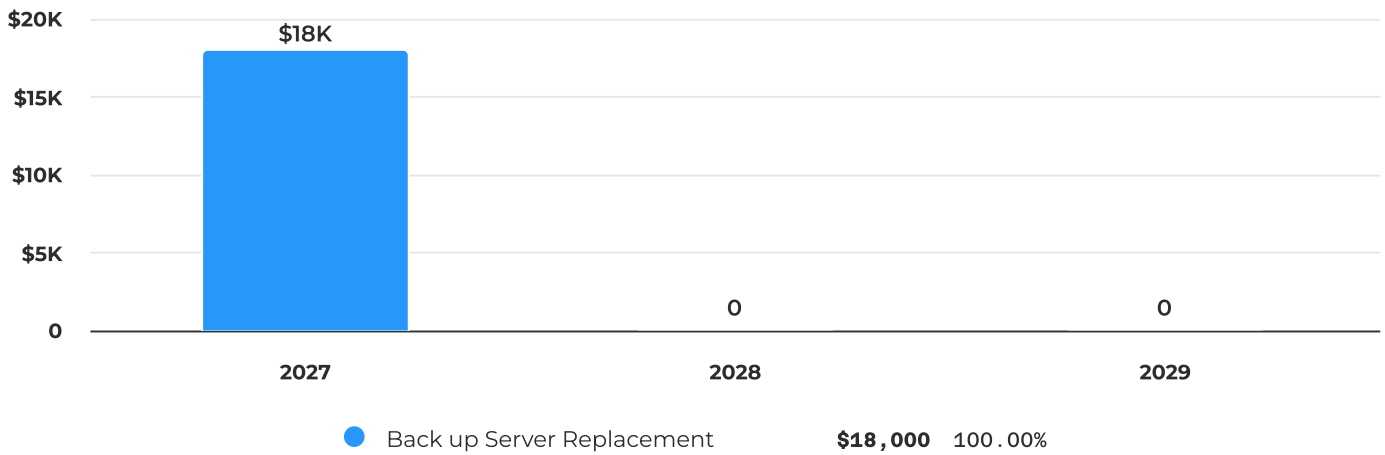
FY2027 Budget	Total Budget (all years)	Project Total
\$2.3M	\$2.3M	\$2.3M

Detailed Breakdown

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

Computers and Related Equipment

FY27 - FY29 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

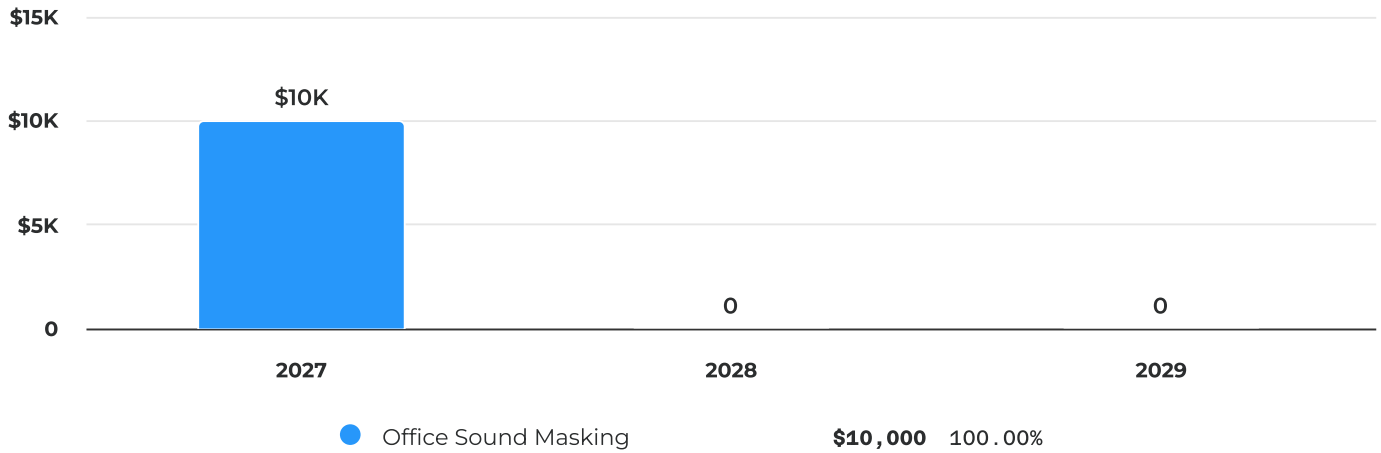
\$18,000

Total

\$18,000

Office and Facility Equipment

FY27 - FY29 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 Requested
Equipment		\$10,000
Total		\$10,000

Funding Sources

FY2027 Budget

\$10K

Total Budget (all years)

\$10K

Project Total

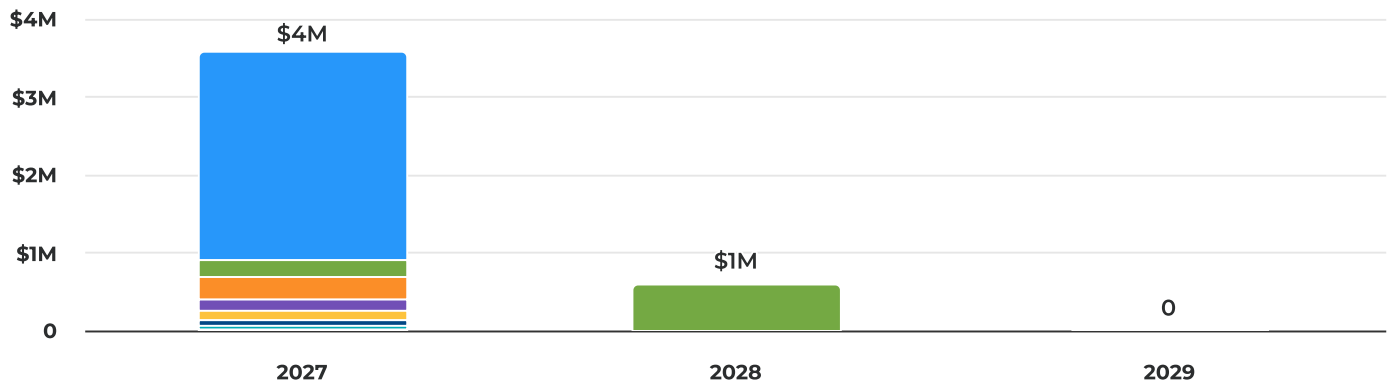
\$10K

Detailed Breakdown

Category		FY2027 Requested
TDA		\$10,000
Total		\$10,000

Other Improvements

FY27 - FY29 Other Improvements Projects



● Transit Signal Priority Upgrade & Expansion	\$2,673,643	63.96%
● Hybrid Battery Replacements	\$813,949	19.47%
● Fleet Engine replacement.	\$300,000	7.18%
● Transmission / hybrid drive replacements	\$150,000	3.59%
● BAE Drive motors	\$120,000	2.87%
● On-board Camera Retrofit	\$73,000	1.75%
● Rewrap buses that have badly faded and or damaged wraps	\$35,000	0.84%
● DPIM / ESS Fuses	\$14,850	0.36%

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
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	\$3,578,781	\$601,661	\$0	\$4,180,442



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 <i>Requested</i>
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 <i>Requested</i>
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	Total Budget (all years)	Project Total
\$300K	\$300K	\$300K

Detailed Breakdown

Category	FY2027 <i>Requested</i>
TDA	\$300,000
Total	\$300,000

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 Requested	FY2028 Requested	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



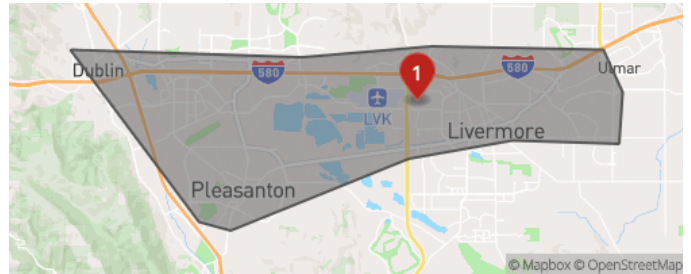
Transit Signal Priority Upgrade & Expansion

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

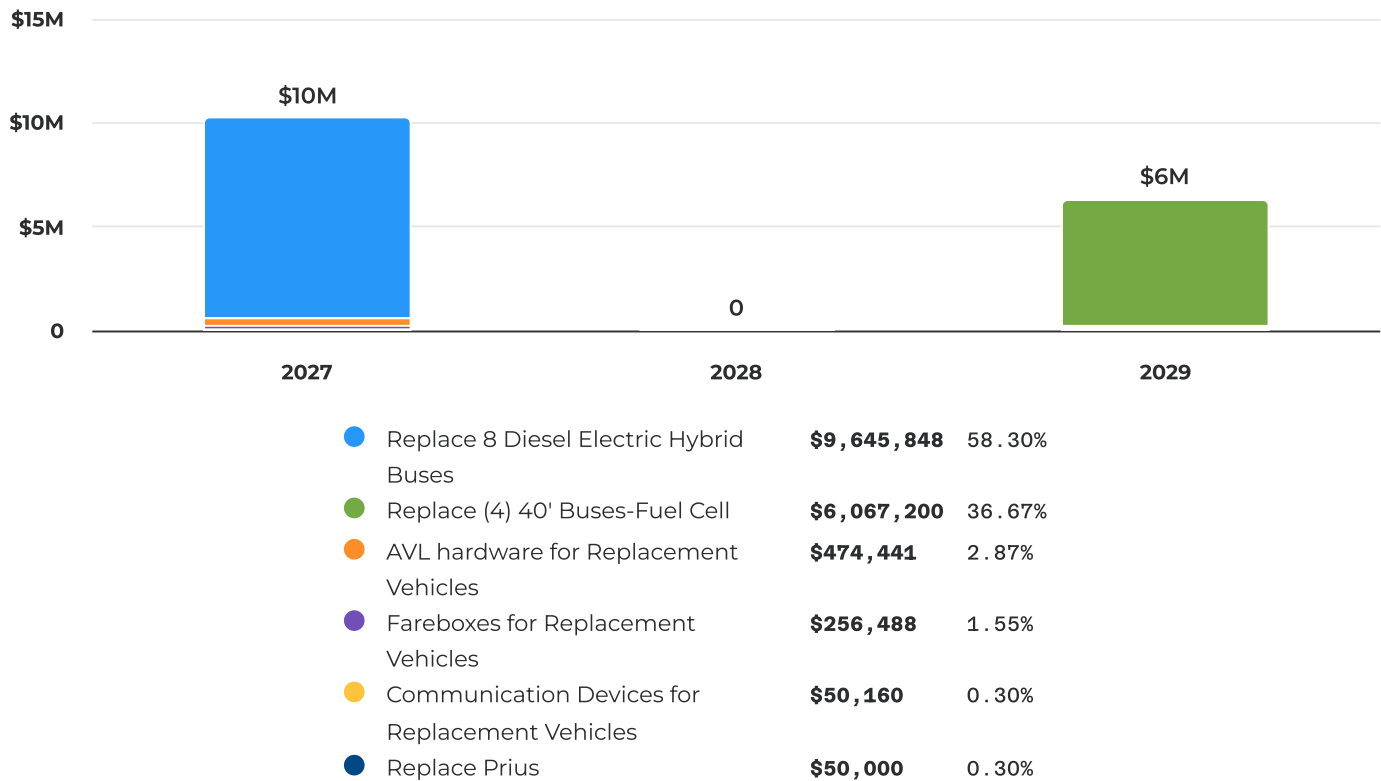
Detailed Breakdown

Category	FY2027 <i>Requested</i>
TDA	\$150,000
Total	\$150,000



Vehicles and Wheeled Equipment

FY27 - FY29 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 Requested	FY2029 Requested	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 Requested	FY2029 Requested	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	Total Budget (all years)	Project Total
\$0	\$6.07M	\$6.07M

Detailed Breakdown

Category	FY2029 <i>Requested</i>
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 <i>Requested</i>
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.

RESOLUTION NO. 11-2026

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING
AND CAPITAL BUDGET FOR FISCAL YEAR 2027**

WHEREAS the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of May 4, 2026 reviewed the Operating and Capital Budget for Fiscal Year 2027 for this Authority.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors that the Operating and Capital Budget for the Livermore Amador Valley Transit Authority for Fiscal Year 2027 attached hereto and incorporated herein as Attachment 1 is hereby adopted.

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

APPROVED AND PASSED this 4th day of May 2026.

Julie Testa, Chair

ATTEST:

Christy Wegener, Executive Director