

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

BOARD OF DIRECTORS MEETING

DATE: May 4, 2026
PLACE: LAVTA Offices, Diana Lauterbach Room,
1362 Rutan Court, Suite 100, Livermore, CA
TIME: 4:00 p.m.

TELECONFERENCE LOCATIONS

Scott Haggerty Heritage House
4501 Pleasanton Avenue
Pleasanton CA. 94566

BOARD MEMBERS

JULIE TESTA – CHAIR
EVAN BRANNING
JEAN JOSEY
KRISTIE WANG

DAVID HAUBERT – VICE CHAIR
CRAIG EICHER
MICHAEL McCORRISTON

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

*Documents received after publication of the Agenda and considered by the Board/Finance
and Administration/Projects and Services Committee in its deliberations will be available
for inspection at the Authority's office at:
1362 Rutan Court, Suite 100,
Livermore, CA 94551.*

MEETING PROCEDURE

This Board of Directors meeting will be conducted in person and on the web-video communication platform, Zoom. In order to view and/or participate in this meeting remotely, members of the public will need to download Zoom from its website, www.zoom.us. We encourage members of the public to access the meeting online using the web-video communication application, Zoom. Zoom participants will have the opportunity to speak during Public Comment. It is recommended that anyone wishing to participate in the meeting remotely complete the download process before the start of the meeting.

Public comments will also be accepted via email until 1:00 p.m. on Monday, May 4, 2026 at frontdesk@lavta.org. Please include “Public Comment BOD – 5/4/2026” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be provided to the Board and to the general public at the meeting location.

There will be zero tolerance for any person addressing the Board making profane, offensive and disruptive remarks, or engaging in loud, boisterous, or other disorderly conduct, that disrupts the orderly conduct of the public meeting.

How to listen and view meeting video:

- From a PC, Mac, iPad, iPhone, or Android device click the link below:

<https://zoom.us/j/86715841855>

Passcode: BOD1362Mtg

- To supplement a PC, Mac, tablet, or device without audio, please also join by phone:

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

To comment by video conference, click the “Raise Your Hand” button to request to speak when Public Comment is being taken on the Agenda item. You will then be unmuted when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.

How to listen only to the meeting:

- For audio access to the meeting by telephone, use the dial-in information below:

Dial: 1 (669) 900-6833

Webinar ID: 867 1584 1855

Passcode: 761222

*Please note to submit public comment via telephone dial *9 on your dial pad. The meeting’s host will be informed that you would like to speak. If you are chosen, you will be notified that your request has been approved and you will be allowed to speak. You will then dial *6 to unmute when it is your turn to make your comment for up to 3 minutes. After the allotted time, you will be muted.*

To submit written comments:

- Provide public written comments prior to the meeting by email, to frontdesk@lavta.org

If you are submitting public comment via email, please do so by 1:00 p.m. on Monday, May 4, 2026, to frontdesk@lavta.org. Please include “Public Comment BOD – 5/4/2026” and the agenda item in the subject line. In the body of the email please include your name. Public comments submitted will be provided to the board and to the general public at the meeting location.

BOARD OF DIRECTORS MEETING
AGENDA – MAY 4, 2026

1. Call to Order and Pledge of Allegiance

2. Roll Call of Members

3. Meeting Open to Public

- Members of the audience may address the Board of Directors on any matter within the general subject matter jurisdiction of the LAVTA Board of Directors.
- Unless members of the audience submit speaker forms before the start of the meeting requesting to address the board on specific items on the agenda, all comments must be made during this item of business. Speaker cards are available at the entrance to the meeting room and should be submitted to the Board secretary.
- Public comments should not exceed three (3) minutes.
- Items are placed on the Agenda by the Chairman of the Board of Directors, the Executive Director, or by any three members of the Board of Directors. Agendas are published 72 hours prior to the meeting.
- No action may be taken on matters raised that are not on the Agenda.
- For the sake of brevity, all questions from the public, Board and Staff will be directed through the Chair.

4. Consent Agenda

Recommend approval of all items on Consent Agenda as follows:

A. Minutes of the April 6, 2026, Board of Directors meeting.

B. Treasurer’s Report for March 2026

Recommendation: The Finance and Administration Committee recommends that the Board of Directors approve the March 2026 Treasurer’s Report.

C. FY2026 Wheels Dial-A-Ride Customer Satisfaction Survey Results

Recommendation: The Projects and Services committee recommends the Board approve the FY2026 Wheels Dial-A-Ride Customer Satisfaction Survey results.

5. LAVTA 2026 Zero Emissions Transition Plan Update

Recommendation: Staff recommend that the Board approve the LAVTA 2026 Zero Emissions Transition Plan Update.

6. Public Hearing Regarding Staff Vacancies (AB 2561)

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

7. Draft FY2027 Operating and Capital Budget

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

8. Executive Director’s Report

9. Matters Initiated by the Board of Directors

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

10. Next Meeting Date is Scheduled for: June 1, 2026

11. Adjournment

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to these meetings, as there may be people in attendance susceptible to environmental illnesses.

I hereby certify that this agenda was posted 72 hours in advance of the noted meeting.

<u>/s/ Michelle Kumar</u>	<u>5/1/2026</u>
LAVTA, Executive Assistant	Date

On request, the Livermore Amador Valley Transit Authority will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. A written request, including name of the person, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service should be sent at least seven (7) days before the meeting. Requests should be sent to:

*Executive Director
Livermore Amador Valley Transit Authority
1362 Rutan Court, Suite 100
Livermore, CA 94551
Fax: 925.443.1375
Email: frontdesk@lavta.org*

MINUTES OF THE APRIL 6, 2026
LAVTA BOARD OF DIRECTORS MEETING

1. Call to Order and Pledge of Allegiance

Chair Testa called the meeting to order at 4:00 p.m.

2. Roll Call of Members

Member(s) Present:

Julie Testa – Chair, City of Pleasanton

David Haubert – Vice Chair, County of Alameda (remote)

Evan Branning – City of Livermore

Craig Eicher – City of Pleasanton

Kristie Wang – City of Livermore

Michael McCorriston – City of Dublin

Jean Josey – City of Dublin (remote)

Director Josey participated remotely under the just-cause provisions of the Brown Act as she was caring for a sick relative.

3. Meeting Open to Public

No public comments were received.

4. Paratransit Ad Hoc Committee Report Out: March 16, 2026, Meeting

Director Branning reported the current contract extension year has been awarded. Staff are preparing for the next Request for Proposals (RFP), anticipated to be released in late fall 2026, with responses expected by midwinter and Board action in early 2027. Discussion also included aligning key performance indicators with County Connection and reviewing vehicle branding to reduce customer confusion.

No public comments were received.

5. Minutes of the March 4, 2026, Tri-Valley Accessible Advisory Committee Meeting

The Board received the committee minutes. Jennifer Thomas, from the Tri Valley Accessible Advisory Committee was available to answer any questions. No questions or comments were raised.

No public comments were received.

6. Consent Agenda A – H

A. Minutes of the March 2, 2026, Board of Directors meeting.

B. Treasurer's Report for February 2026

C. Alameda County Transportation Commission Measure BB / Vehicle Registration Fee Ten-Year Master Programs Funding Agreement

MINUTES OF THE APRIL 6, 2026
LAVTA BOARD OF DIRECTORS MEETING

- D. Approval of Resolutions Authorizing Staff to Apply for TDA, STA, RM2 and RM3 funds for Fiscal Year 2026-2027
- E. Resolution in Support of Allocation Requests for Fiscal Year 2025-26 Funding through the State Low Carbon Transit Operations Program (LCTOP)
- F. LAVTA Annual Salary Band Review Director Josey who expressed appreciation for the modifications to the Legislative Platform
- G. Resolution of the Board of Directors Appreciating the Services of Cyrus Sheik (*Pulled from Consent Agenda*)
- H. Approval of Route 74: Shuttle to the City of Livermore’s Fourth of July Celebration

Board members commented positively on Mr. Sheik’s work and contributions to LAVTA over the past 25 years.

Agenda Item A – F and H

Motion/Second: Eicher / Branning

Aye: Testa, Haubert, Branning, Eicher, Josey, McCorriston, Wang

No: None

Abstain: None

Motion approved.

Agenda Item G

Motion/Second: Branning / Eicher

Aye: Testa, Haubert, Branning, Eicher, Josey, McCorriston, Wang

No: None

Abstain: None

Motion approved.

No public comments were received.

7. Modifications to Go Tri-Valley

(Director Haubert departed at 5:02 p.m.)

Staff presented proposed modifications to the Go Tri-Valley program. The Board approved continuing the program with the current subsidy levels and trip cap, limiting service hours to 9:00 p.m. to 6:00 a.m., and directing staff to monitor the program. The motion included direction for staff to return within one year with a review and recommendations regarding program modification or phase-out. Board members also expressed an interest. Implementation of the changes is anticipated to begin May 1, 2026.

MINUTES OF THE APRIL 6, 2026
LAVTA BOARD OF DIRECTORS MEETING

Motion/Second: Testa / Branning

Aye: Testa, Branning, Eicher, Josey, McCorriston, Wang

No: None

Abstain: None

Absent: Haubert

Motion approved.

No public comments were received.

8. Executive Director's Report

(Director Josey departed at 5:30 p.m.)

Executive Director Wegener provided updates on ridership, Clipper transition activities, operational performance, customer service, and recruitment for the Tri-Valley Accessible Advisory Committee. Board members commented positively on staff performance and recent safety improvements.

9. Matters Initiated by Board Members

No matters were initiated.

10. Next Meeting is Scheduled for:

May 4, 2026

11. Adjournment

Meeting was adjourned at 5:42 p.m.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY

STAFF REPORT

SUBJECT: Treasurer’s Report for March 2026
FROM: Tamara Edwards, Director of Finance
DATE: May 4, 2026

Action Requested

Approve the LAVTA Treasurer’s Report for March 2026.

Cash accounts:

Our petty cash account (101) has a balance of \$200, and our ticket sales change account (102) continues with a balance of \$240 (these two accounts should not change).

General checking account activity (105):

Beginning balance March 1, 2026	\$2,466,446.44
Payments made	\$2,092,885.11
Deposits made	\$1,475,498.62
Ending balance March 31, 2026	\$1,849,059.95

Farebox account activity (106):

Beginning balance March 1, 2026	\$129,503.57
Deposits made	\$147,583.67
Ending balance March 31, 2026	\$277,086.67

LAIF investment account activity (135):

Beginning balance March 1, 2026	\$28,197,661.84
Ending balance March 31, 2026	\$28,197,661.84

Operating Expenditures and Revenues Summary:

As this is the ninth month of the fiscal year, in order to stay on target for the budget this year expenses (at least the ones that occur on a monthly basis) should not be higher than 75%. The agency is at 68% overall.

Operating Revenues Summary:

While expenses are at 68%, revenues are at 79% providing for a healthy cash flow.

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

None

Recommendation

The Finance and Administration Committee recommends that the Board of Directors approve the March 2026 Treasurer's Report.

Strategic Plan Goal

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

Attachments:

1. March 2026 Treasurer's Report

**LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
BALANCE SHEET
FOR THE PERIOD ENDING:
March 31, 2026**

Current Assets:

101 PETTY CASH	200
102 TICKET SALES CHANGE	240
105 CASH - GENERAL CHECKING	1,849,059
106 CASH - FIXED ROUTE ACCOUNT	277,086
107 Clipper Cash	734,285
109 BOC	46
120 ACCOUNTS RECEIVABLE	117,662
135 INVESTMENTS - LAIF	28,169,302
13599 INVESTMENTS - LAIF Mark to Market	28,360
150 PREPAID EXPENSES	168,422

Noncurrent Assets:

14001 Due From Rail	2,930,530
160 OPEB ASSET	67,698
165 DEFFERED OUTFLOW-Pension Related	567,050
166 DEFFERED OUTFLOW-OPEB	656,498
170 INVESTMENTS HELD AT CALTIP	0
175 CEPPT RESTRICTED INVESTMENTS	442,623
111 NET PROPERTY COSTS	53,143,153

TOTAL ASSETS**89,152,215****Current Liabilities:**

205 ACCOUNTS PAYABLE	381,565
211 PRE-PAID REVENUE	2,028,309
21101 Clipper to be distributed	1,321,173
22000 FEDERAL INCOME TAXES PAYABLE	0
22010 STATE INCOME TAX	38
22020 FICA MEDICARE	(47)
22050 PERS HEALTH PAYABLE	0
22040 PERS RETIREMENT PAYABLE	(98)
22030 SDI TAXES PAYABLE	0
22070 AMERICAN FIDELITY INSURANCE PAYABLE	(3,045)
22090 WORKERS' COMPENSATION PAYABLE	152,117
22100 PERS-457	0
22110 Direct Deposit Clearing	0

Noncurrent Liabilities:

22120 Compensated absenses	135,743
23101 Net Pension Liability	1,325,703
23105 Deferred Inflow- OPEB Related	285,799
23104 Deferred Inflow- Pension Related	172,348
23103 INSURANCE CLAIMS PAYABLE	5,004
23102 UNEMPLOYMENT RESERVE	7,839

TOTAL LIABILITIES**5,812,447****FUND BALANCE:**

301 FUND RESERVE	60,465,256
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304 GRANTS, DONATIONS, PAID-IN CAPITAL	32,140,057	
30401 SALE OF BUSES & EQUIPMENT	86,871	
FUND BALANCE	(9,352,416)	
TOTAL FUND BALANCE		83,339,768
TOTAL LIABILITIES & FUND BALANCE		89,152,215

(\$ Thousands)	FY 2026												Budget	YTD % of Budget
	Actual Jul-25	Actual Aug-25	Actual Sep-25	Actual Oct-25	Actual Nov-25	Actual Dec-25	Actual Jan-26	Actual Feb-26	Actual Mar-26	Budget Apr-26	Budget May-26	Budget Jun-26		
Operating Revenue														
Passenger Fares	33	62	45	65	247	199	162	45	308	425	425	425	2,442	48%
Other Income	442	4	15,219	798	247	247	1,913	307	860	1,442	1,442	1,442	24,363	82%
Total Operating Revenue	475	66	15,264	863	494	446	2,076	353	1,168	1,867	1,867	1,867	26,805	79%
Operating Expenses														
Labor	161	163	164	241	158	155	158	168	183	195	195	195	2,137	73%
Fringe Benefits	225	71	65	87	66	78	173	279	241	66	66	66	1,485	87%
Services	173	276	140	169	168	162	219	116	88	284	284	284	2,360	64%
Purchased Transportation	1,212	1,251	1,248	1,319	1,307	1,253	1,538	1,352	1,289	1,849	1,849	1,849	17,318	68%
Fuel and Supplies	52	128	98	54	127	105	73	104	123	239	239	239	1,582	55%
Utilities	50	33	33	34	33	40	30	33	46	63	63	63	520	64%
Insurance	777	-4	-17	0	0	-8	3	14	-2	39	39	39	880	87%
Taxes	5	12	10	8	12	10	9	9	13	9	9	9	114	77%
Advertising	0	2	2	3	2	1	19	2	1	33	33	33	130	24%
Misc.	28	2	14	8	6	13	50	10	21	42	42	42	279	55%
Total Operating Expenses	2,685	1,933	1,757	1,923	1,877	1,810	2,274	2,087	2,003	2,819	2,819	2,819	26,805	68%
Expenditures														
Fund Balance - Operating Net	-2,210	-1,867	13,507	-1,060	-1,383	-1,364	-198	-1,735	-835	-952	-952	-952	0	
Fund Balance - Capital*	0	-2	-99	-142	-206	-86	-31	-176	355	129	0	0	0	
Fund Balance - Operating and Capital	-2,210	-1,869	13,408	-1,202	-1,589	-1,449	-229	-1,911	-480	-823	-952	-952	0	
Reserves (Cash and Investments)														
Unrestricted	\$28,548,382													
Restricted														
Total Reserves	28,548	0	0	0	0	0	0	0	0	0	0	0	0	

* Capital only shows actual expenses

(\$ Thousands)

	FY 2023	FY 2024	FY 2025												Total	Budget FY 2025	YTD % of Budget
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual			
			24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar	25-Apr	25-May	25-Jun			
Operating Revenue																	
Passenger Fares	2,141	2,242	206	82	112	80	206	167	163	203	69	224	211	490	2,213	2,600	85%
Other Income	17,334	19,092	205	15	547	350	14,001	530	2,028	348	251	110	322	-232	18,476	22,497	82%
Total Operating Revenue	19,475	21,335	411	97	659	430	14,207	696	2,190	551	320	2,211	534	258	22,567	25,097	
Operating Expenses																	
Labor	1,589	1,788	148	153	152	152	231	153	153	154	151	155	234	188	2,024	2,244	90%
Fringe Benefits	1,088	1,279	203	67	62	58	63	75	21	120	645	75	84	-265	1,208	1,657	73%
Services	2,183	1,887	370	156	74	87	219	232	181	94	185	172	147	268	2,186	2,754	79%
Purchased Transportation	12,063	13,556	958	1,038	1,316	1,088	1,028	1,017	1,073	1,447	1,200	1,189	1,196	1,609	14,203	14,751	96%
Fuel and Supplies	1,314	1,337	28	154	72	100	27	149	69	118	110	70	96	158	1,151	1,948	59%
Utilities	375	464	46	32	34	33	39	35	43	31	36	40	31	68	467	521	90%
Insurance	558	731	734	-1	-6	0	1	-1	0	0	-5	2	-4	137	857	649	132%
Taxes	104	133	2	14	7	12	2	15	9	9	10	13	9	17	120	112	107%
Advertising	36	83	0	8	5	1	2	1	14	1	0	5	0	13	50	174	29%
Misc.	167	77	52	35	21	29	46	19	49	-62	23	7	20	61	299	288	104%
Total Operating Expenses	19,475	21,335	2,541	1,656	1,738	1,561	1,657	1,695	1,612	1,912	2,355	1,728	1,814	2,255	22,524	25,097	90%
Excess Revenue Over (Under) Expenses																	
Capital Expenditures																	
Fund Balance - Operating	0	0	-2,129	-1,559	-1,079	-1,130	12,550	-999	579	-1,361	-2,035	484	-1,280	-1,996	0	0	
Fund Balance - Capital	0	0	0	-4	-10	-7	-27	-100	-296	-172	-331	-36	-450	-3,170	0	0	
Fund Balance - Operating and Capital	0	0	-2,129	-1,563	-1,089	-1,138	12,522	-1,099	282	-1,533	-2,366	447	-1,730	-5,166	0	0	
Reserves (Cash and Investments)																	
Unrestricted	26478138	21418976															
Restricted	204032	322062															
Total Reserves	26,682,170	21,741,038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

STAFF REPORT

SUBJECT: FY2026 Wheels Dial-A-Ride Customer Satisfaction Survey Results

FROM: Kadri Klm, Senior Paratransit Planner

DATE: May 4, 2026

Action Requested

The Projects and Services committee recommends that the Board approve the FY2026 Wheels Dial-A-Ride Customer Satisfaction Survey results.

Background

LAVTA historically conducts Dial-A-Ride (paratransit) customer surveys to gauge rider satisfaction with the service, particularly as a means of tracking and benchmarking opinions and perception of the service over the years. The previous survey was conducted two years ago in FY2024.

Methodology

This year's survey was conducted in early 2026 using a similar methodology as in prior years, utilizing both telephone and online survey instruments. To better understand current or more recent trends, only those who had utilized LAVTA's paratransit service (or their caregivers) in the previous 12 months were contacted.

The survey was administered by a third-party vendor Quantum Marker Research (QMR), and a total of 205 Dial-A-Ride surveys were completed, which included 173 phone surveys and 32 online surveys. The sample provided by LAVTA included a total of 348 individuals, including 53 residing in nursing homes. The customer satisfaction survey has been conducted since FY15. In the previous FY24 survey, the sample provided by LAVTA included 962 individuals (all ADA paratransit eligible individuals), of whom 248 were unique riders having ridden during FY24. A total of 272 surveys were collected in FY2024, with 79% of respondents reporting that they had used the service within the past 12 months.

The surveyors asked passengers to rate Dial-A-Ride service on a 1-to-5 scale (5 being highest and 1 being lowest) on a variety of topics, including the reservation process, pick-up experience, ride experience, drop-off experience, and their overall satisfaction with the service. They were also given the opportunity to provide open-ended comments.

Discussion

Unfortunately, this year's survey showed decreasing scores across every question from FY2024. The table below shows the comparison of mean ratings over the years, with the largest drops in:

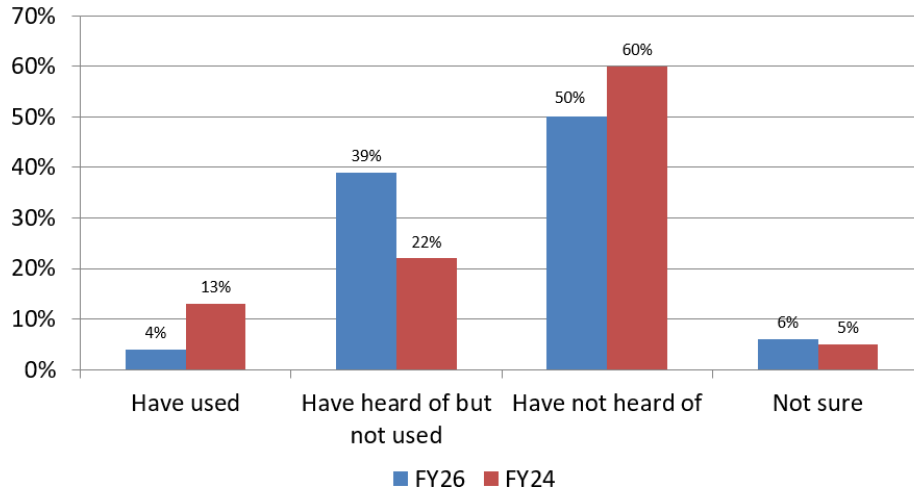
	<u>FY26</u>	<u>FY24</u>	<u>FY23</u>	<u>FY22</u>	<u>FY26</u> <u>FY24</u>	<u>v FY26</u> <u>FY23</u>	<u>v</u>
Overall experience	3.52	3.93	4.02	3.74	-0.41	-0.50	
Overall high level of satisfaction with pickup experience	3.49	4.09	3.85	3.90	-0.60	-0.36	
Overall high level of satisfaction with ride experience	3.79	4.17	3.85	4.14	-0.38	-0.06	
Overall high level of satisfaction with drop off experience	3.84	4.25	3.84	4.12	-0.41	0.00	
Driver dressed appropriately/clean	4.17	4.24	3.97	4.27	-0.07	0.20	
Driver courteous and helpful	4.14	4.26	4.19	4.21	-0.12	-0.05	
Driver offered me help during drop off	4.13	4.13	3.85	4.14	0.00	0.28	
Driver operated vehicle safely/followed traffic laws	4.12	4.24	4.03	4.28	-0.12	0.09	
Vehicle/shuttle was clean	4.07	4.19	4.25	4.21	-0.12	-0.18	
My wheelchair/scooter was safely secured	4.04	4.48	NA	NA	-0.44	NA	
Important that vehicle has Wheels Dial-A-Ride logo	4.01	NA	NA	NA	NA	NA	
No problems with phone menu	3.98	4.16	3.77	4.11	-0.18	0.21	
Driver arrived at the correct address/pickup spot	3.93	4.13	4.19	4.12	-0.20	-0.26	
Vehicle/shuttle was modern and in working order	3.91	4.14	3.95	4.14	-0.23	-0.04	
Hold times were not an issue	3.89	3.98	3.18	3.90	-0.09	0.71	
Person on phone knowledgeable	3.85	4.01	4.21	4.08	-0.16	-0.36	
Easy to make arrangements for transportation on phone	3.72	4.10	3.90	4.06	-0.38	-0.18	
Driver dropped me off on time/in correct place	3.63	4.17	4.00	4.05	-0.54	-0.37	
Driver on time	2.88	3.74	3.95	3.62	-0.86	-1.07	

The mean rating for the driver arriving on time showed the steepest decline, falling from 3.74 on the 5-point scale to 2.88, or -.86. Given that rating, it is no surprise that the overall level of satisfaction with the pickup experience showed the second largest decline, down from 2023's 4.09 to 3.49 this year, a drop of .60. The other significant drop was seen in the driver dropping the rider off on time and in the correct place (-.54). While not statistically significant, other large declines were seen in ratings for the wheelchair or scooter being safely secured (-.44), the overall experience (-.41), overall level of satisfaction (-.41), overall level of satisfaction with the ride experience (-.38), and ease of making arrangements on the phone (-.38).

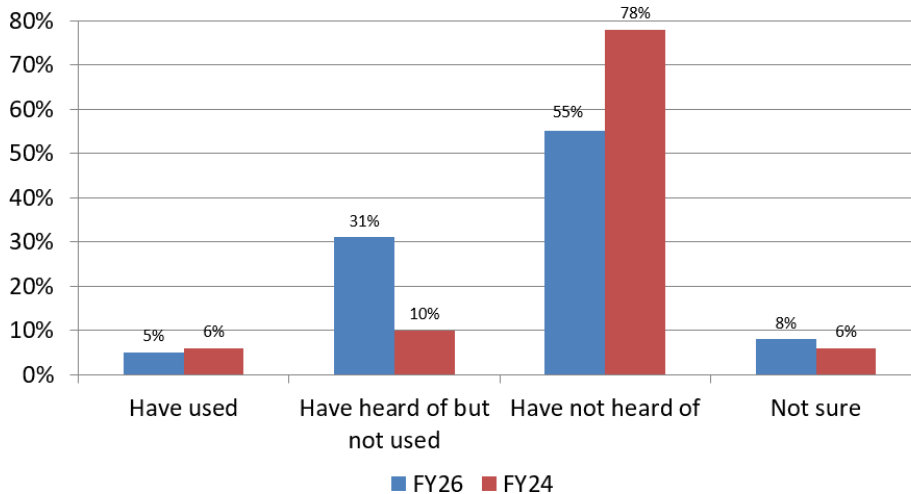
The survey also asked about familiarity with Para-Taxi and One Seat Ride programs as well as the My Transit Manager phone app. The familiarity with all three has increased significantly in FY2026 when compared to FY2024 as the following charts illustrate:



Familiarity with Para-Taxi Program

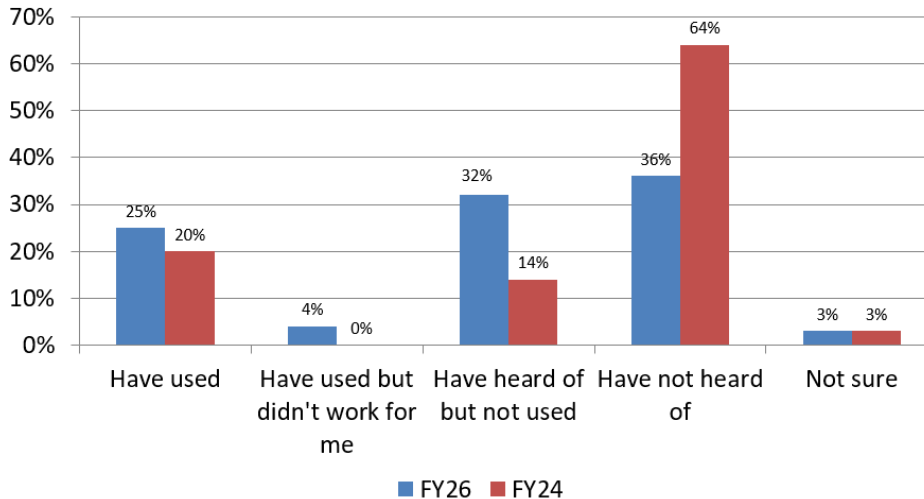


Familiarity with One Seat Ride Program





Familiarity with My Transit App



Note: "Have used but did not work for me" added in FY26

In terms of usage, the My Transit App has the highest adoption rate; however, only one-quarter (25%) of riders' report having used it. Only 4% of riders report on using Para-Taxi, down from 13% in 2023, but it's important to note that there are Para-Taxi users who were excluded from this study due to not having used Wheels Dial-A-Ride in the past 12 months. While Dial-A-Ride ridership decreased by about 11% compared to a year earlier, Para-Taxi ridership has about doubled during the same timeframe (going from 2,312 trips between 3/24 to 2/25 to 4,781 trips between 3/25 to 2/26).

This year, a new question was added relating to receiving one-on-one travel training on Wheels fixed route. Fifteen percent of the respondents were interested in it while three-quarters were unsure. Both demographic categories – race and income – showed significant changes compared to 2023 (when the questions were first posed). The percentage of white riders has decreased (-15 percentage points). In terms of income, there was a significant increase of 12 percentage points in the number of those at the lowest income level (less than \$29,750). This year, more riders were willing to provide their income level as opposed to in 2023.

The survey also included an open-ended question about how Dial-A-Ride service could be improved. Those who gave a general rating of neutral to high were asked, "Please provide Wheels Management with your thoughts on how our service can be even better." Those who gave a low rating were asked, "Please provide Wheels Management with your thoughts on how we may improve our service." The data from the open-ended questions was analyzed and compiled into the following table:

Coded Responses to Verbatim Suggestions on Ways to Improve Dial-a-Ride Service

	Satisfied	Dissatisfied	Total	%
Timeliness	141	46	187	40.6%
Need better routes/GPS makes trip longer	22	10	32	6.9%
Driver leaves them outside the dialysis place unattended	30	1	31	6.7%
General process issues: problem with scheduling/payment/management*	20	10	30	6.5%
Drivers should be compassionate/respectful/courteous. Need more help for people with disabilities/accommodate handicapped or special wheelchairs or scooters/Better accommodations for the blind and hear impaired	17	7	24	5.2%
Rudeness/harassment/don't say hello/Dispatcher rude & unprofessional	16	5	21	4.6%
Dispatcher lack of competence (eg. Don't know distances, Sent wrong kind of vehicle, Sent drivers to wrong place	13	3	16	3.5%
No comments	15		15	3.3%
General process positive: scheduling/payment/service. It's good./Love the driver!/Love the app	11	3	14	3.0%
Need more drivers/better vehicles/Need modern vans/vehicles too small/Vehicle quality varies	11	3	14	3.0%
Safety issues and concerns*	4	7	11	2.4%
Safety issues: Driver high or smells of weed/vaping/Afraid of Driver/Left stranded	9	1	10	2.2%
Need logo	9		9	2.0%
Driver lack of personal hygiene or smells bad/not dressed professionally/need ID or uniform/should wear a mask	6	2	8	1.7%
Need same day appointments/one-week appointment too long /2 days/Need more flexibility with pickups (sometimes I work late)	8		8	1.7%
App issues/Need help to set it up/has glitches/App can't book NEW times	7		7	1.5%
Disconnect/miscommunication between dispatcher and drivers	4	3	7	1.5%
Quit Wheels/Not using as much because of service performance		7	7	1.5%
Personal car issues (can't accommodate wheelchairs/walkers), Car condition	4		4	0.9%
Too expensive/Price increase concern	2	1	3	0.7%
Flexibility in scheduling/They don't have availability when I need it & have to schedule earlier than I need	1	1	2	0.4%
Customer service slowly/ never returns calls/emails	1		1	0.2%
Grand Total	351	110	461	

In 2021, 26% cited timeliness as needing improvement, compared to 34% in 2023. This year, 41% identify timeliness as an area needing improvement. Notably, there is almost no difference between positive and negative raters: scheduling issues are cited by 42% of negative raters versus 40% of positive raters.

Next Steps

The survey results are concerning, and since receiving the result staff have been taking proactive measures to improve the service and address customer complaint trends. LAVTA staff have brought the survey results to the contractor's (Transdev) and County Connection staff's attention, and we will be monitoring and following up on any new customer service

complaints closely, as well as following up with a number of complaints each month moving forward.

Staff also intend to add Liquidated Damages (LDs) for KPI's, such as OTP and customer complaints, into the next paratransit operations and maintenance contract; the procurement for the next joint paratransit contract is slated to begin this fall.

Finally, LAVTA plans to conduct the next customer satisfaction survey again before the end of 2026.

Recommendation

The Projects and Services committee recommends the Board approve the FY2026 Wheels Dial-A-Ride Customer Satisfaction Survey results.

Strategic Plan Goal

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

Attachments:

1. Summary of Findings presentation



Livermore Area Valley Transportation Authority (LAVTA)
Ridership Satisfaction
Phone and Online Survey

Summary of Findings

Prepared March 2026

Quantum Market Research



Background

- Overall goal of the study is to gauge rider satisfaction with LAVTA's Wheels Dial-a-Ride service, particularly as a means of tracking opinions over the years.
- Survey has been conducted in English over the telephone since 2015.
- Since 2017, interviewing includes online surveys and Spanish-language interviewing, in addition to English-language surveys.
- QMR has conducted every survey since 2017, with the exception of 2022.
- Respondents were users or caregivers of users of Wheels Dial-a-Ride service in the previous 12 months.

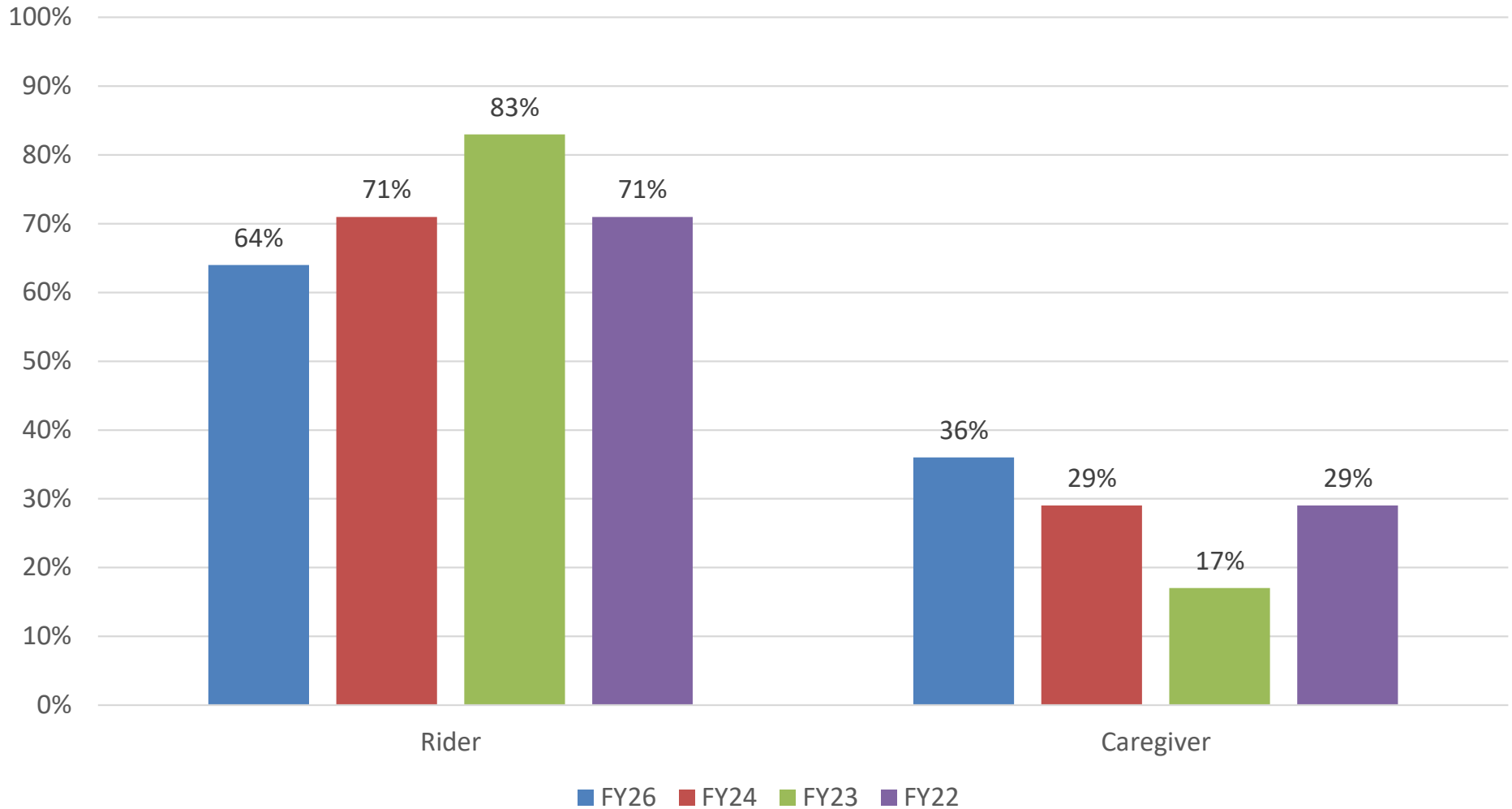


Methodology

- This year, 205 surveys were conducted, with 173 surveys completed on the phone and 32 completed online.
- As has been the case each year, nearly everyone completed the survey in English, with just 3 opting to complete in Spanish.
- It should be noted that, unlike in previous years, only riders who used the service in the previous year were eligible to complete the survey. QMR cautions the reader to keep that in mind when viewing comparisons to previous years. In the past, all eligible riders were included in the sample, even those who had not used the service in the previous 12 months. In 2023, the last time the study was conducted, while nearly 8 in 10 (79%) had used the service in the previous 12 months, the remaining 21% had not
- The margin of error is $\pm 4.5\%$ at the 95% confidence level.
- The sample provided by LAVTA included a total of 348 individuals, including 53 residing in nursing homes.
- Postcards were sent to all riders in individual residences inviting them to complete the survey online or over the phone. Non-respondents with a valid email address also received an email invitation to participate.
- Two staff members at nursing homes each received an honorarium of \$100 for completing the survey for multiple residents
- As the data collection period neared to a close, \$15 incentives were offered to individuals to complete the survey. 35 riders received that incentive.
- A raffle of four prizes of \$50 was offered to all respondents.

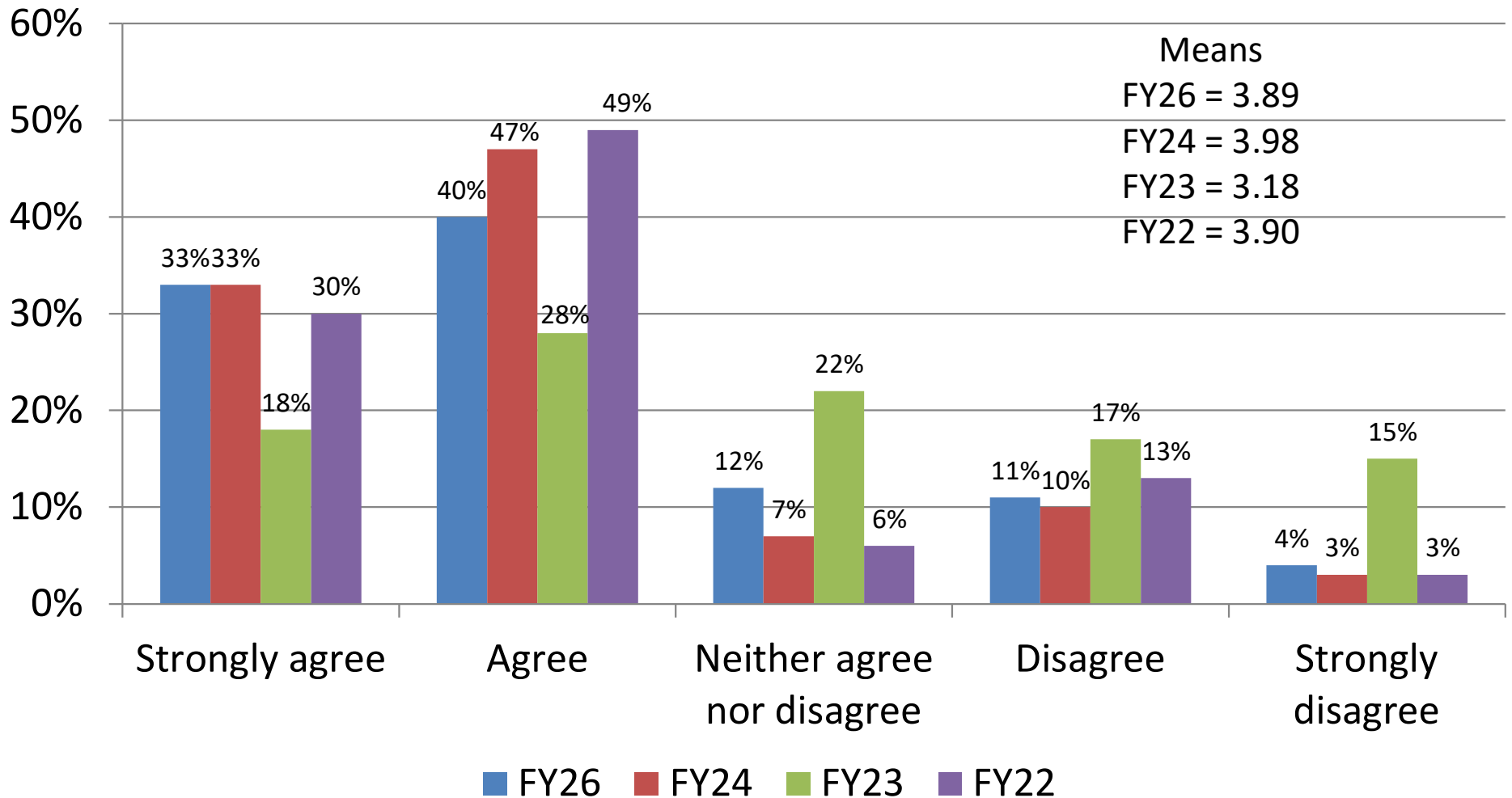


Rider or Caregiver



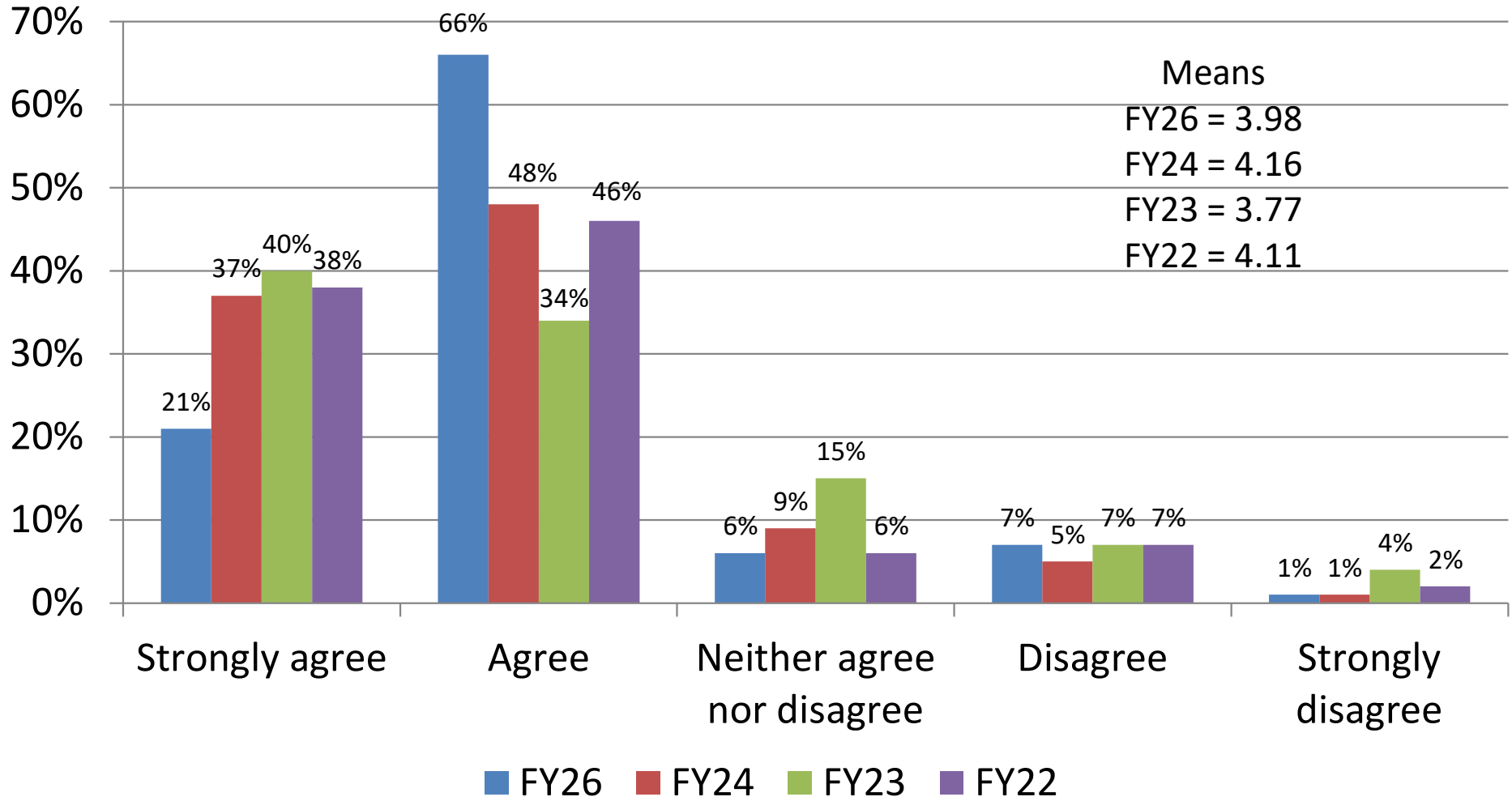


Hold Times Were Not an Issue



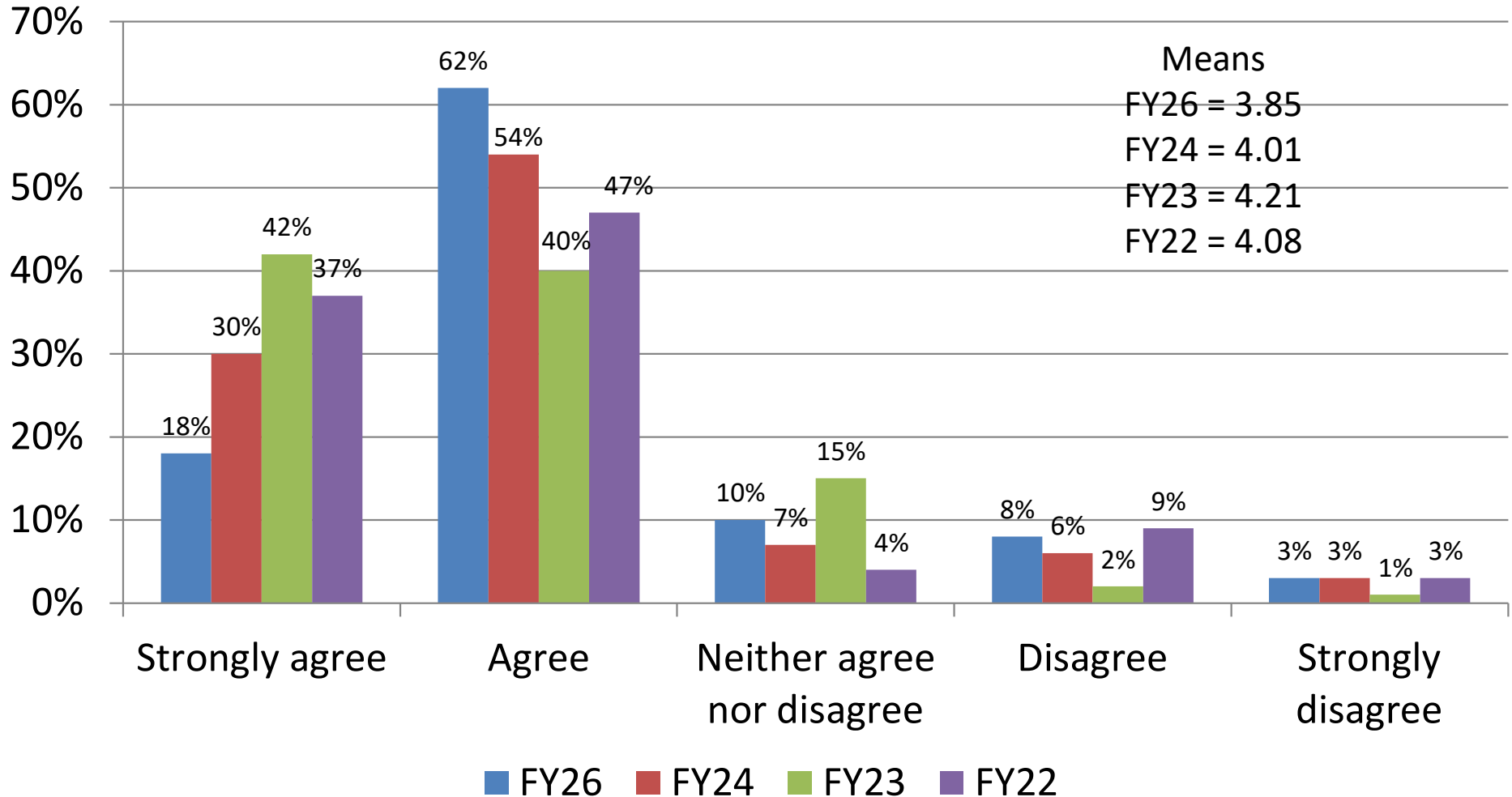


No Problems with Phone Menu



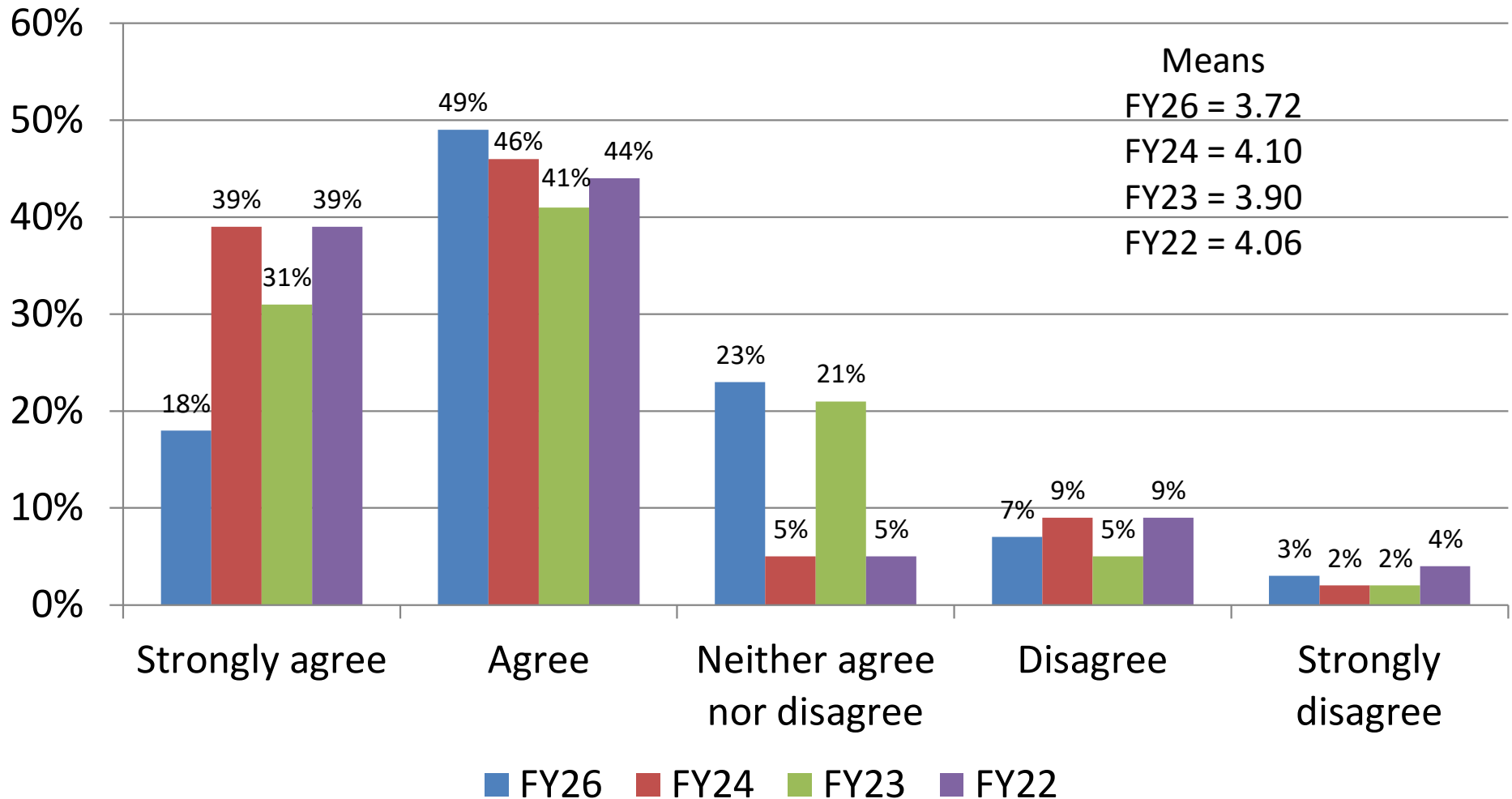


Person on Phone Was Knowledgeable



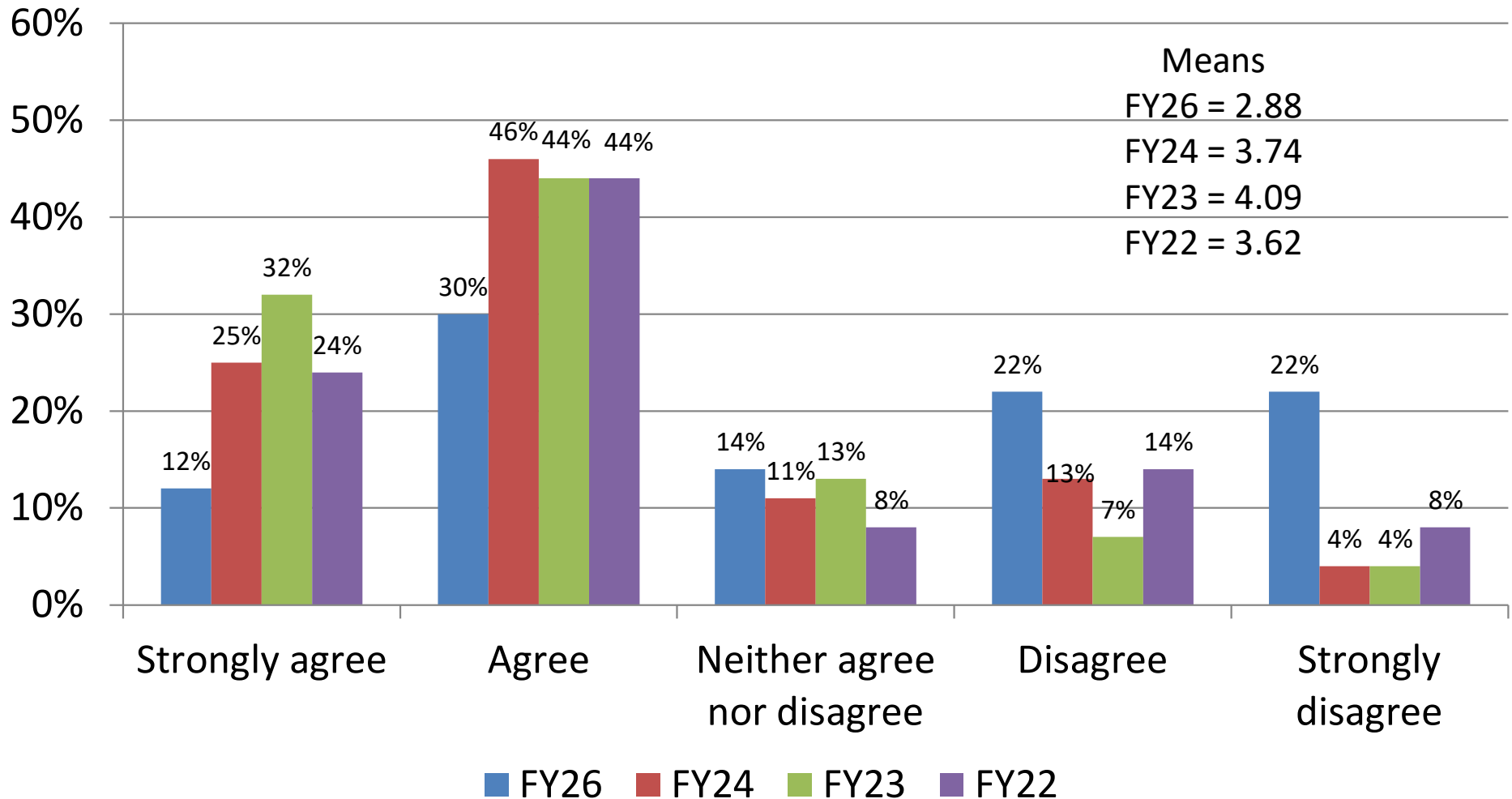


It was Easy to Make Arrangements for Transportation on Phone



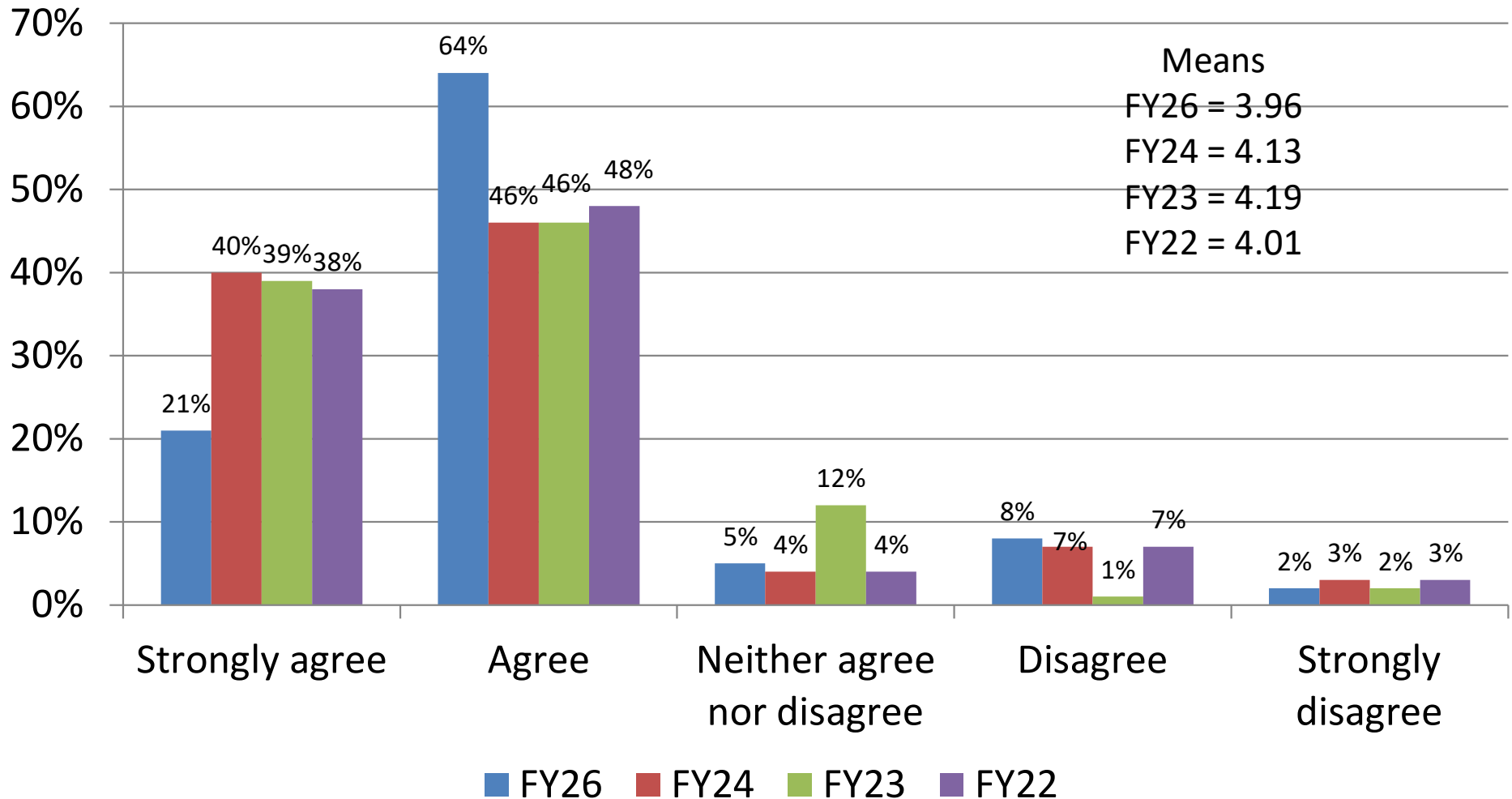


Driver was on Time



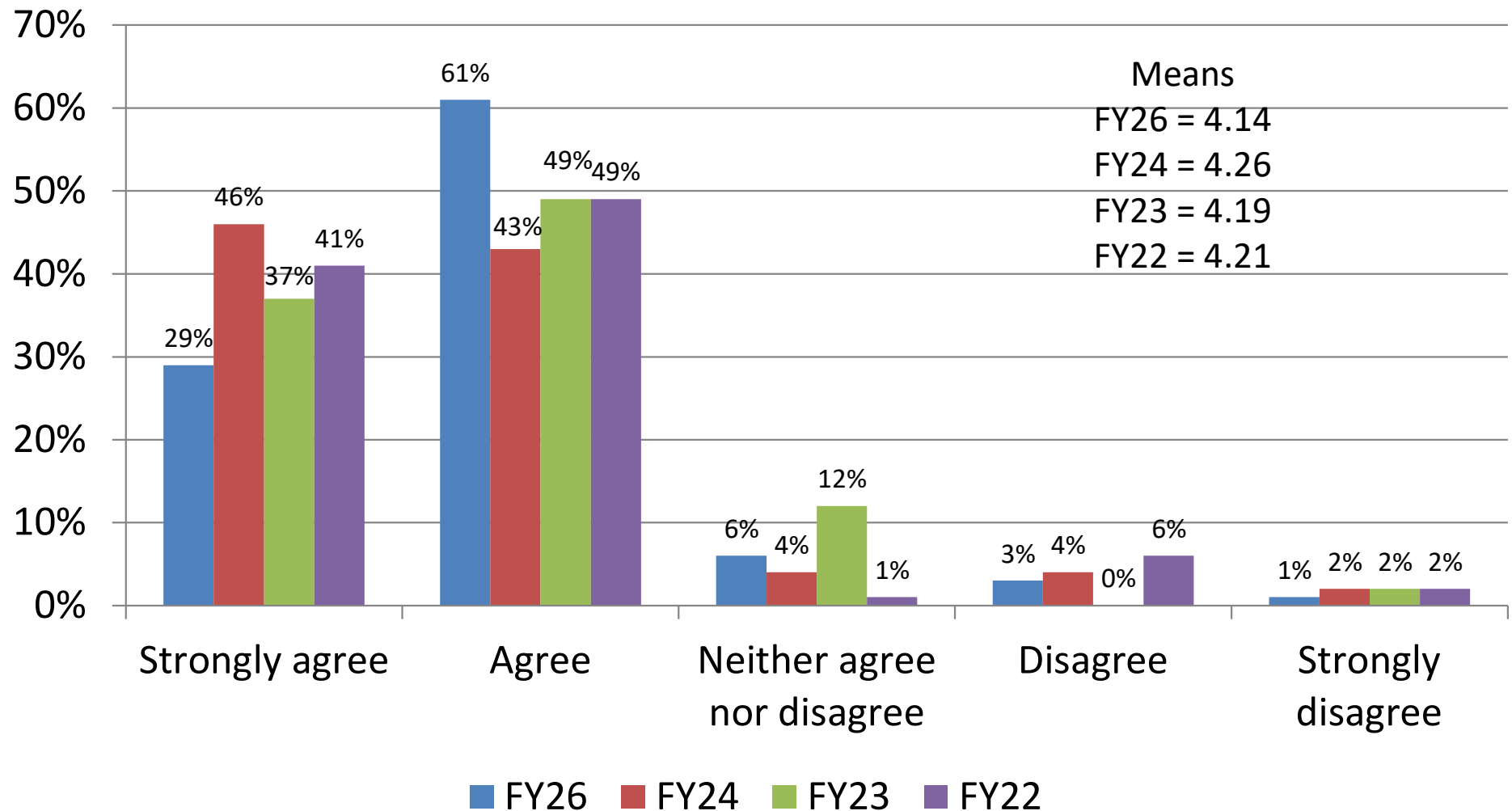


Driver Arrived at Correct Address/Pick up Spot



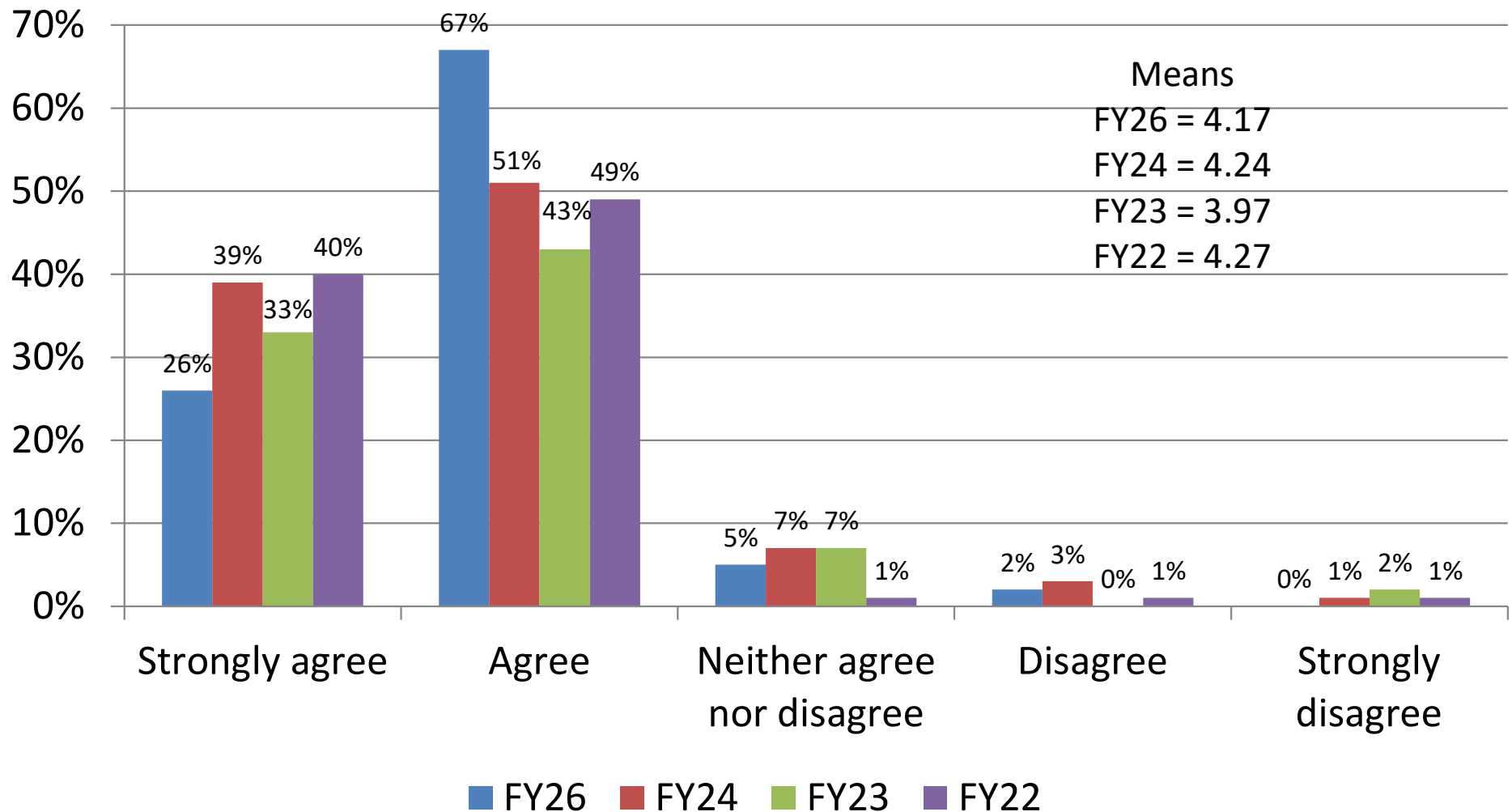


Driver was Courteous and Helpful



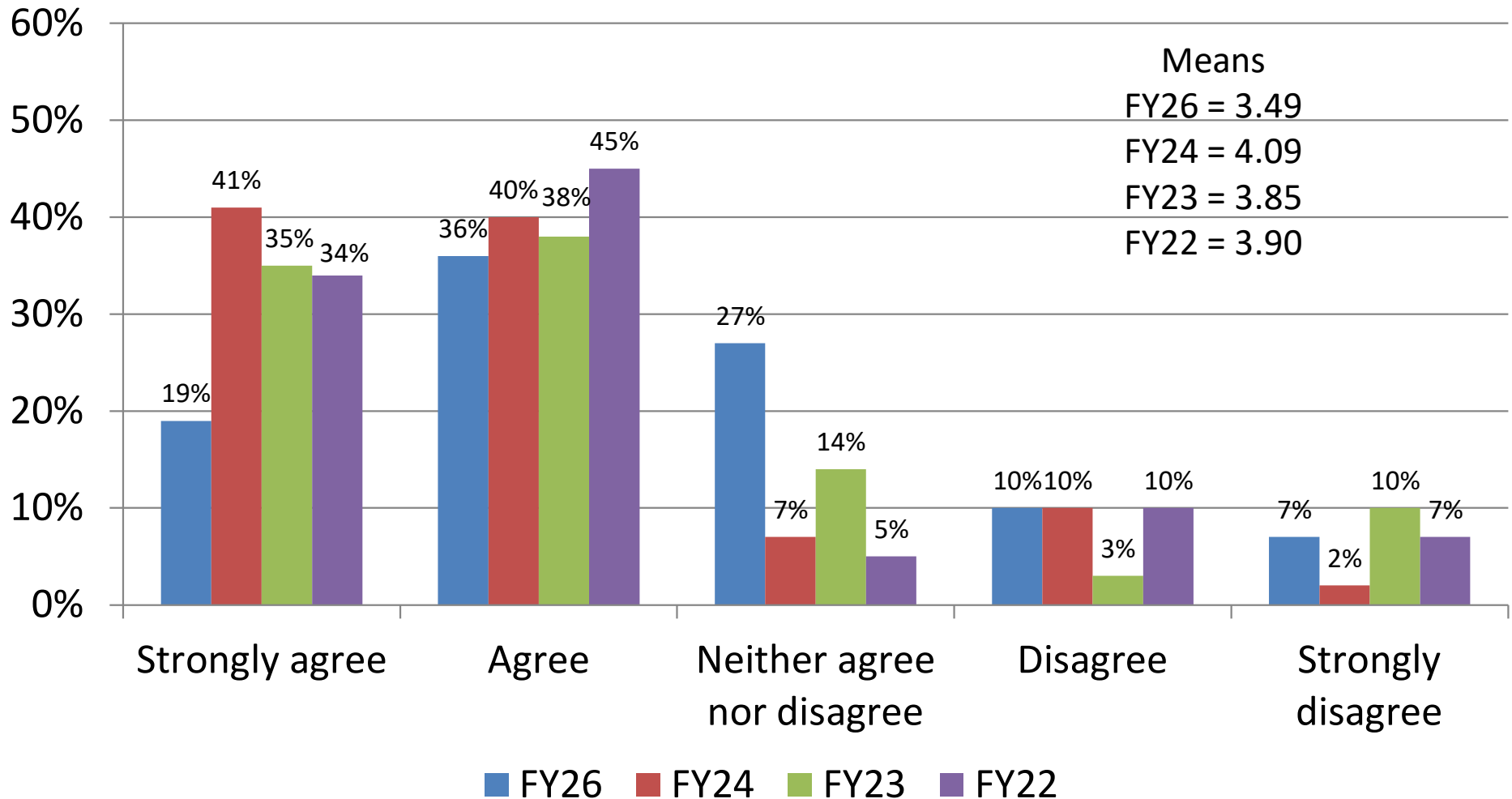


Driver was Dressed Appropriately/Clean



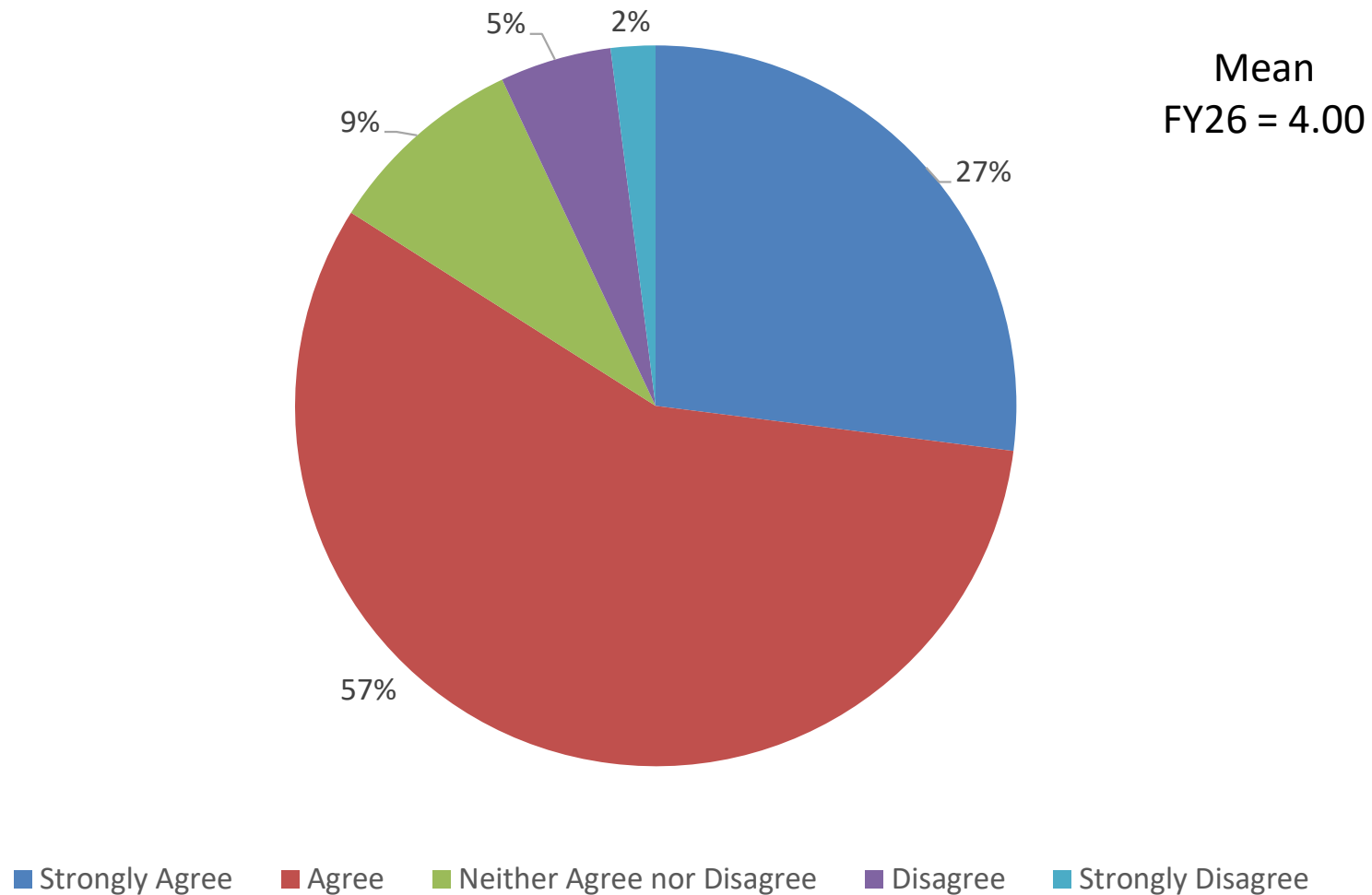


Overall High Level of Satisfaction with Pickup Experience



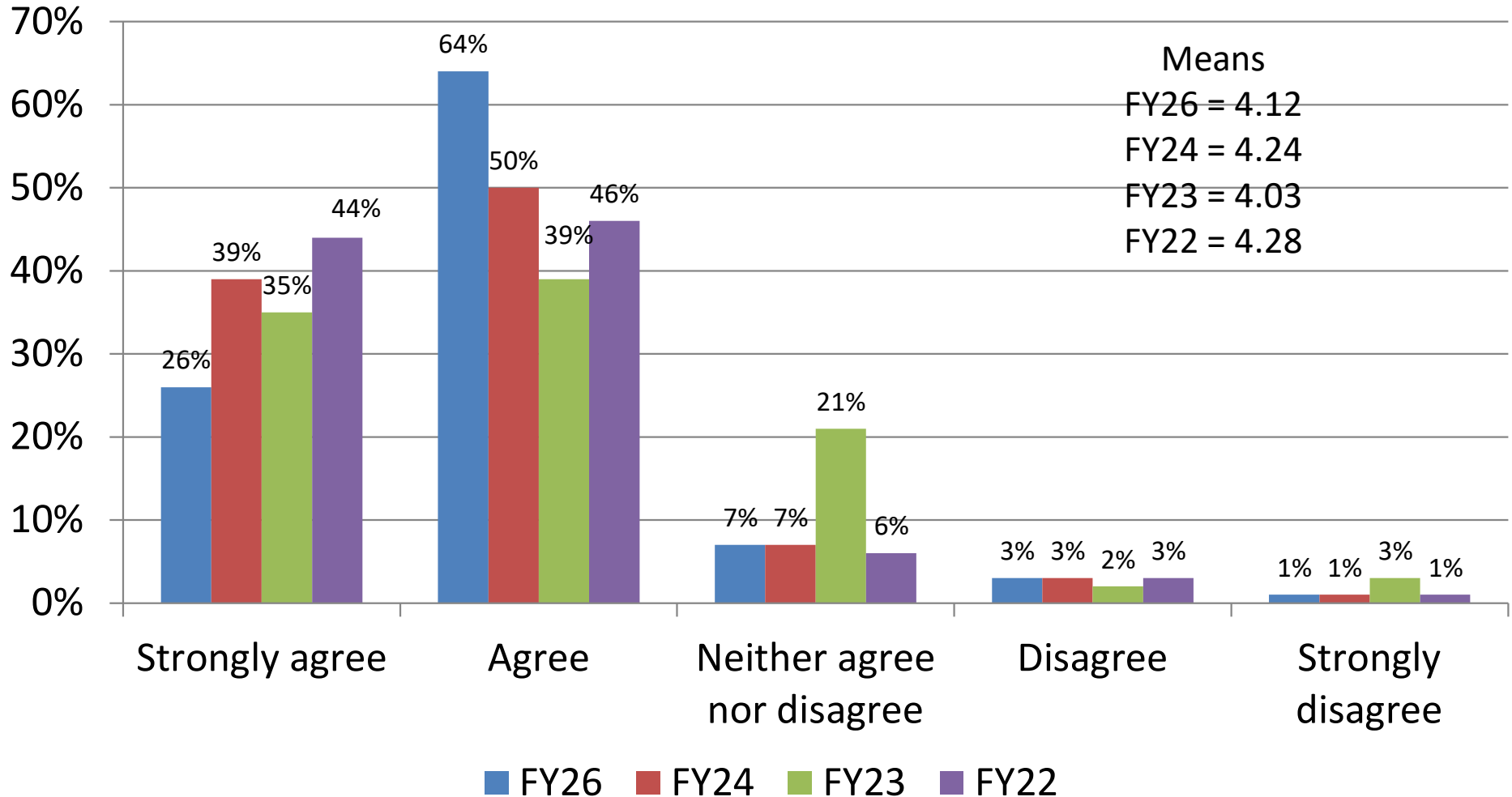


Important That Vehicle Has Wheels Dial-a-Ride Logo (New Question in FY26)



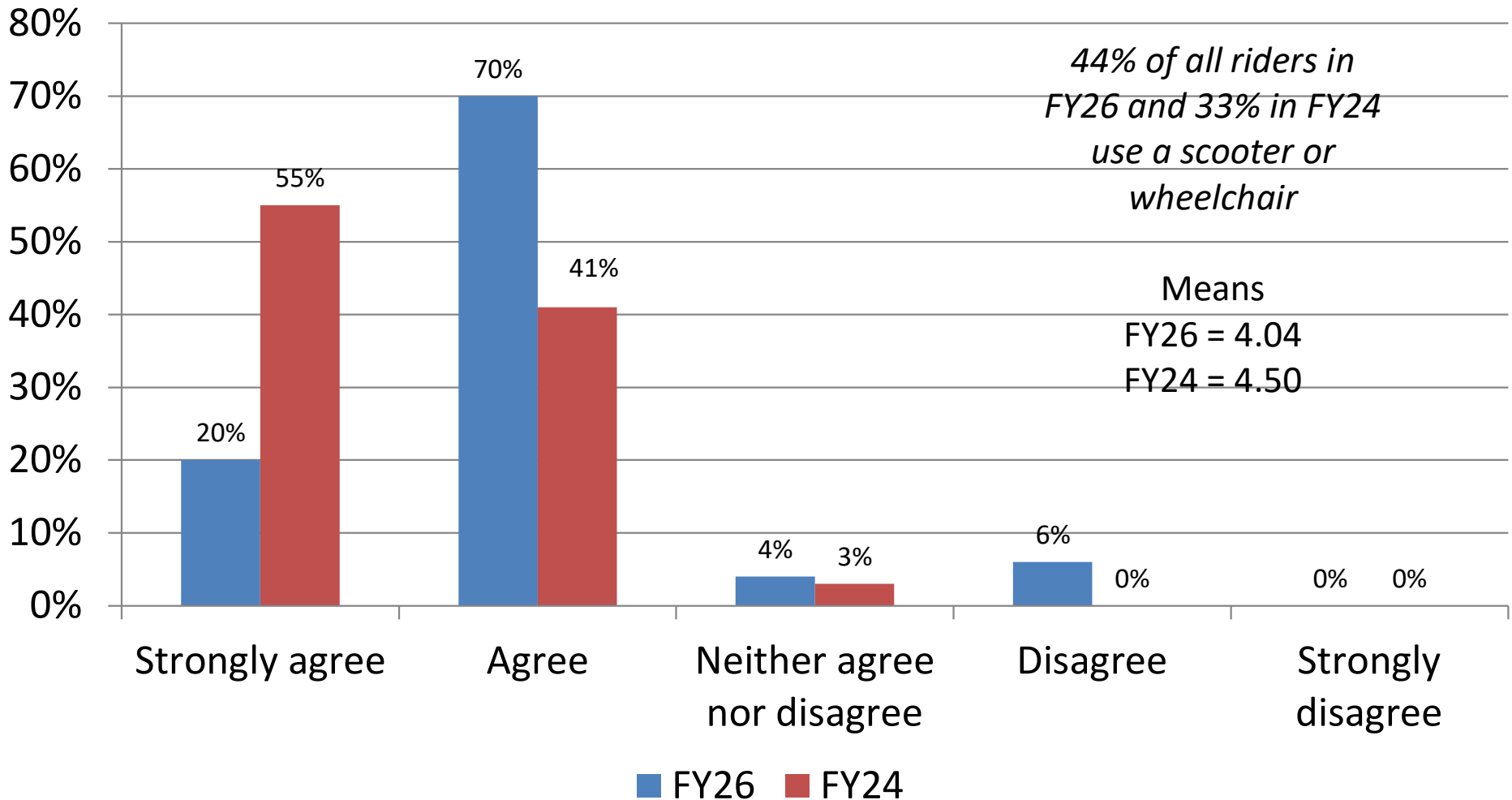


Driver Operated Vehicle Safely/ Followed Traffic Laws



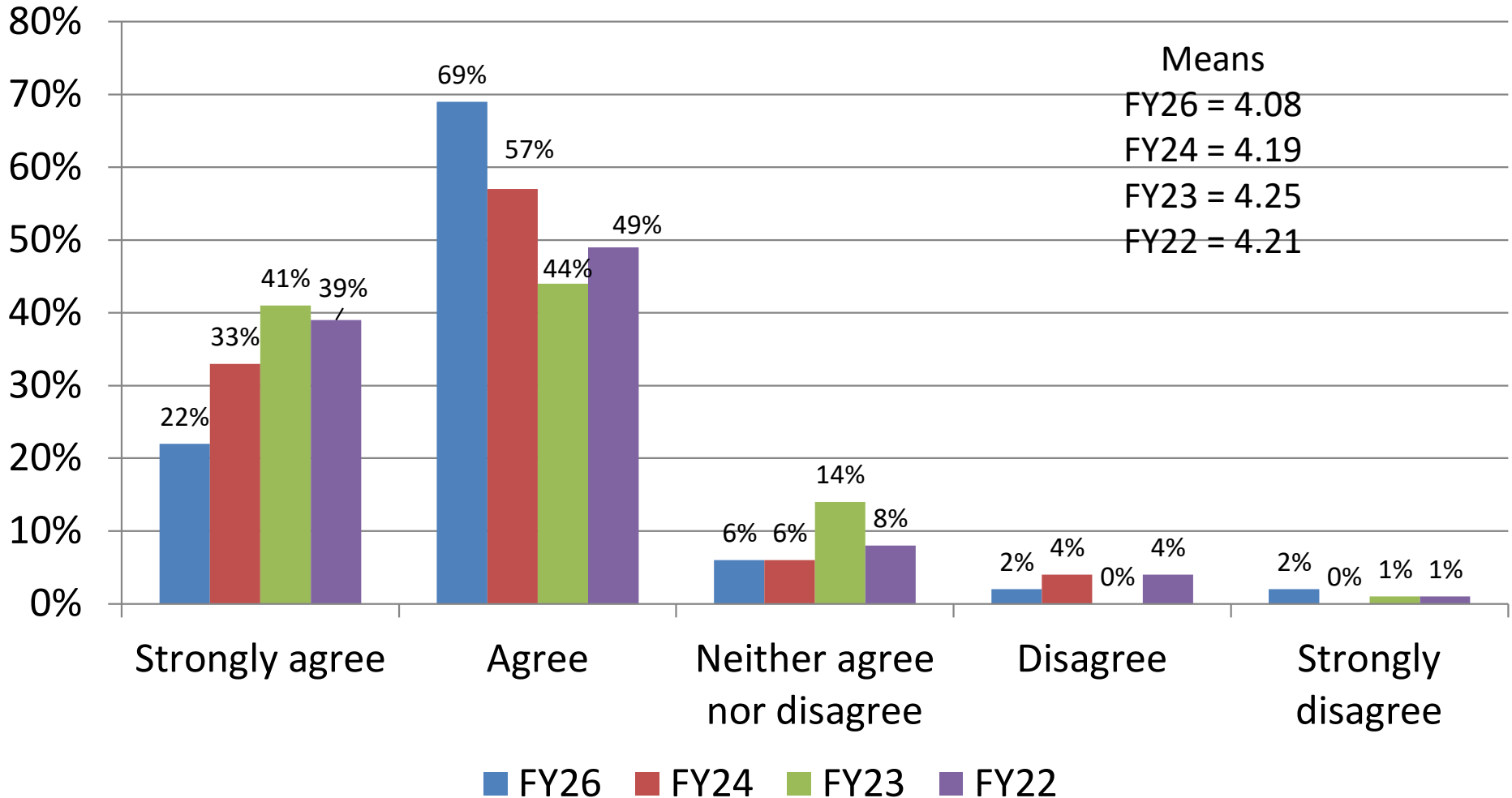


Wheelchair/Scooter Safely Secured



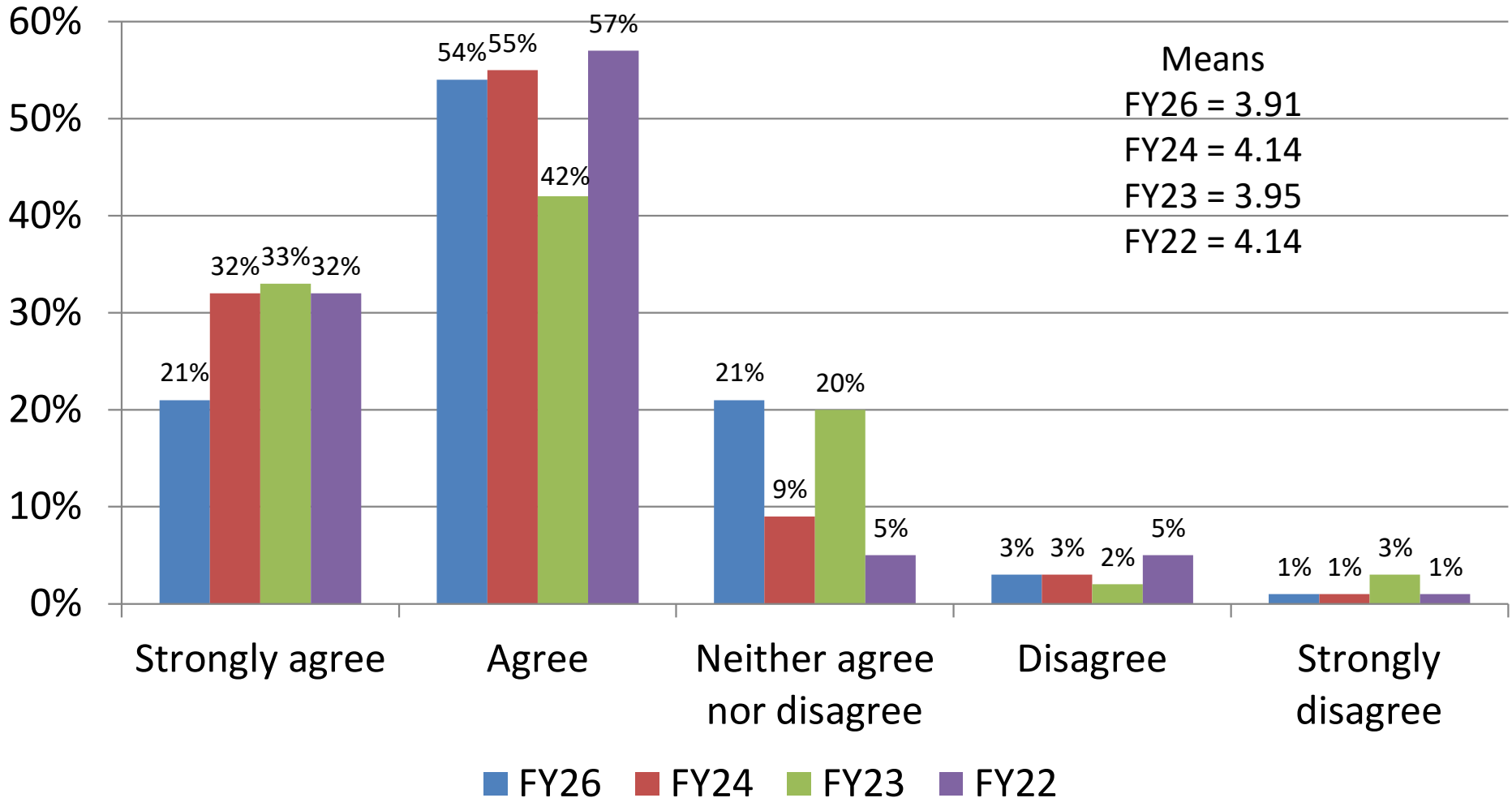


Vehicle/Shuttle was Clean



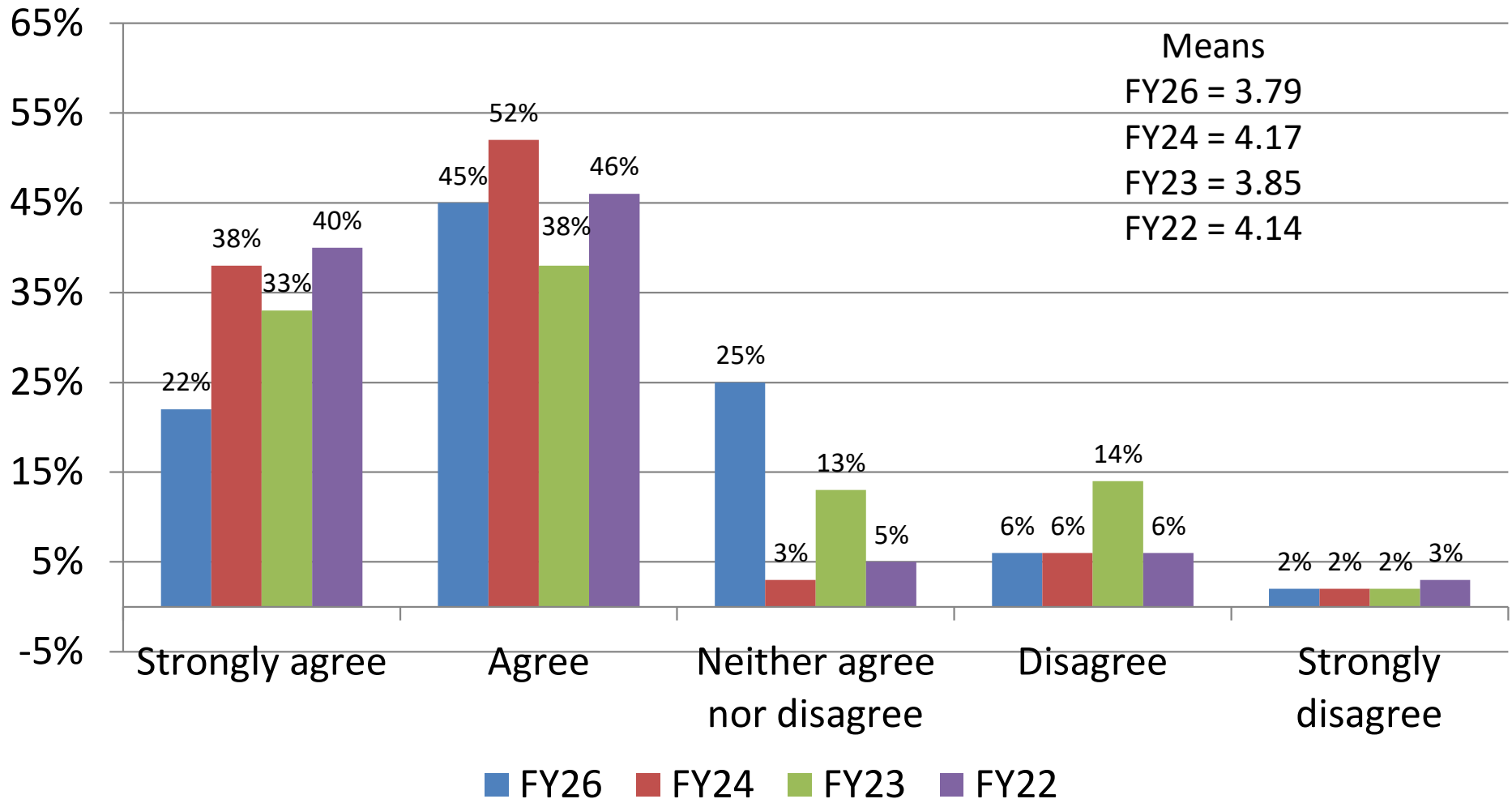


Vehicle/Shuttle was Modern and in Working Order



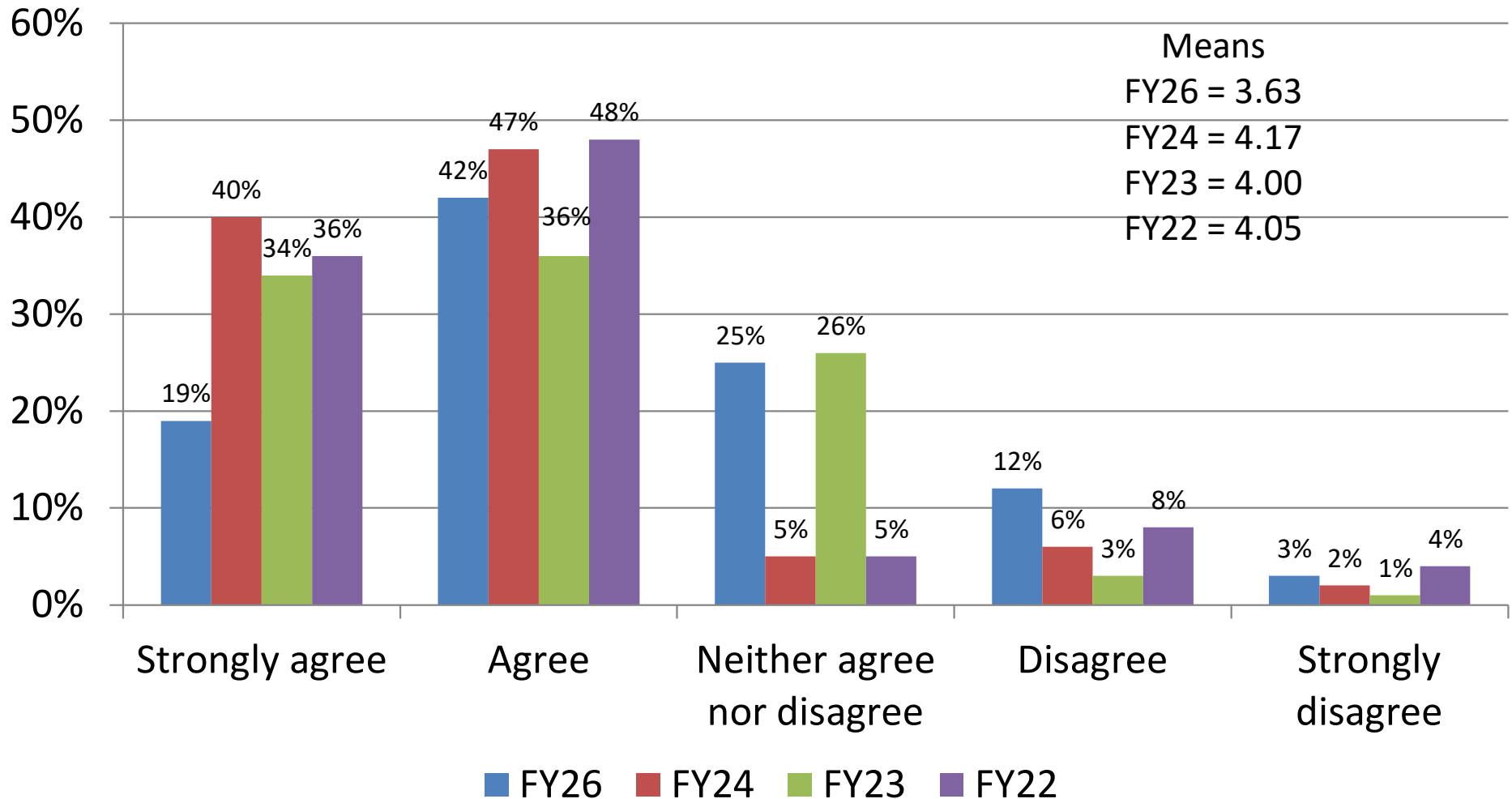


Overall High Level of Satisfaction with Ride Experience



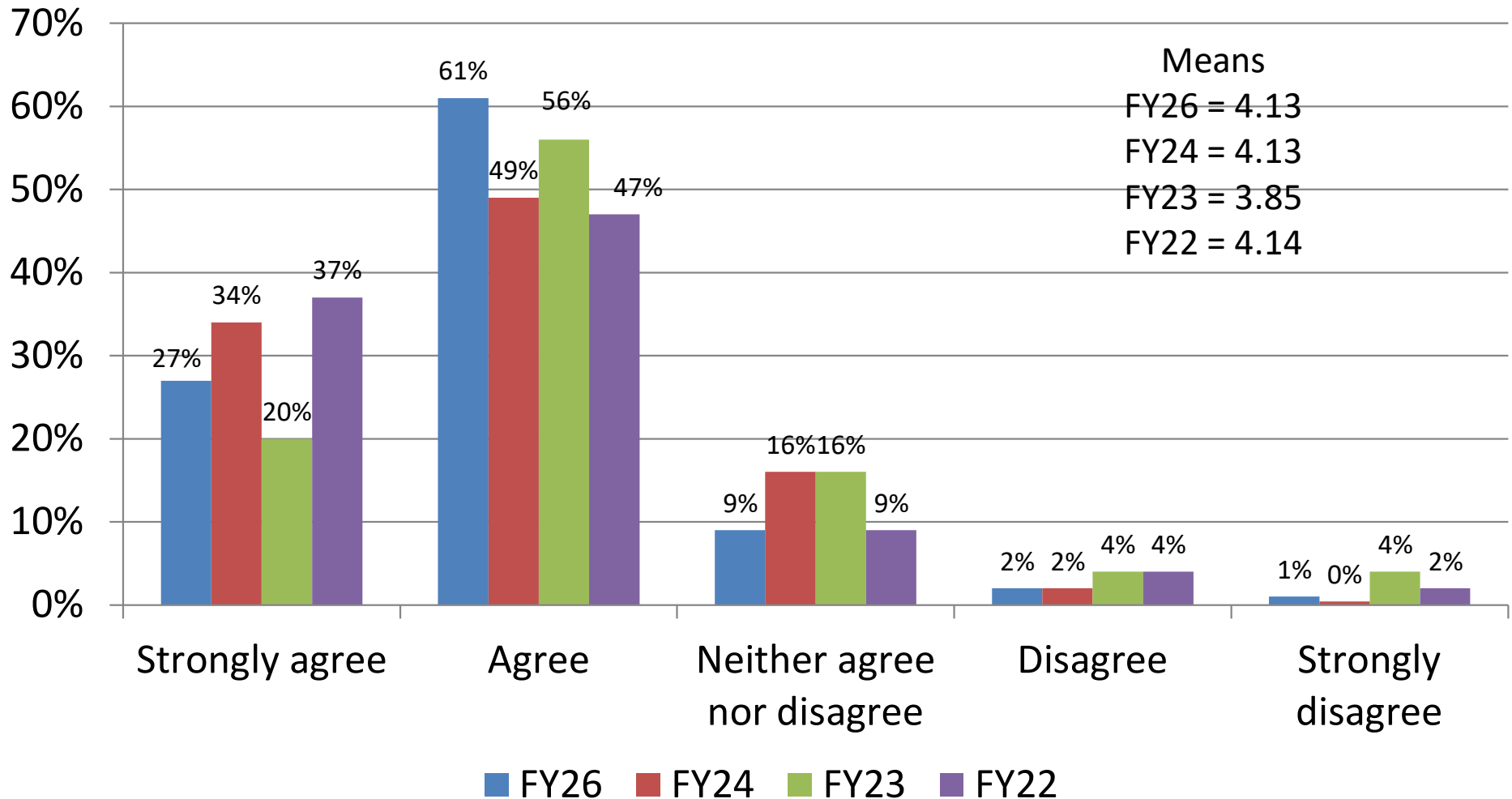


Driver Dropped me off on Time and in Correct Place



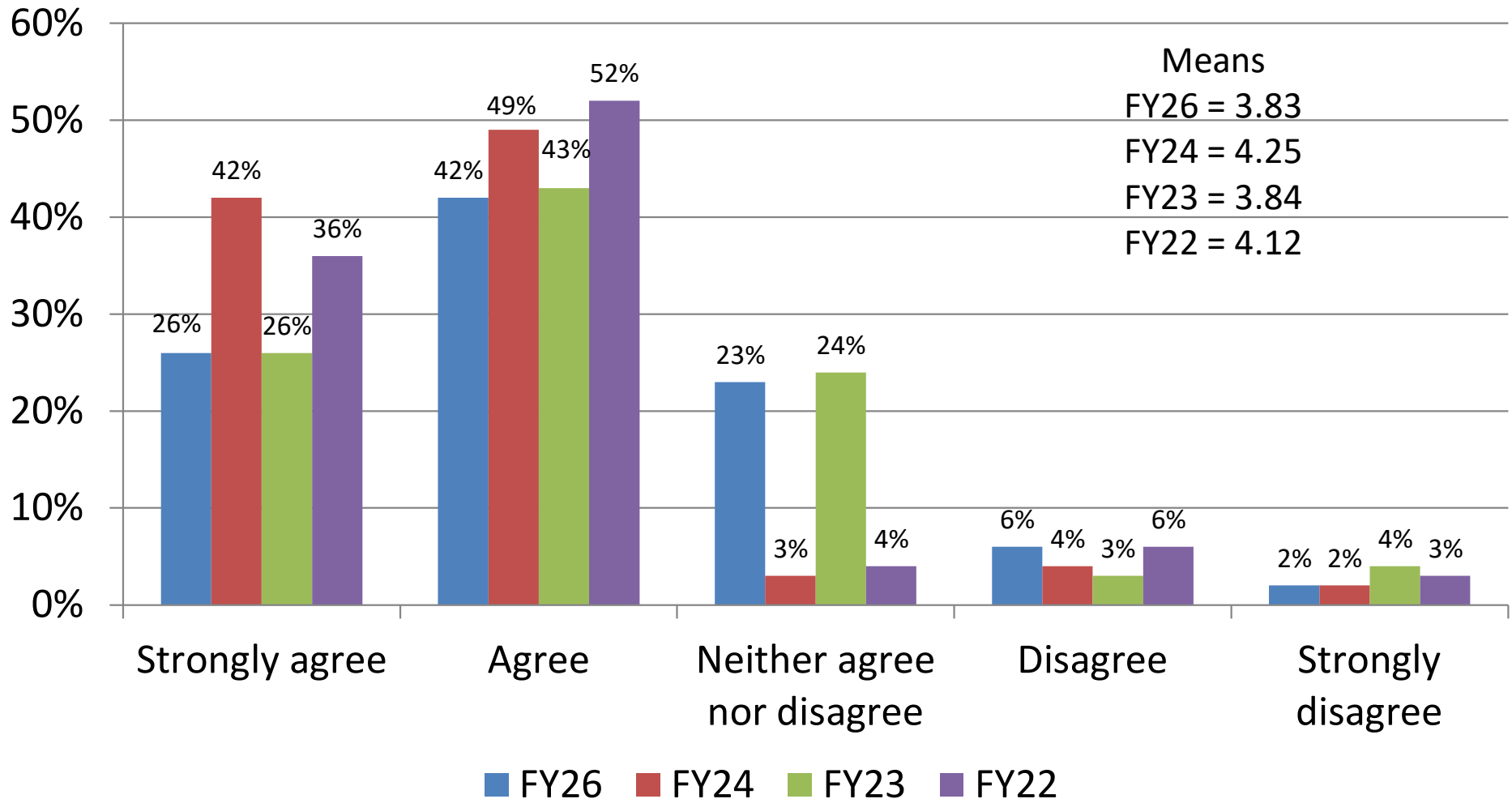


Driver Offered Me Help During Drop Off



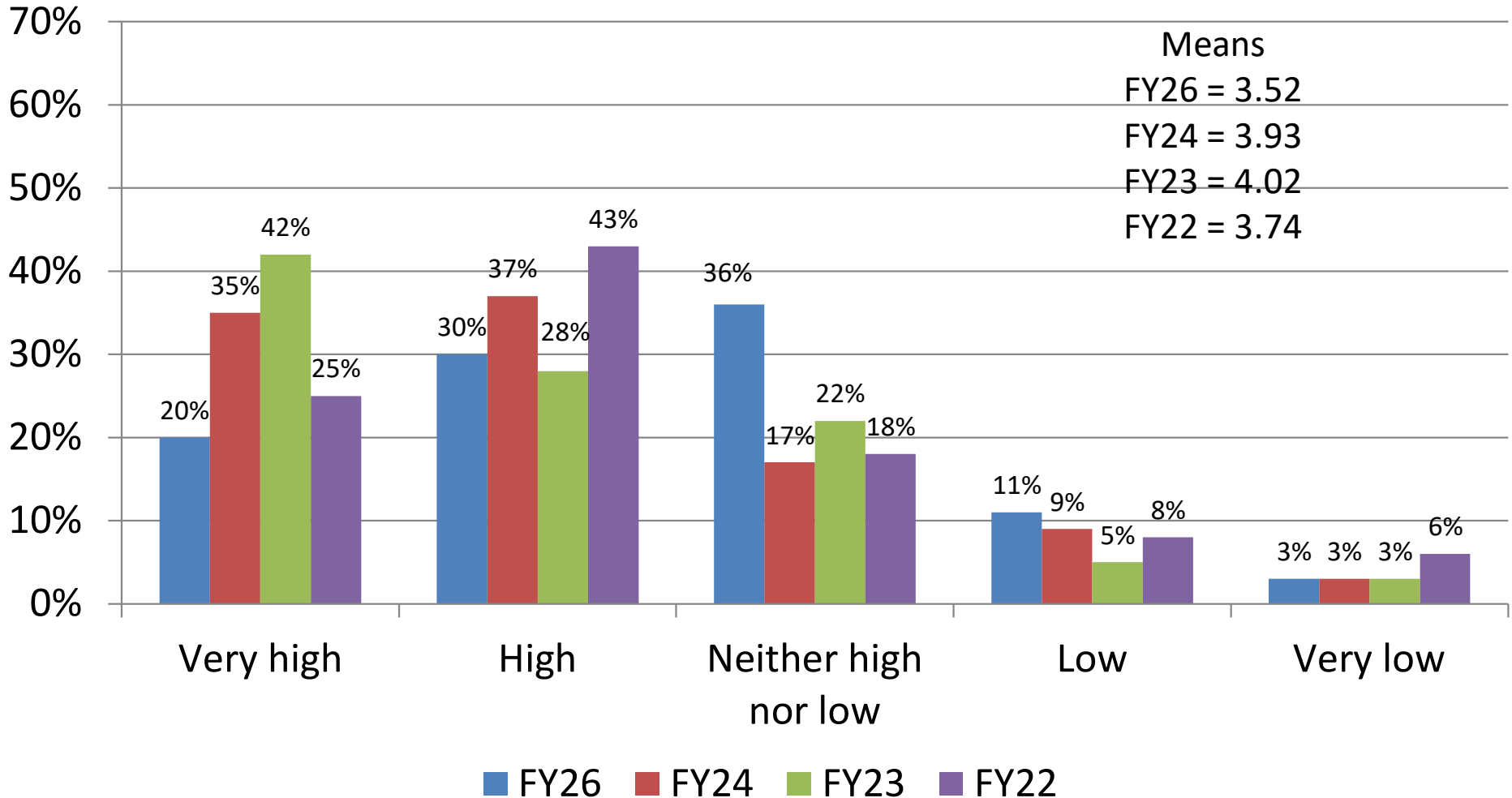


Overall High Level of Satisfaction with Drop Off Experience



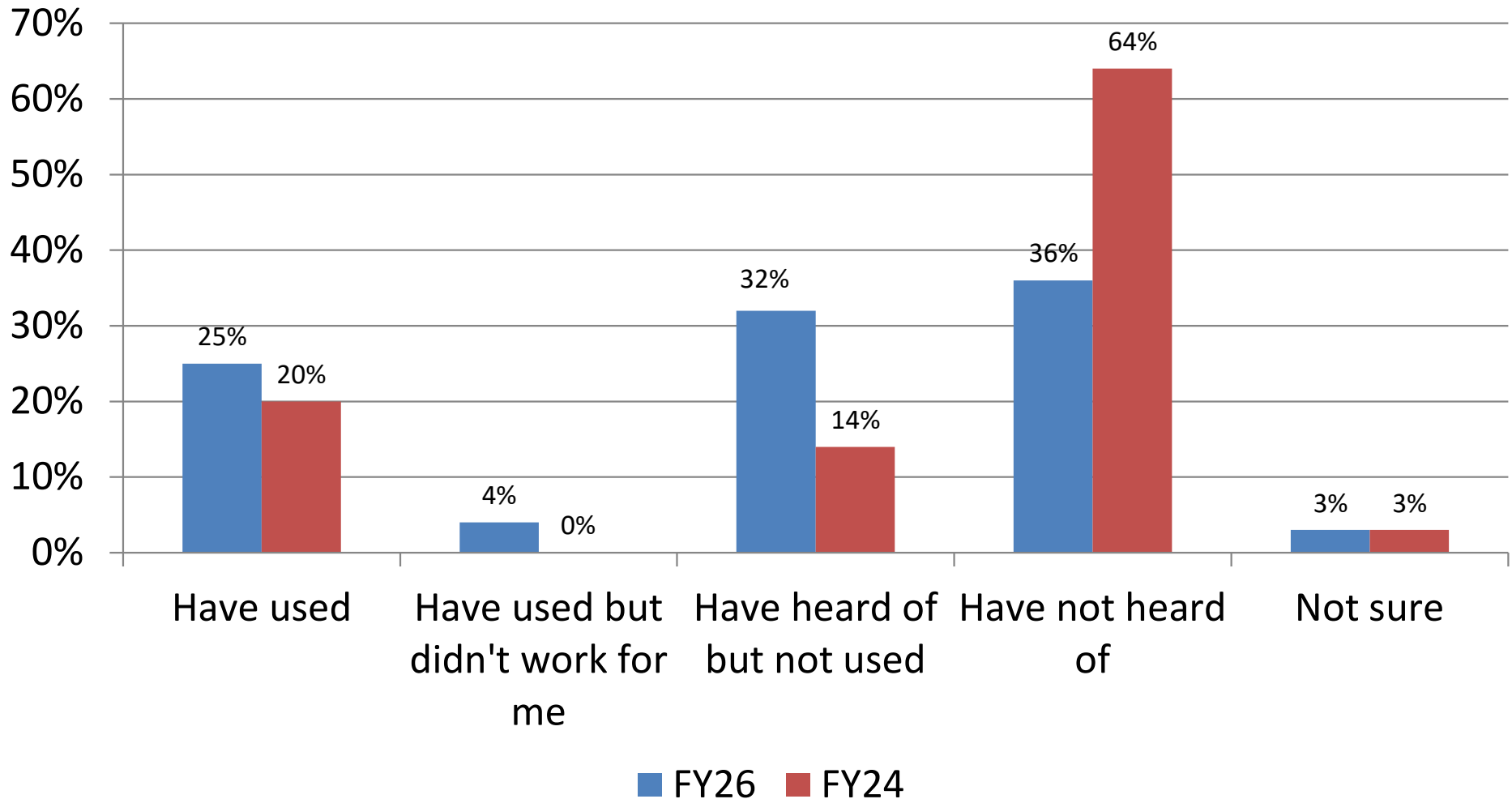


Overall Experience





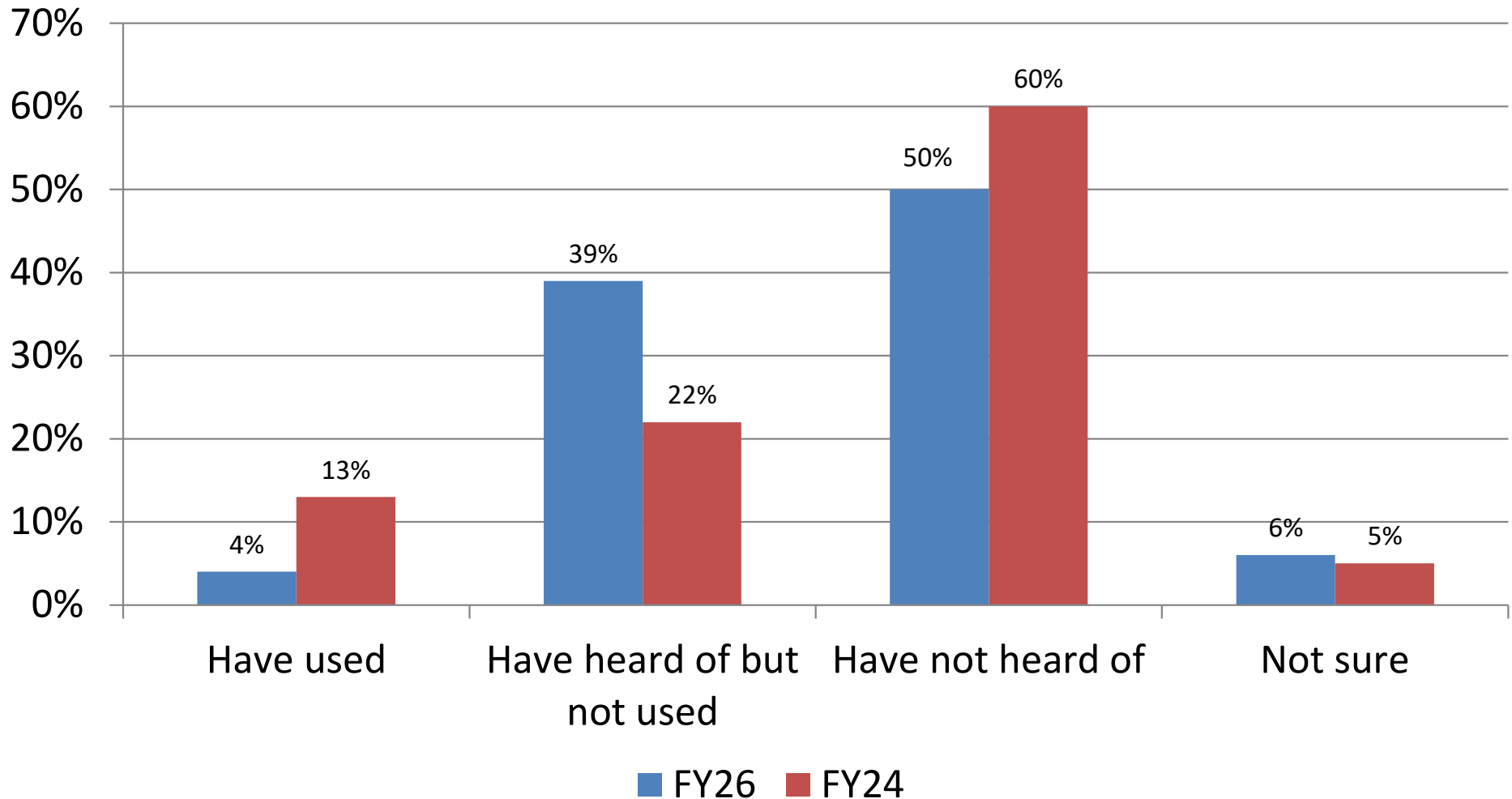
Familiarity with My Transit App



Note: "Have used but did not work for me" added in FY26

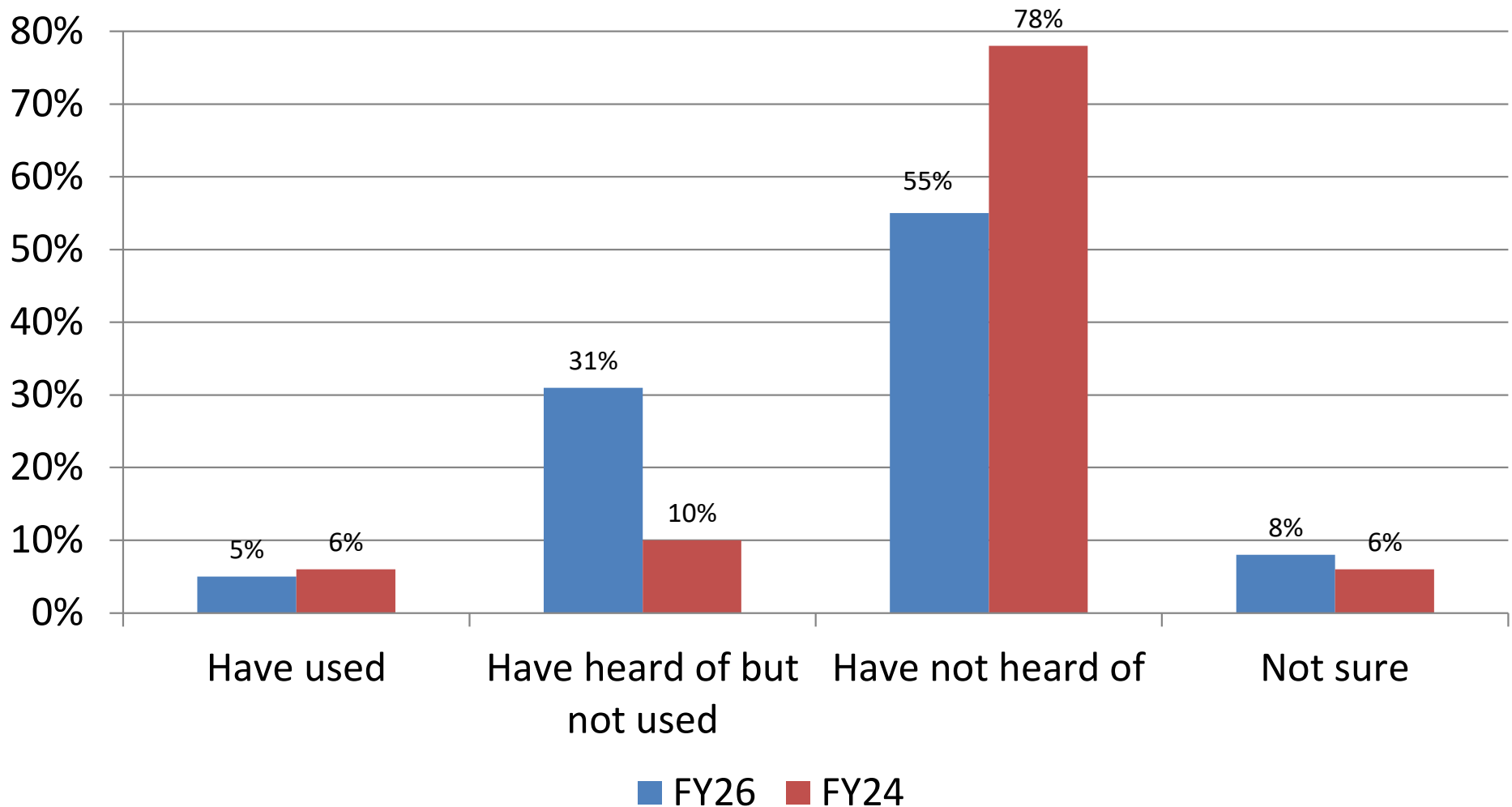


Familiarity with Para-Taxi Program



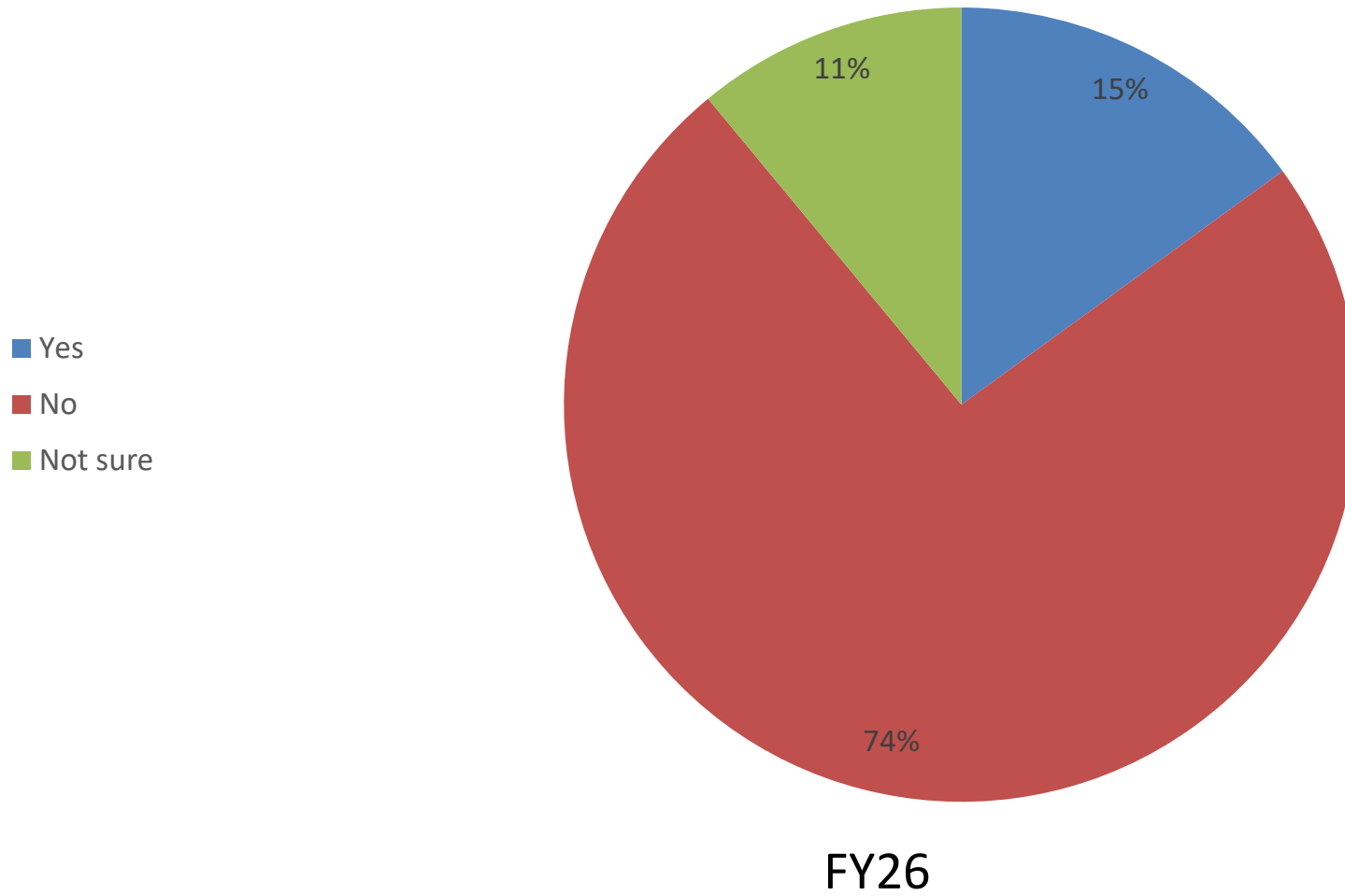


Familiarity with One Seat Ride Program



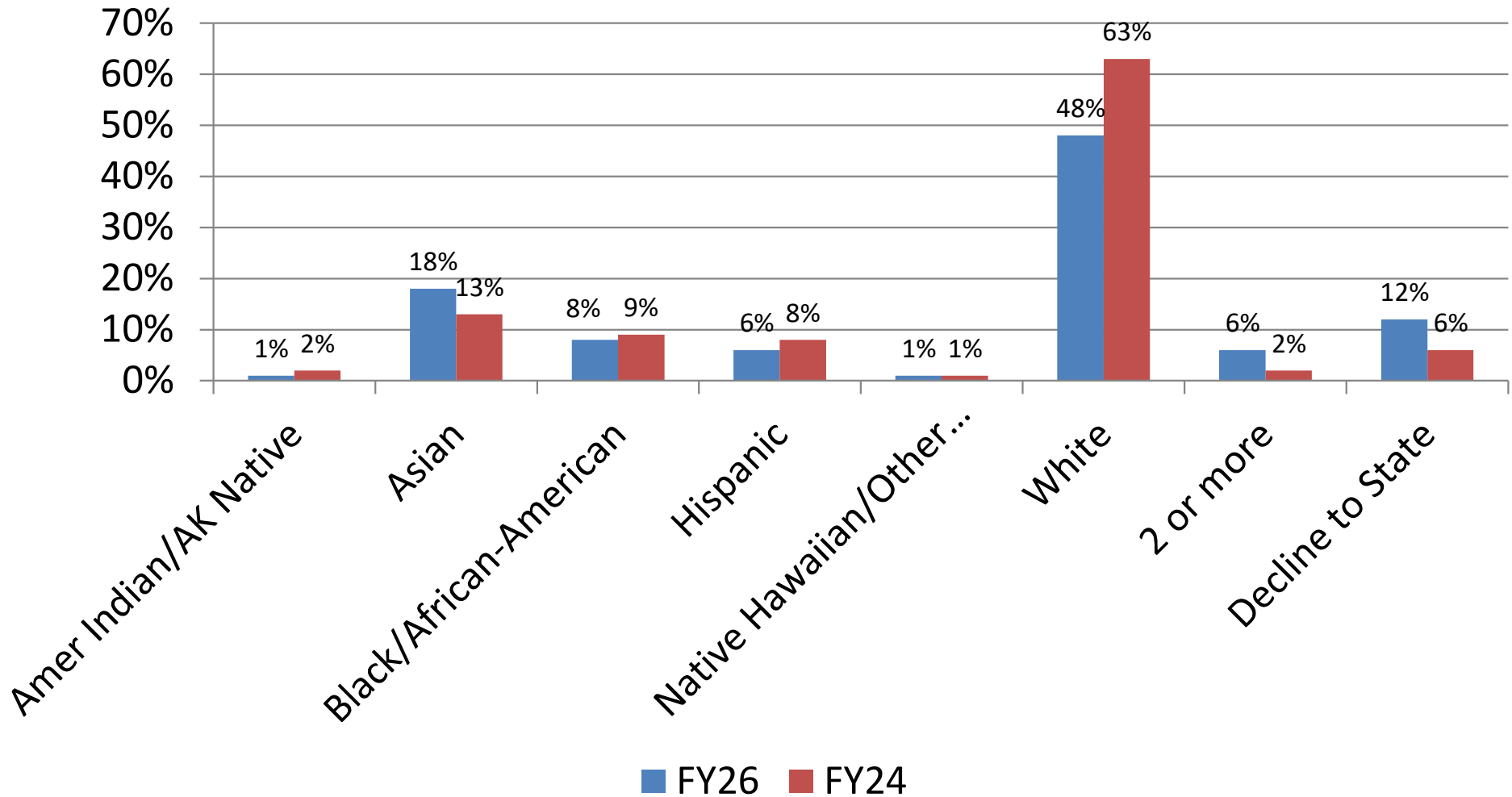


Interested in Receiving One-on-one Travel Training



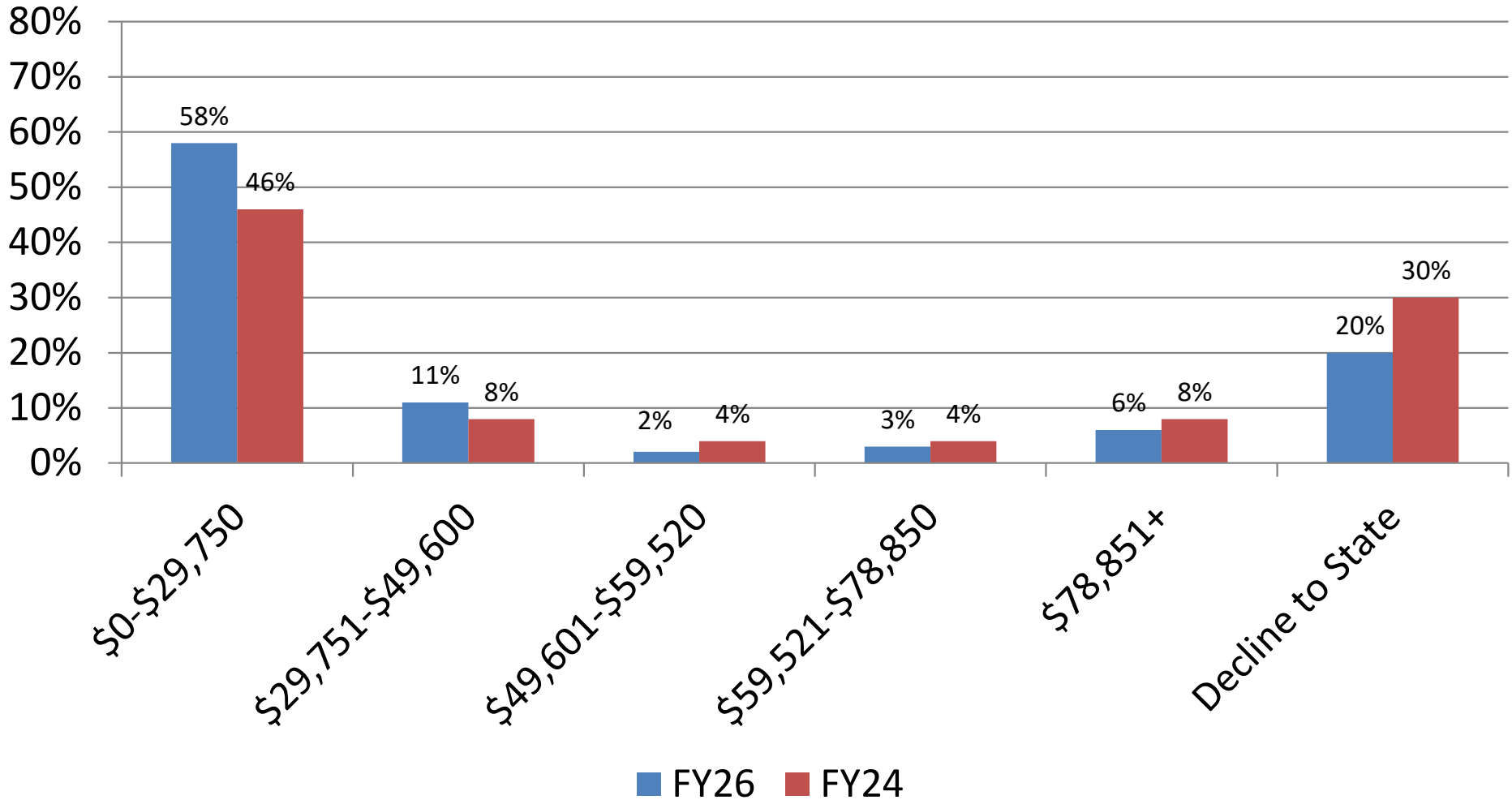


Race/Ethnicity





Annual Household Income





Comparisons of Mean Ratings

	<u>FY26</u>	<u>FY24</u>	<u>FY23</u>	<u>FY22</u>	<u>FY26 v FY24</u>	<u>FY26 v FY23</u>
Overall experience	3.52	3.93	4.02	3.74	-0.41	-0.50
Overall high level of satisfaction with pickup experience	3.49	4.09	3.85	3.90	-0.60	-0.36
Overall high level of satisfaction with ride experience	3.79	4.17	3.85	4.14	-0.38	-0.06
Overall high level of satisfaction with drop off experience	3.84	4.25	3.84	4.12	-0.41	0.00
Driver dressed appropriately/clean	4.17	4.24	3.97	4.27	-0.07	0.20
Driver courteous and helpful	4.14	4.26	4.19	4.21	-0.12	-0.05
Driver offered me help during drop off	4.13	4.13	3.85	4.14	0.00	0.28
Driver operated vehicle safely/followed traffic laws	4.12	4.24	4.03	4.28	-0.12	0.09
Vehicle/shuttle was clean	4.07	4.19	4.25	4.21	-0.12	-0.18
My wheelchair/scooter was safely secured	4.04	4.48	NA	NA	-0.44	NA
Important that vehicle has Wheels Dial-A-Ride logo	4.01	NA	NA	NA	NA	NA
No problems with phone menu	3.98	4.16	3.77	4.11	-0.18	0.21
Driver arrived correct address/pickup spot	3.93	4.13	4.19	4.12	-0.20	-0.26
Vehicle/shuttle was modern and in working order	3.91	4.14	3.95	4.14	-0.23	-0.04
Hold times were not an issue	3.89	3.98	3.18	3.90	-0.09	0.71
Person on phone knowledgeable	3.85	4.01	4.21	4.08	-0.16	-0.36
Easy to make arrangements for transportation on phone	3.72	4.10	3.90	4.06	-0.38	-0.18
Driver dropped me off on time/in correct place	3.63	4.17	4.00	4.05	-0.54	-0.37
Driver on time	2.88	3.74	3.95	3.62	-0.86	-1.07



Summary of Findings

- Almost without exception, ratings fell compared to FY24, and in some cases the decline was stark:
 - The mean rating for the driver arriving on time showed the steepest decline, falling from 3.74 on the 5-point scale to 2.88, or $-.86$.
 - Given that rating, it is no surprise that the overall level of satisfaction with the pickup experience showed the second largest decline, down from FY24's 4.09 to 3.49 this year, a drop of $.60$.
 - The other significant drop was seen in the driver dropping the rider off on time and in the correct place ($-.54$).
 - While not statistically significant, other large declines were seen in ratings for the wheelchair or scooter being safely secured ($-.44$), the overall experience ($-.41$), overall level of satisfaction ($-.41$), overall level of satisfaction with the ride experience ($-.38$), and ease of making arrangements on the phone ($-.38$).
- Looking specifically at the three overall levels of satisfaction – the drop-off experience was the highest at 3.84, followed closely by the ride experience at 3.79. The overall level of satisfaction with the pickup experience was lowest among the three, coming in at 3.49. With 3.0 being the neutral midpoint, all three landed more positive than negative.



Summary of Findings (cont'd)

- When it comes to familiarity with the three programs and apps posed for the first time in FY24, significantly fewer riders were unaware of My Transit App (36% this time compared to 64% not having heard of it in FY24). In the case of the One Seat Ride Program, 55% report not having heard of it now, compared to 78% being unfamiliar with it in FY24. While half (50%) in FY26 had not heard of the Para-Taxi Program, that is lower than in FY24 (60%). In terms of usage, the My Transit App had the greatest usage, but still only one-quarter (25%) have used it.
- This year, one new question was added relating to receiving one-on-one travel training, and just 15% were interested in it. Three-quarters were unsure, likely because they were unclear on precisely what that training would entail.
- Both demographic categories – race and income – showed significant changes compared to FY24 (when the questions were first posed):
 - The percentage of white riders has decreased (-15 percentage points).
 - In terms of income, there was a significant increase of 12 percentage points in the number of those at the lowest income level (less than \$29,750). This year, more riders were willing to provide their income level as opposed to in FY24.

STAFF REPORT

SUBJECT: LAVTA 2026 Zero Emissions Transition Plan Update

FROM: Christy Wegener, Executive Director

DATE: May 4, 2026

Action Requested

Staff requests that the Board approve LAVTA’s 2026 Zero Emissions Transition Plan Update.

Background

On December 14, 2018, the California Air Resources Board (CARB) enacted the Innovative Clean Transit (ICT) regulation, setting an unfunded mandate for California public transit agencies to have 100% zero-emission heavy-duty bus fleets by 2040. The regulation specifies the percentage of new bus procurements that must be zero-emission buses for each year of the transition period (2023–2040) and sets different purchasing milestones for small and large transit agencies.

In 2022, the LAVTA Board approved an ICT Rollout Plan (Plan) that identified a future zero-emission fleet comprised of 100% hydrogen fuel cell electric buses (FCEB). LAVTA’s fleet transition strategy was to never purchase another internal combustion engine bus and instead replace each bus with an FCEB as they reach the end of their useful life. The ICT Plan as it was written achieved full zero emissions by 2034.

At the time the original Plan was developed, the assumptions about the long-term cost of both hydrogen as well as the cost of FCEBs were optimistic. However, the fuel-cell and hydrogen market has not developed as expected. Given a number of variables, including: the reduction in Federal and State discretionary funding, the high cost of hydrogen, the lack of availability of hydrogen, the high cost of FCEB rolling stock, the state of American bus manufacturers, the cost and timeline for infrastructure, and LAVTA’s structural operating deficit, staff engaged with on-call consultant CTE (The Center for Transportation and the Environment) to update the Plan in order to consider a blended fleet of battery electric and FCEBs.

Discussion

Staff engaged with CTE in late 2025 on the Plan update, which is as Attachment 1. Staff will be joined by consultants from CTE during the May Board meeting to review the Plan methodology, assumptions, alternatives analysis, and recommendations.

Recommendation

Staff recommend that the Board approve the LAVTA 2026 Zero Emissions Transition Plan Update.

Strategic Plan Goal

Operational Effectiveness: Update assumptions made in the Zero Emission Bus transition plan and make recommendations for modifications.

Attachments:

1. LAVTA 2026 Zero Emissions Transition Plan Update



CENTER FOR
TRANSPORTATION
AND THE ENVIRONMENT

Livermore Amador Valley Transit Authority (LAVTA) Transition Plan Updates

Submitted by the Center for Transportation and the Environment (CTE)
Submitted to LAVTA on 4/21/2026



Introduction

In November 2025, LAVTA contracted CTE to make updates to the transition planning analysis completed by CTE in 2020. CTE's scope of work includes making updates to cost projections based on 2026 assumptions and to develop two transition scenarios that will be compared to a baseline. These scenarios are as follows:

- Baseline
- Battery electric bus (BEB) & Fuel Cell Electric Bus (FCEB)
- FCEB Only

CTE developed a Zero-Emission Bus Smart Deployment Methodology to assist transit agencies, including LAVTA, through their zero-emission bus deployment programs. The cornerstone of CTE's approach is to ensure that the fleet operator matches the most appropriate propulsion technology to the intended use, operational strategy, and deployment situation. To update LAVTA's transition planning analysis, CTE revisited each stage of the analysis to update the projections for the baseline and two transition scenarios.

CTE began the transition plan updates by conducting a planning meeting with LAVTA staff to review the project objectives, scope, approach, tasks, assignments, and timeline. CTE then held an "Assumptions Workshop" where the assumptions that were used to guide the analysis were discussed and confirmed. This included reviewing the assumed existing conditions from the previous analysis and discussing how conditions (such as fleet composition, replacement schedules, blocking, etc.) have changed since 2020. CTE also collected service, fleet, operational, maintenance, and facilities information to define the baseline conditions. Using this information, CTE performed service, fleet, facilities, fuel, maintenance, and TCO assessments for LAVTA's fleet. Based on CTE's results, LAVTA has elected to pursue the BEB and FCEB mixed fleet scenario. The results of the assessments are discussed in detail in the following sections.

Service Assessment

Assumptions

For the service assessment, CTE assumed that all LAVTA's routes would continue to operate on their current schedule and that blocking and annual mileage would not change significantly. It was also assumed that block assignments by vehicle length are consistent throughout the transition period. When modeling BEB operations, CTE assumed that the top 5% and bottom 5% of the battery capacity is unusable based on recommended operations to conserve battery health and assumed that 10% of the battery is degraded, which is equivalent to a midlife level of degradation. These compounded assumptions result in only 82% of the battery being assumed to be usable. With technology advancements, CTE assumed 5% improvement in battery capacity every other year. When modeling FCEBs, CTE assumed 94% maximum fill of the fuel cell tank and that there is 2.1kg residual hydrogen mass in the empty tank, which is unavailable for operation. CTE also assumed that fuel cell system efficiency degrades by 20% every 6 years.

Conclusions

CTE determined that for the 35' bus length, BEBs reach 93% feasibility by 2026, and 100% in 2030. For the 40' bus length, BEBs reach 89% feasibility by 2026 and 98% in 2030. FCEBs are expected to reach 100% feasibility in 2030. Since there is not currently a 35' FCEB available, it was assumed that the 35' bus would have a similar



performance specification to the 40' bus and would become available in 2030. Therefore, fuel cell buses show a stronger feasibility than BEBs. However, having a mixed fleet of FCEBs and BEBs would also satisfy LAVTA's service requirements based on the feasibility of each propulsion type.

Fleet Assessment

Assumptions

Fleet Replacement and Composition Assumptions

CTE confirmed that as of 2025, LAVTA has thirteen 30', ten 35', and thirty-seven 40' hybrid buses. This excludes seven contingency buses. In 2027, four additional 40' hybrid buses will enter service, and four 30' hybrid buses will be replaced with four 35' hybrid buses. Four additional 40' FCEBs will also enter service in 2030, meaning the total bus count in 2030 will be 68 buses including 64 hybrids and four FCEBs. CTE assumed that fleet composition (e.g. vehicle length, division) remains constant throughout the transition plan, except for the known vehicle replacements and planned additions previously mentioned. The fleet replacement timing is based on known procurement plans. A 12-year replacement cycle is assumed except for the vehicles being replaced prior to 2030, which will operate longer than 12 years while the replacement buses are being manufactured. CTE used a 1:1 replacement strategy so that fleet size will not increase to accommodate BEB range limitations. CTE also assumed that the purchase order for future buses is issued two years prior to the deployment year.

Innovative Clean Transit (ICT) Purchase Requirement Assumptions

CTE assumed that ICT zero-emission bus (ZEB) purchase requirements would phase in as follows: 25% in 2026, 25% in 2027, 25% in 2028, 100% in 2029. These percentages represent the required share of new bus purchases that must be zero emission if an order is placed in a given year. Fleet assessments will meet minimum ICT requirements with purchases assumed to be only 25% ZEB until 2029. From 2029 onward, CTE assumed 100% ZEB procurement, contingent on scenario feasibility.

Bus Cost Assumptions

CTE calculated hybrid bus costs based on LAVTA's most recent procurement costs. BEB and FCEB costs are based on the Washington State Contract and verified against recent procurements CTE has participated in. Since there is not currently a commercially available 35' FCEB, these vehicle costs are assumed to be the same as 40' FCEB procurement costs. Pricing remains level over the transition period except for inflation, which is factored in by applying a 3% annual escalation, consistent with LAVTA's capital planning inflation assumption. The transition plan assumed vehicle purchase costs align with the year of deployment.

Conclusions

With LAVTA's chosen scenario of a mixed fleet of BEBs and FCEBs, six 40' FCEBs will enter service in 2030, purchased in 2028 to meet the 25% ICT minimum required, as shown below in Figure 1. Four of the six 40' FCEBs are additions to the baseline fleet and two are replacements. From 2031 onward, all buses entering service are BEBs. A single FCEB procurement is assumed, consistent with a small-scale hydrogen fueling station. This



scenario results in 74% ZEB transition by 2040. The total cost over this transition plan is \$126.8M, compared to \$118.4M for the baseline fleet and \$155M for the FCEB only fleet.

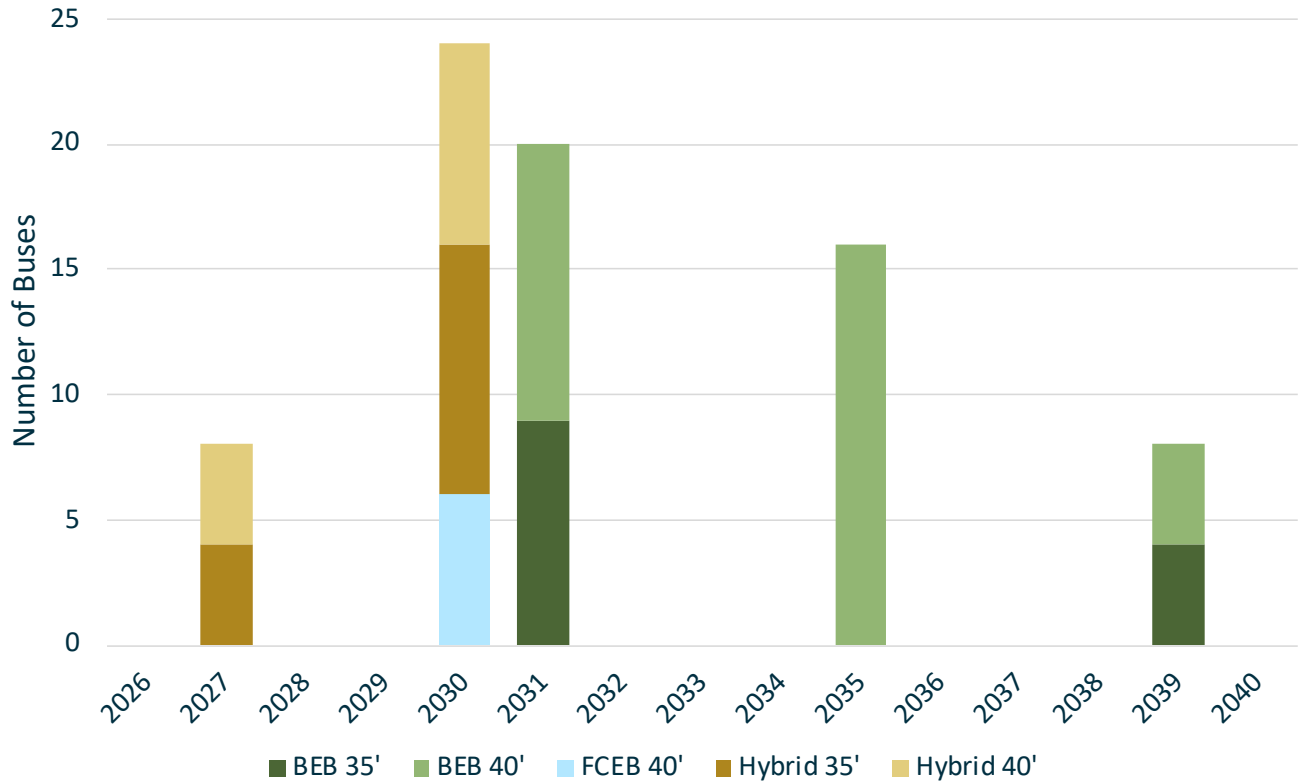


Figure 1: Fleet Deployment Schedule - BEB and FCEB Mixed Scenario

Fuel Assessment

Assumptions

General Assumptions

CTE used LAVTA’s hybrid bus mileage to define annual mileage across all vehicle types. To estimate fuel consumption for the hybrids, CTE applied LAVTA’s average gallon per year per vehicle type. For BEBs, CTE used a nominal fuel economy to estimate kWh consumption and defined demand assuming two buses per charger, 180 kW per charger, and 85% charger efficiency. Finally, for FCEBs, CTE used the nominal fuel economy to estimate hydrogen consumption. CTE also assumed FCEB fuel cell system efficiency degrades by 20% every six years. A boil-off loss percentage was applied when using a liquid hydrogen station due to liquid hydrogen evaporating into gas. CTE adjusted fuel prices using EIA transportation cost percentages and inflated costs using a 3% CPI assumption.



Fuel Cost Assumptions

Table 1: Fuel Cost Assumptions

Fuel	Cost	Source
Diesel	\$3.5/gal	LAVTA
Hydrogen (gaseous)	\$26/kg	Based on First Element Livermore costs
Hydrogen (liquid)	\$12/kg	Based on AC Transit costs
Electricity	\$0.15475/kWh \$95.56/50 kW	Based on PG&E's Electric Schedule BEV-2-S Commercial Electric Vehicles for Secondary Voltage off-peak rate

Conclusions

With LAVTA's chosen scenario of a mixed fleet of BEBs and FCEBs, the total fuel cost of the BEBs will remain lower than FCEBs even with more BEBs in the fleet, as shown below in Figure 2. Hydrogen costs increase annually due to fuel cell system degradation, which decreases vehicle efficiency and increases fuel consumption. Fuel consumption increases over time up to year six, when the FCEB undergoes a fuel cell replacement. After replacement, the fuel consumption returns to a level similar to the first year of service. The average fuel cost per mile over the transition is as follows: BEBs - \$0.3/mi, FCEBs - \$3.2/mi, and hybrids - \$0.7/mi. The total cost over the transition is \$26.6M, compared to \$29.6M for the baseline scenario and \$40.6M for the FCEB only scenario.

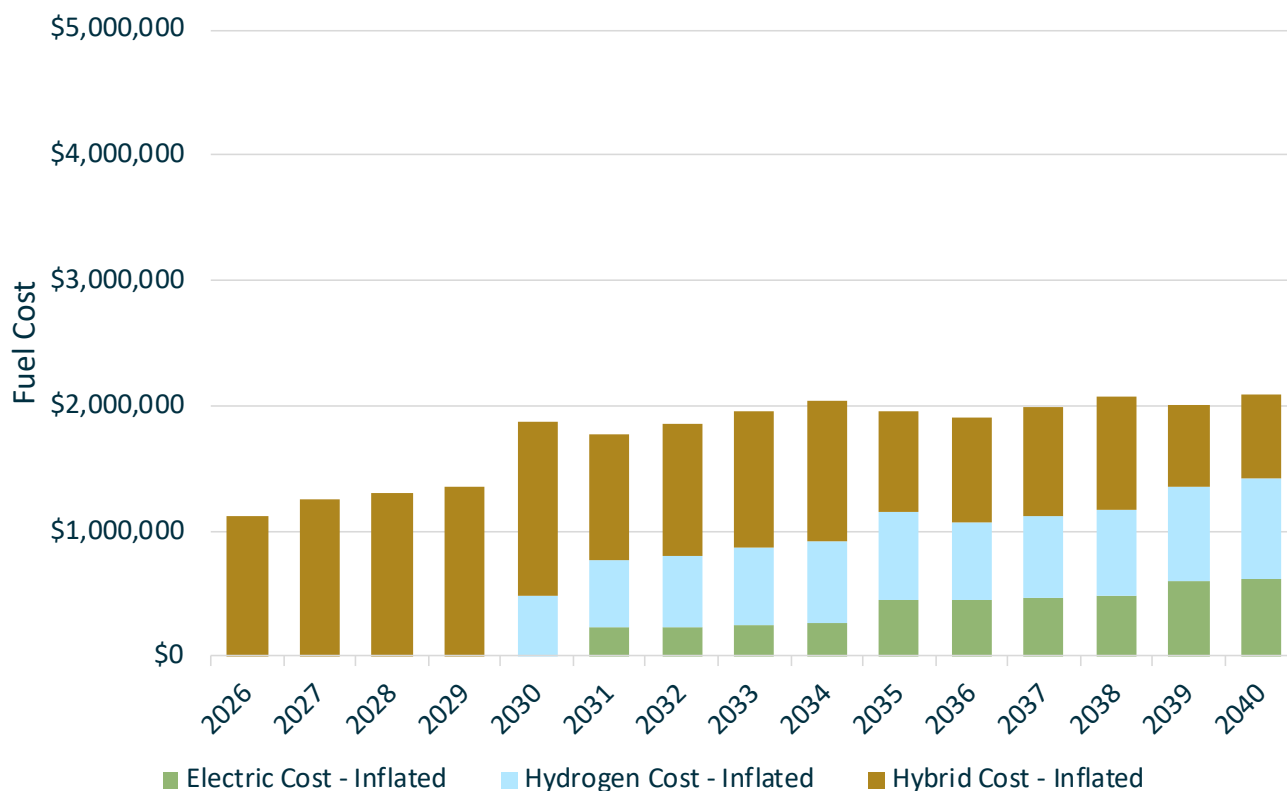


Figure 2: Annual Fuel Cost by Fuel Type - BEB and FCEB Mixed Scenario



Maintenance Assessment

Assumptions

Hybrid Buses

CTE assumed an annual maintenance cost of \$48,331 per hybrid bus based on LAVTA's data. CTE estimated overhauls every six years at a cost of \$72,500 per hybrid bus based on LAVTA's data. CTE also included an annual cost of \$12,000 for the maintenance of the diesel fueling facility.

FCEBs

CTE assumed maintenance costs of \$15,900 per FCEB based on CTE's other project work. Through a different project CTE has collected detailed maintenance data sets from U.S. transit agencies to update the average maintenance costs overtime for transit buses. CTE used this database to calculate maintenance costs for the FCEBs, based on data from California agencies. CTE estimated overhauls every six years at a cost of \$200,000 per FCEB based on data from Orange County Transportation Authority's fleet. CTE also included annual operations and maintenance (O&M) costs of \$180,000 for maintenance of the gaseous fueling station and \$300,000 for maintenance of the liquid fueling station.

BEBs

CTE assumed maintenance costs of \$27,700 per BEB based on CTE's database data. CTE used the same database as previously mentioned for calculating FCEBs but used data from agencies outside California. CTE multiplied this data by LAVTA's labor rate to get a closer approximation. CTE estimated overhauls every six years at a cost of \$137,000 per BEB based on CTE's data from recent projects. CTE also included annual O&M costs of \$3,000 per charger.

Conclusions

With LAVTA's chosen scenario of a mixed fleet of BEBs and FCEBs, there are higher maintenance costs due to overhauls of hybrids in 2033 and 2036, FCEBs in 2036, and BEBs in 2037, as shown below in Figure 3. With these increased costs, the total maintenance cost over the transition is \$60.1M, compared to \$66.8M for the baseline scenario and \$57.7M for the FCEB scenario.

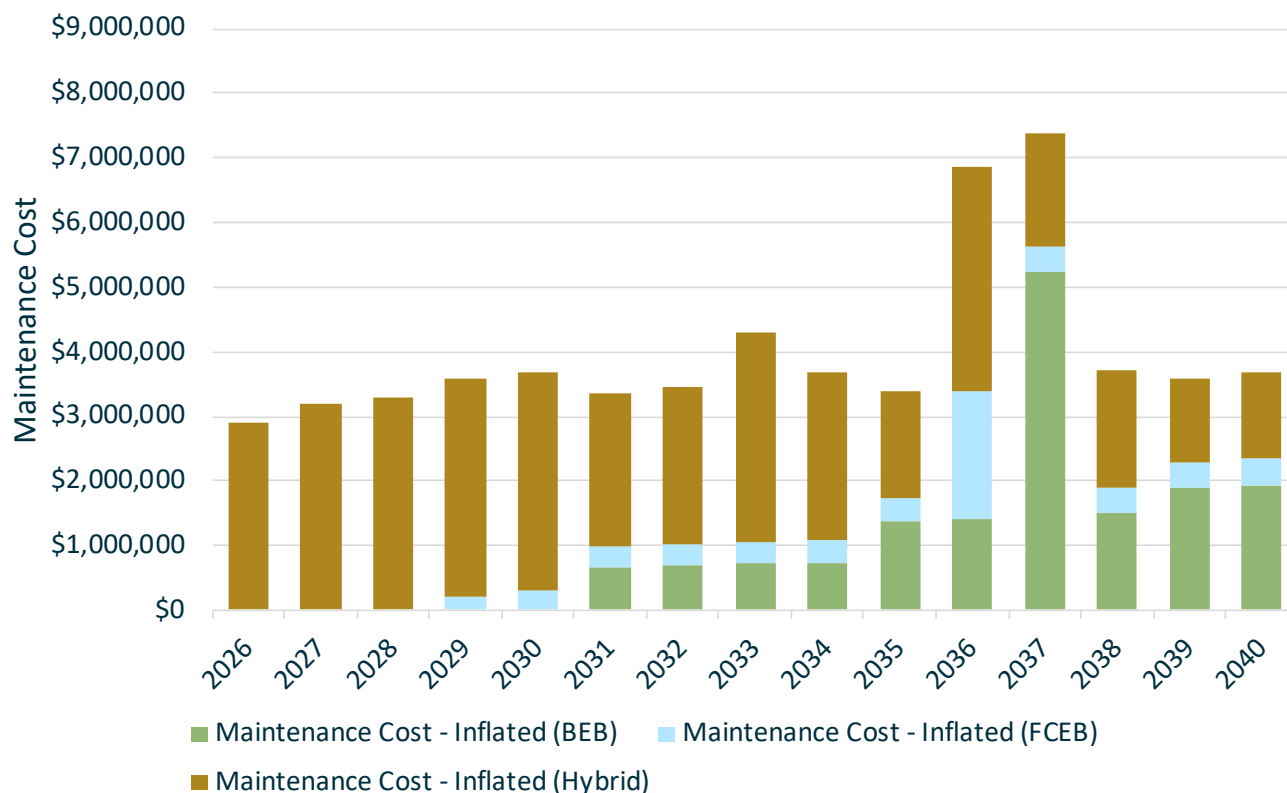


Figure 3: Annual Maintenance Cost by Fuel Type - BEB and FCEB Mixed Fleet Scenario

Facilities Assessment

Assumptions

Hydrogen Stations

CTE assumed a cost of \$6M for a small-scale gaseous hydrogen station capable of supporting up to 12 FCEBs, based on CTE's data from recent projects. CTE recognizes that there are a wide range of available options with large variation in complexity and costs, making this assumption conservative. The assumption includes all costs except O&M and fuel, which are captured in the previous assessments. CTE assumed a permanent large-scale liquid hydrogen station costs \$12M, based on CTE's data from recent projects. This includes all costs except O&M and fuel, which are captured in the previous assessments.

Charging Infrastructure

CTE assumed a charger cost of \$76,000 and dispenser cost of \$19,000, based on CTE's recent procurement data. CTE also assumed ~\$4,000 per charger installation based on recent data from Broome County in New York. CTE used values from LAVTA's 2021 transition plan, which used electric infrastructure cost assessments completed with AECOM. These values were inflated to the current year and included \$300,000 for infrastructure planning. AECOM's work also included two phases of trench and duct bank work and two phases of switchboard and pad work. These coincide with the two assumed power upgrades included – one in 2030 before the first BEB deployment and another in 2034 before the deployment of the following 16 BEBs. CTE assumed the transformer



cost is covered by PG&E, but this will require confirmation through further discussion. CTE applied 10% for design engineering and 20% contingency to power upgrade costs.

Conclusions

With LAVTA’s chosen scenario of a mixed fleet of BEBs and FCEBs, the cost of a small-scale gaseous hydrogen station is applied in 2030 when six FCEBs enter service, as this represents the full FCEB fleet, and the station has sufficient capacity to support them. Charger site costs are applied in 2030 (infrastructure planning + Power Upgrade Phase 1) and in 2034 (Power Upgrade Phase 2). Chargers and dispensers are added as additional BEBs are deployed. This is all captured below in Figure 4. It is assumed one charger per two buses and one dispenser per bus. The total facilities cost over the transition is \$11.3M, compared to \$6.8M for the baseline scenario and \$13.5M for the FCEB scenario.

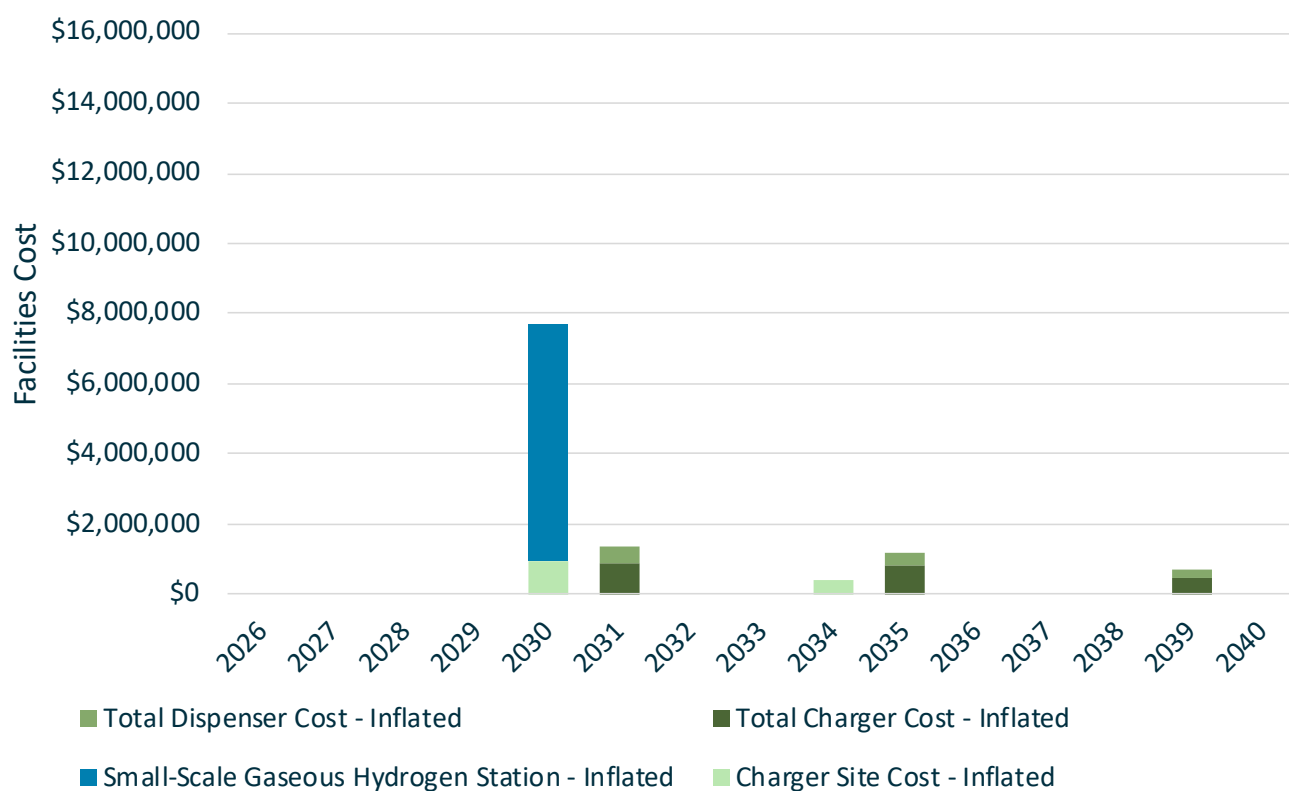


Figure 4: Annual Facilities Cost - BEB and FCEB

TCO Assessment

Assumptions

The total cost of ownership for each scenario includes vehicle costs, fuel costs, maintenance costs, and facilities costs. The total cost of ownership is calculated as the sum of all categories, with a 3% annual CPI escalation applied to each category.



Conclusions

As shown in Figure 5, with LAVTA's chosen scenario of a mixed fleet of BEBs and FCEBs, the total CAPEX costs over the course of the transition are \$165M, and the total OPEX costs are \$86.6M, with a total cost over the transition of \$251.6M.

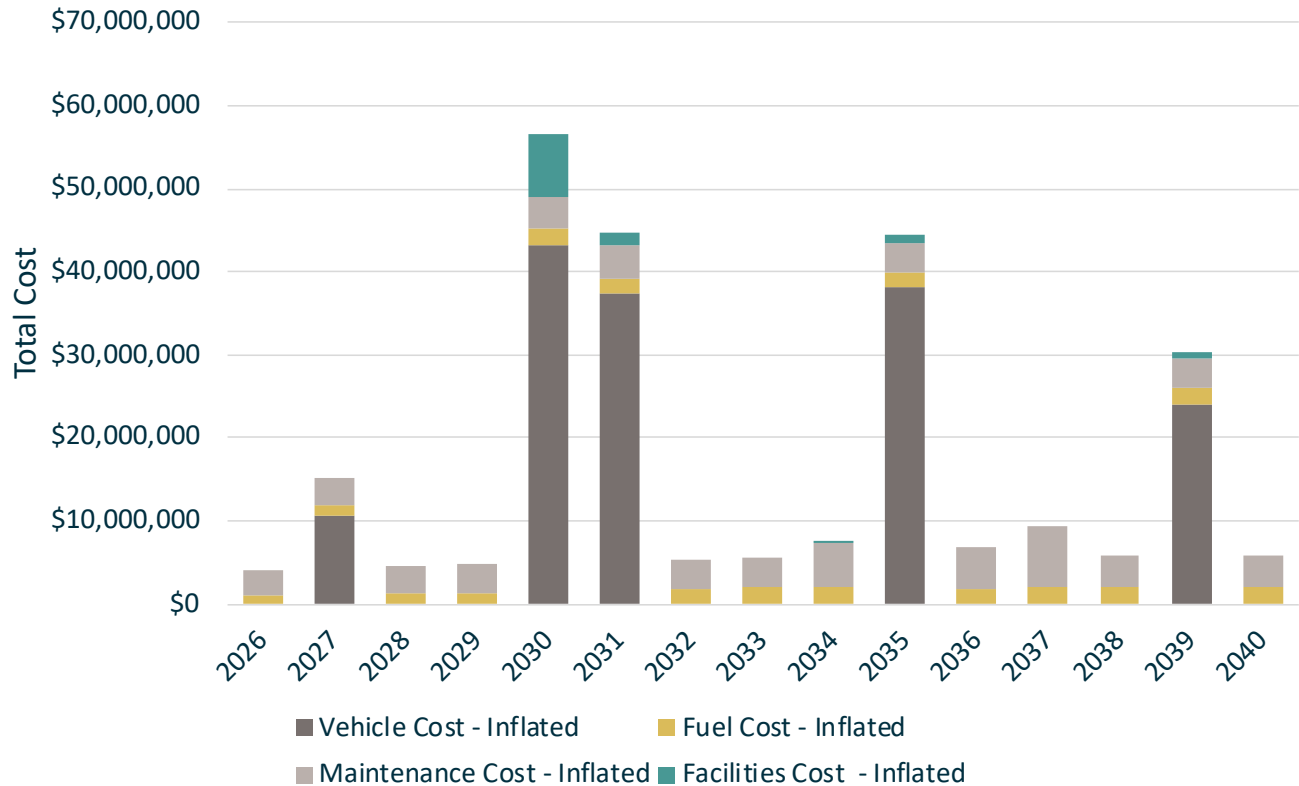


Figure 5: Annual Total Cost of Ownership - BEB and FCEB Mixed Fleet Scenario

Table 2 summarizes all costs associated with the transition for each fleet scenario.

Table 2: TCO Summary

Scenario	Vehicle Cost	Fuel Cost	Maintenance Cost	Facilities Cost	TCO
Baseline (no transition)	\$143.2M	\$29.6M	\$66.8M	\$6.8M	\$246.4M
BEB and FCEB*	\$153.7M	\$26.6M	\$60.1M	\$11.3M	\$251.6M
FCEB Only	\$189.7M	\$40.6M	\$57.7M	\$13.5M	\$301.5M

*Selected transition scenario

STAFF REPORT

SUBJECT: Public Hearing Regarding Staff Vacancies (AB 2561)

FROM: Christy Wegener, Executive Director

DATE: May 4, 2026

Action Requested

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

Background and Discussion

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

This report is presented to comply with §3502.3 of the Government Code. Currently LAVTA has one vacancy for a position (Senior Operations Analyst – Quality Assurance) that it has not chosen to fill. There is one vacancy for an intern and LAVTA is currently recruiting for an anticipated vacancy (Senior Operations Analyst – Fleet and ITS).

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

Recommendation

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

Attachments:

1. Assembly Bill 2561



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Bill Information

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AB-2561 Local public employees: vacant positions. (2023-2024)

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

Assembly Bill No. 2561

CHAPTER 409

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

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

LEGISLATIVE COUNSEL'S DIGEST

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

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

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

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

This bill would make legislative findings to that effect.

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

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

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

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

SECTION 1. The Legislature finds and declares as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

S T A F F R E P O R T

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".

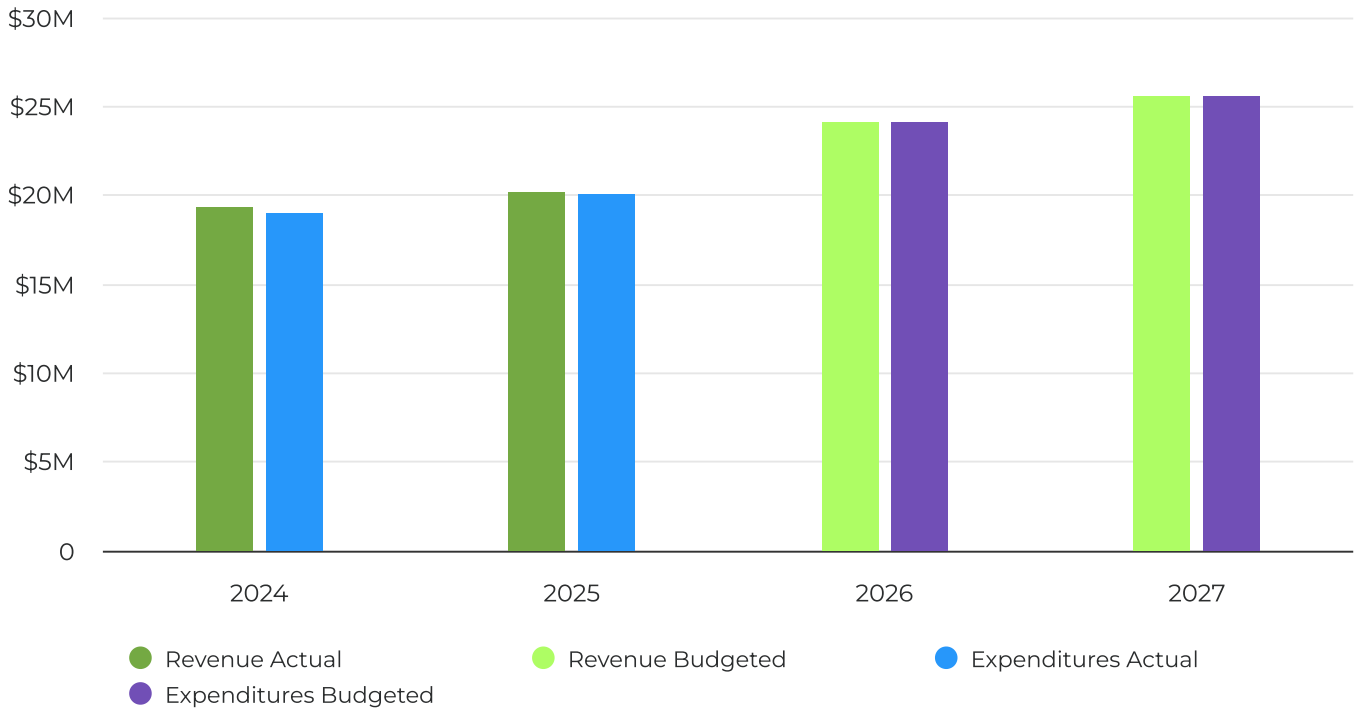
Fixed Route involves operating buses, which follow fixed routes and times throughout the Authority's service area and are available to anyone able to pay the fare.

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



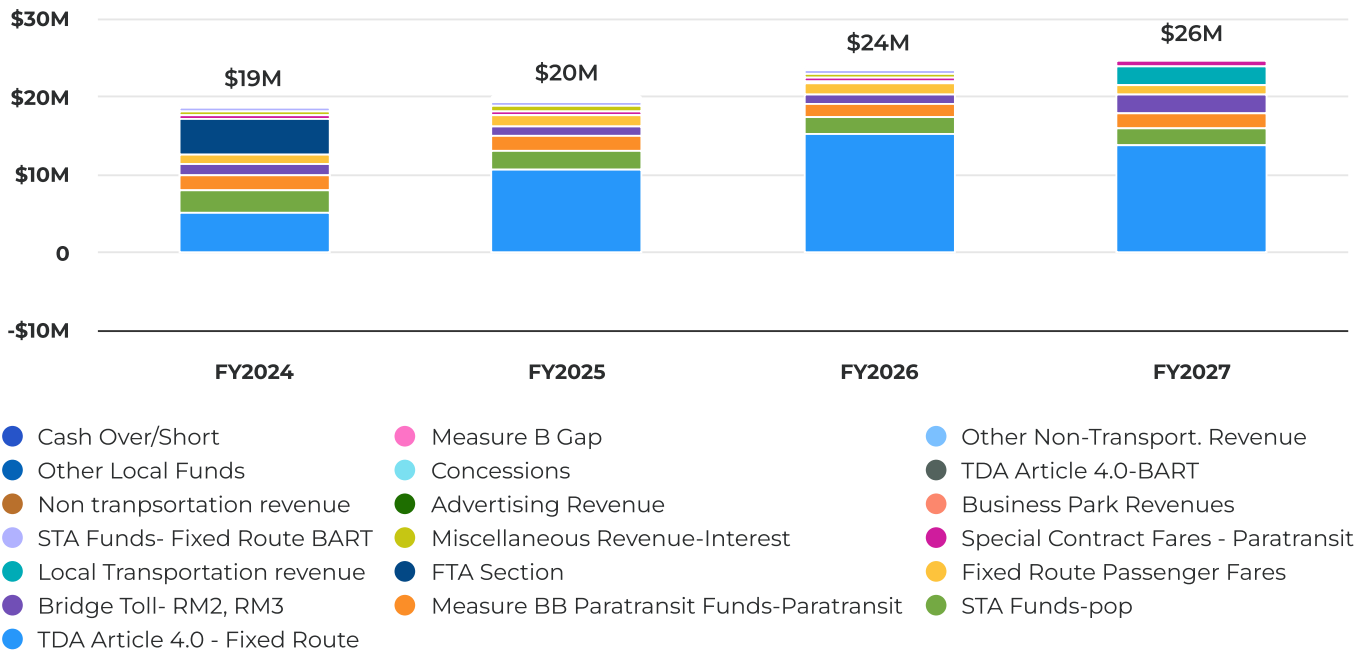
Category	FY 2026 Budgeted	FY 2027 Budgeted
Special Contract Fares - Paratransit	\$614,195	\$814,356
Concessions	\$24,828	\$25,750
Advertising Revenue	\$195,000	\$200,000
Non transportation revenue	\$185,712	\$194,364
Miscellaneous Revenue-Interest	\$350,000	\$350,000
Local Transportation revenue	\$183,000	\$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	



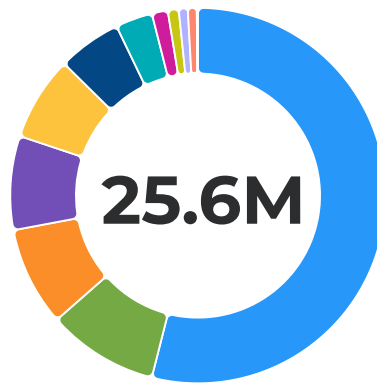
Category	FY 2026 Budgeted	FY 2027 Budgeted
Insurance payments	\$879,325	\$883,000
E&O Insurance		\$800
Other Taxes	\$114,000	\$200,000
Purchased Transportation - Fixed Route	\$14,985,794	\$15,550,667
Subscriptions	\$59,877	\$61,520
Professional Development	\$61,650	\$118,000
Advertising	\$130,400	\$125,000
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

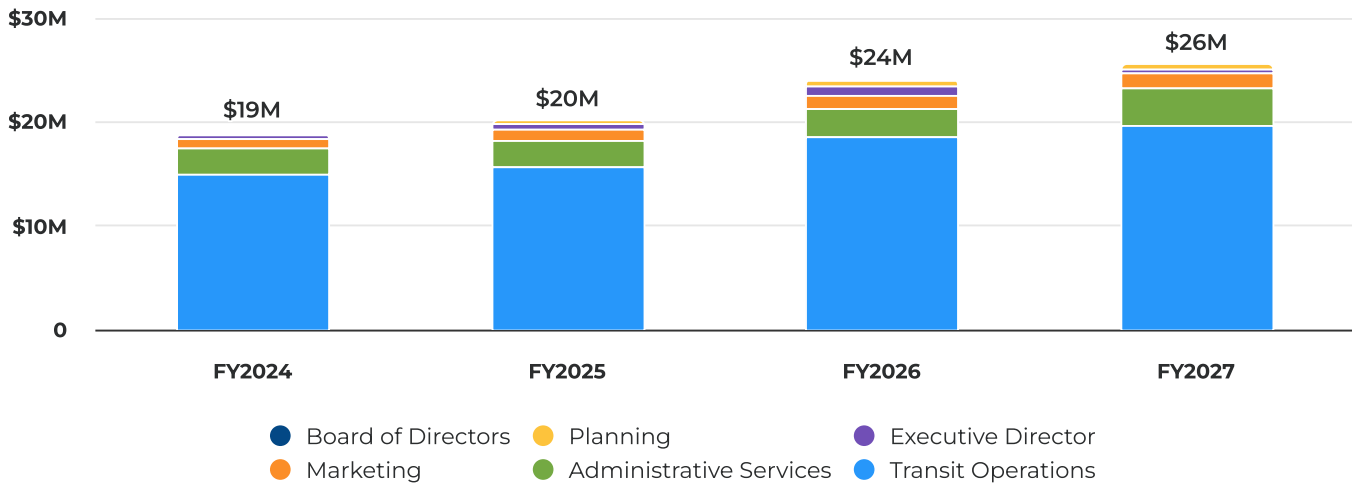
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Business Park Revenues	\$270,000.00	\$239,858.04	-11.16%
FTA Section	\$30,000.00		-100.00%
Fixed Route Passenger Fares	\$1,415,000.00	\$1,399,395.00	-1.10%
Special Contract Fares - Paratransit	\$614,195.00	\$814,356.00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



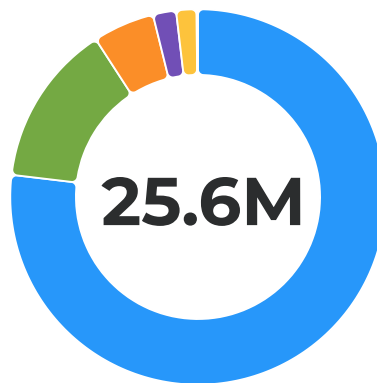
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
STA Funds- Fixed Route BART	\$497,672.00		-100.00%
Measure BB Paratransit Funds-Paratransit	\$1,855,656.00	\$1,855,656.00	
Total Revenues	\$24,045,081.00	\$25,571,353.00	6.35%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department



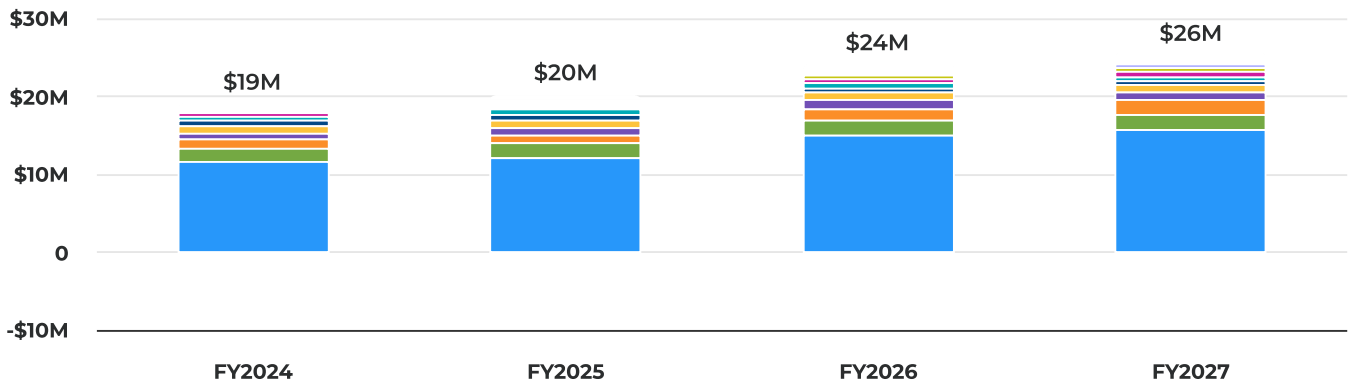
Transit Operations	\$19,661,323	76.89%
Administrative Services	\$3,569,931	13.96%
Marketing	\$1,355,628	5.30%
Executive Director	\$506,195	1.98%
Planning	\$448,276	1.75%
Board of Directors	\$30,000	0.12%

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

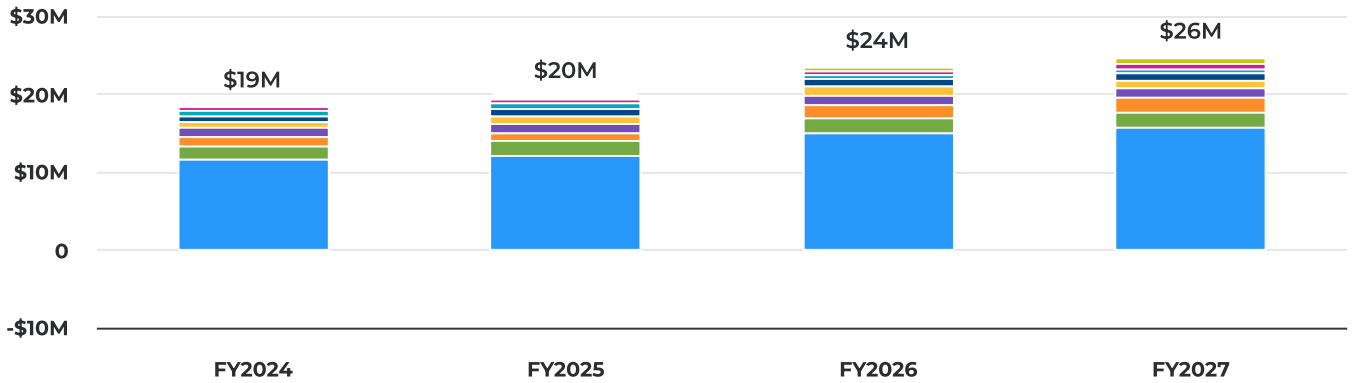


- Purchased Transportation - Paratransit
- ISP and WIFI
- Communications
- Vision
- Cell Phone
- FICA
- Rentals and leases
- Radio access
- Water and Sewer
- Advertising
- Utilities
- Retirement
- Professional Services
- Purchased Transportation - Fixed Route
- Property/Fuel Tank Insurance
- Supplemental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



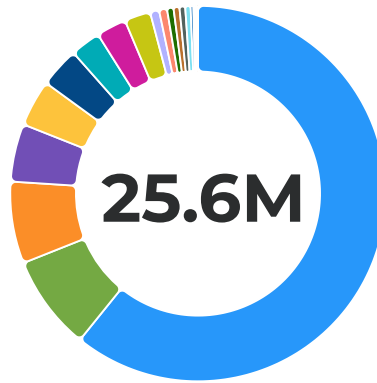
Expenditures by Expense Account

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%

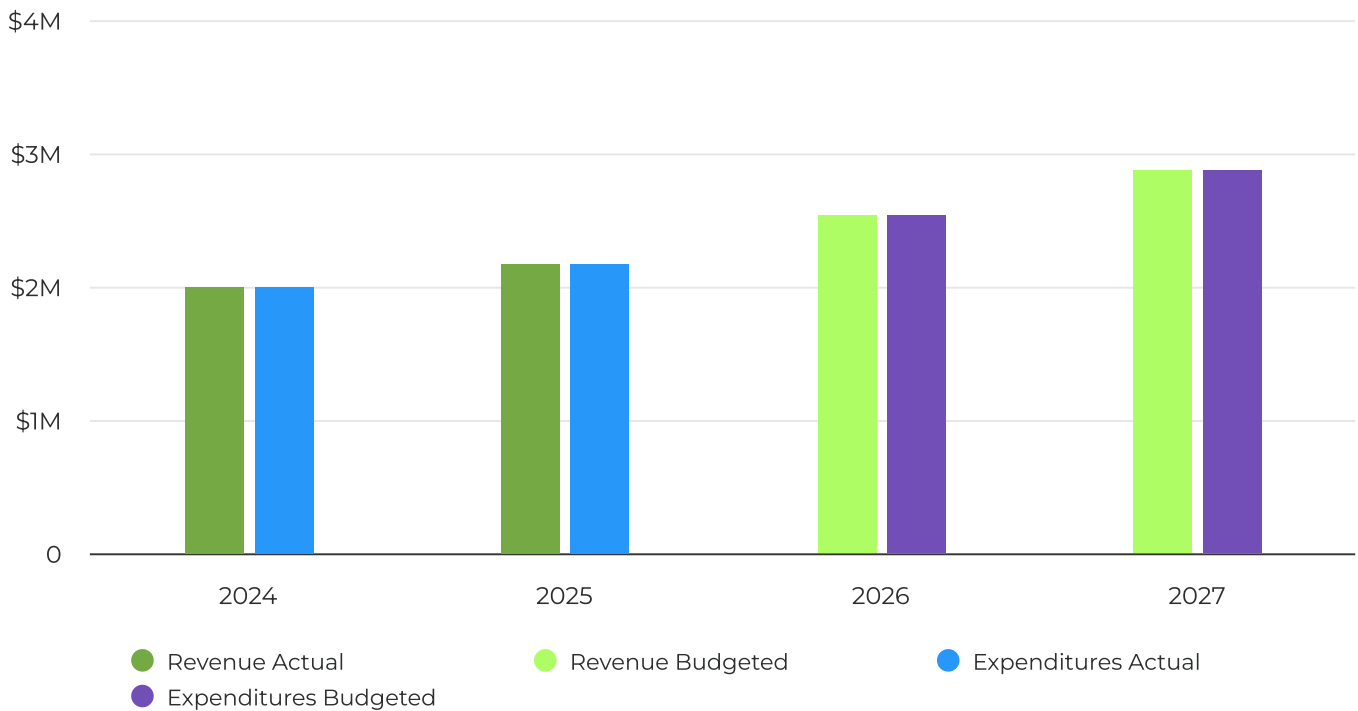
Paratransit Operating

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

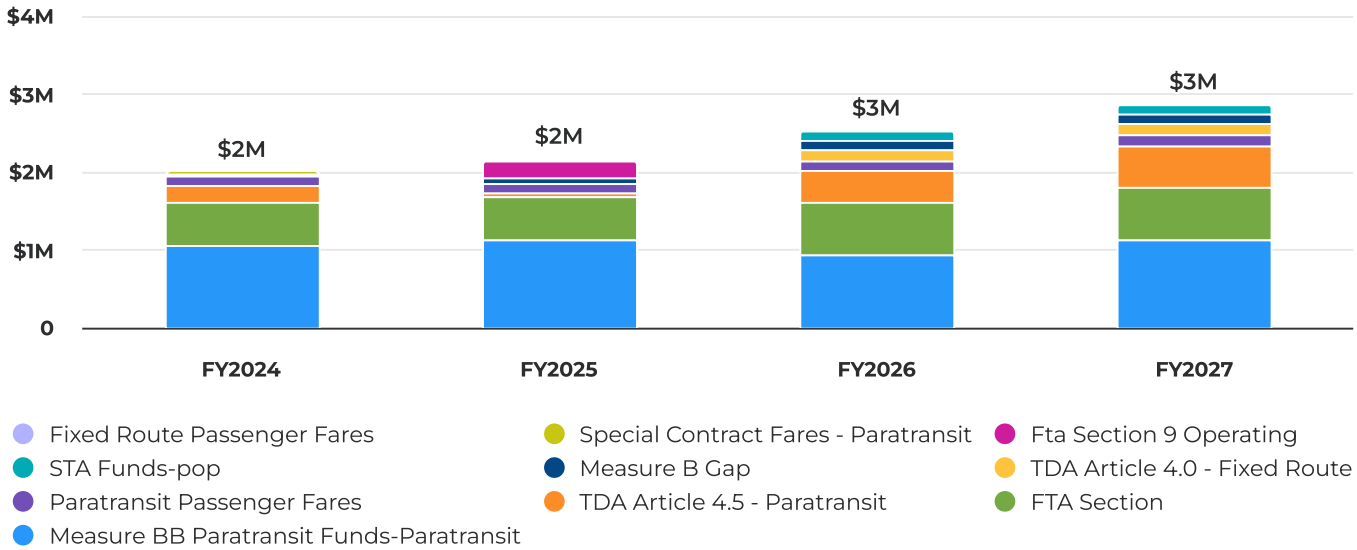
Category	FY 2026 Budgeted	FY 2027 Budgeted
Beginning Fund Balance		
Revenues		
FTA Section	\$666,894	\$666,368



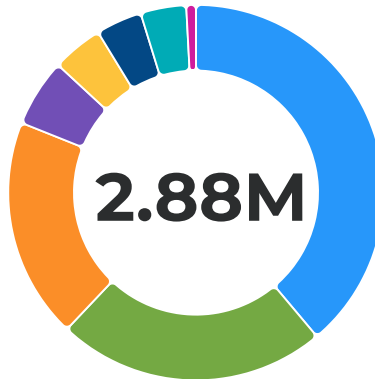
Category	FY 2026 Budgeted	FY 2027 Budgeted
Paratransit Passenger Fares	\$121,850	\$126,246
Special Contract Fares - Paratransit	\$24,000	\$24,000
TDA Article 4.0 - Fixed Route	\$139,499	\$167,560
TDA Article 4.5 - Paratransit	\$420,861	\$546,933
STA Funds-pop	\$126,470	\$114,106
Measure BB Paratransit 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



● 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

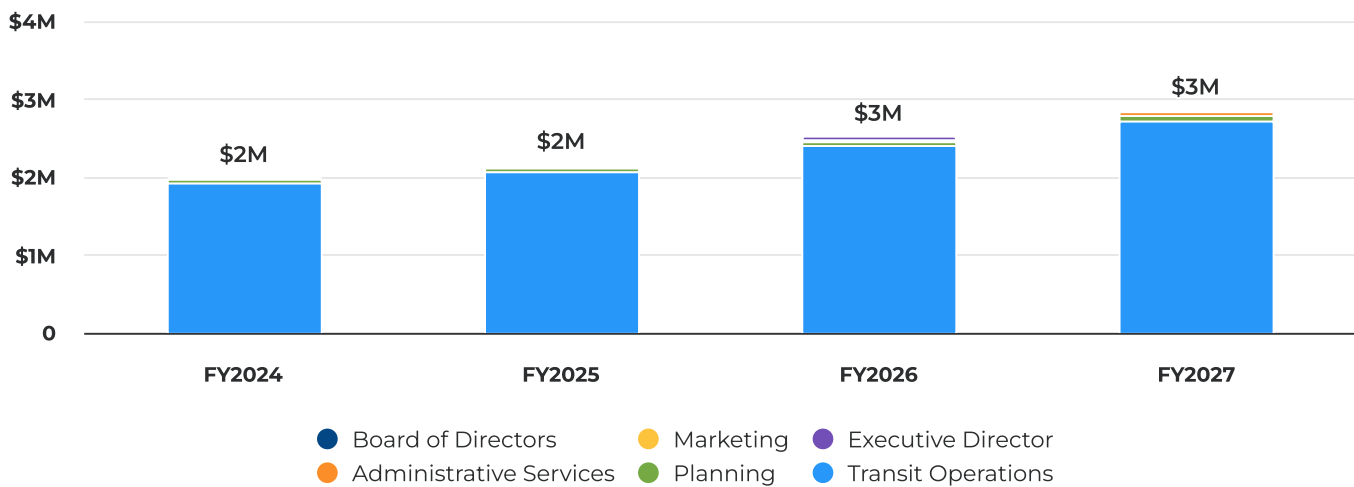
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
FTA Section	\$666,894.00	\$666,368.00	-0.08%
Paratransit Passenger Fares	\$121,850.00	\$126,246.00	3.61%



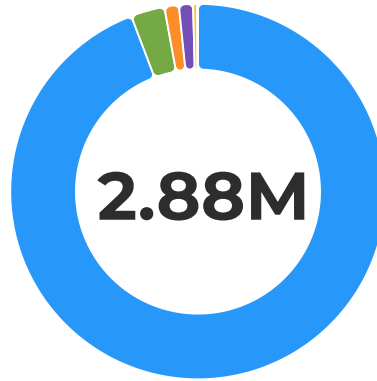
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Special Contract Fares - Paratransit	\$24,000.00	\$24,000.00	
TDA Article 4.0 - Fixed Route	\$139,499.00	\$167,560.00	20.12%
TDA Article 4.5 - Paratransit	\$420,861.00	\$546,933.00	29.96%
STA Funds-pop	\$126,470.00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



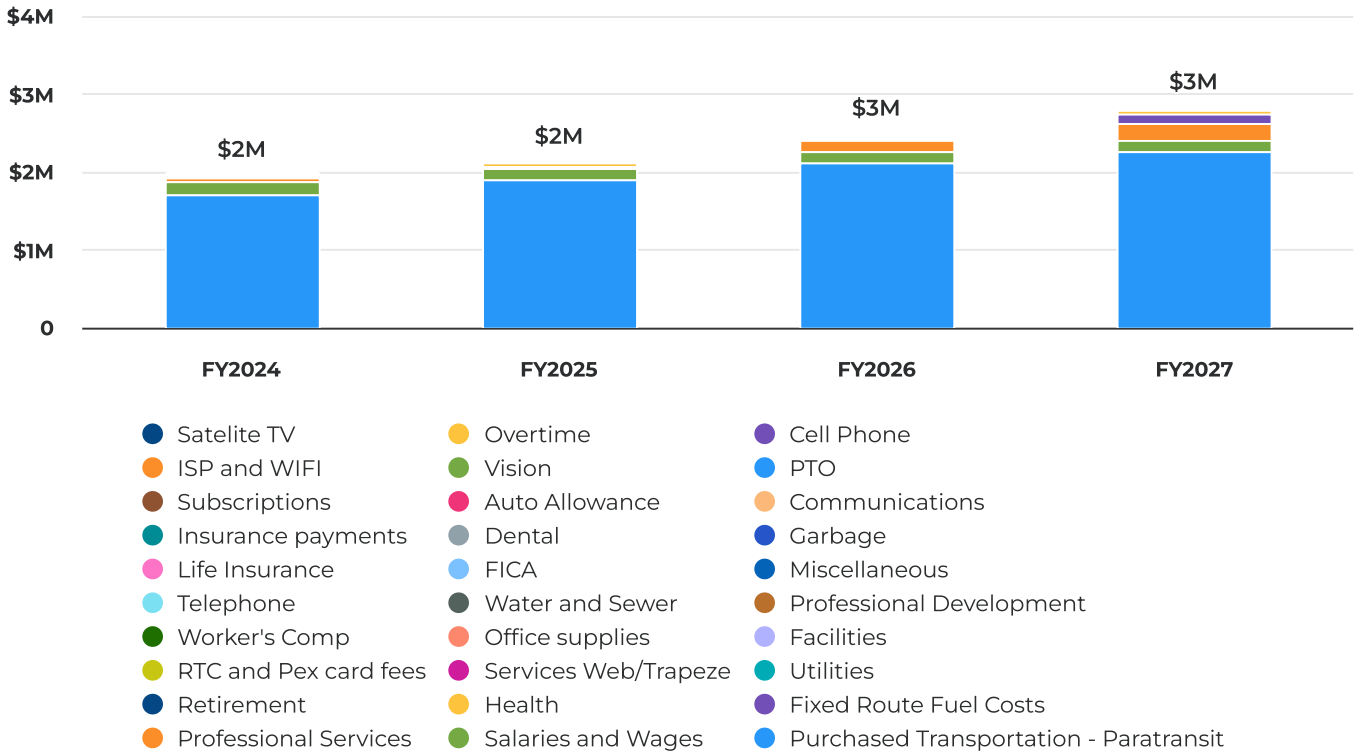
● Transit Operations	\$2,710,546	94.22%
● Planning	\$83,371	2.90%
● Executive Director	\$36,046	1.25%
● Administrative Services	\$34,749	1.21%
● Marketing	\$10,000	0.35%
● Board of Directors	\$2,000	0.07%

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%

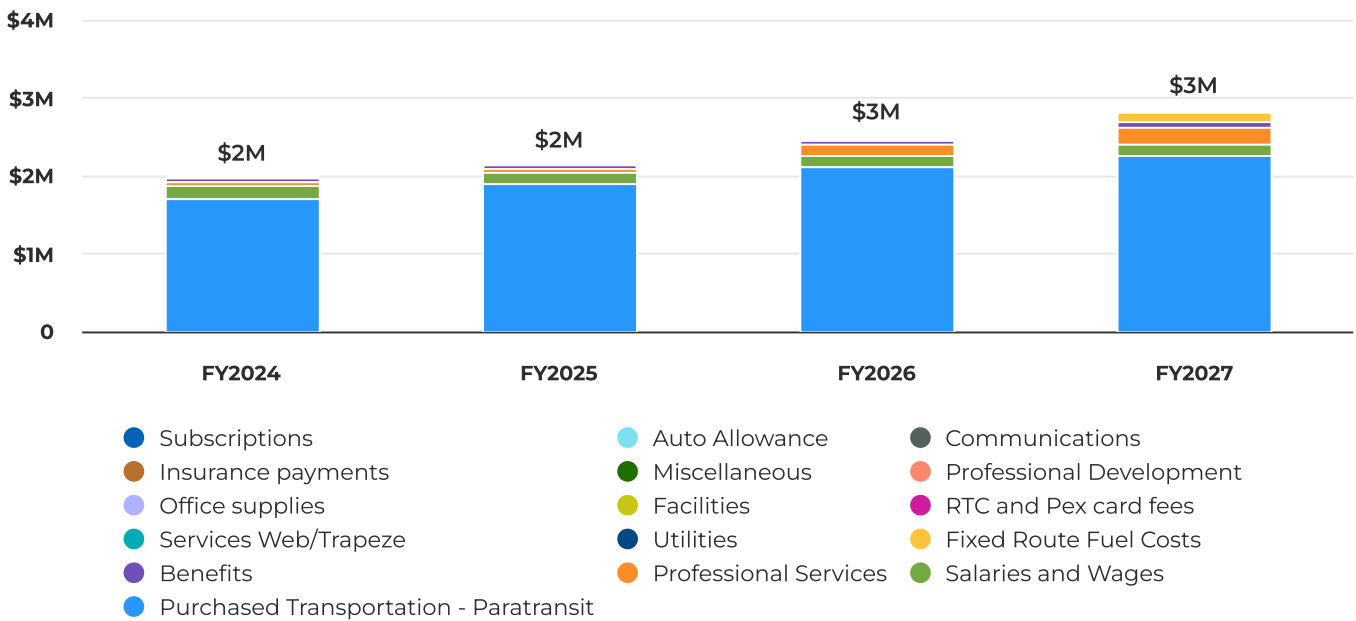
Expenditures by Account

Historical Expenditures by Account

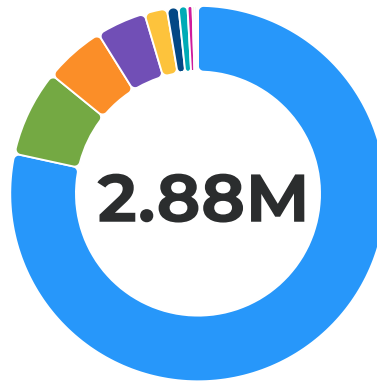


Expenditures by Expense Account

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%



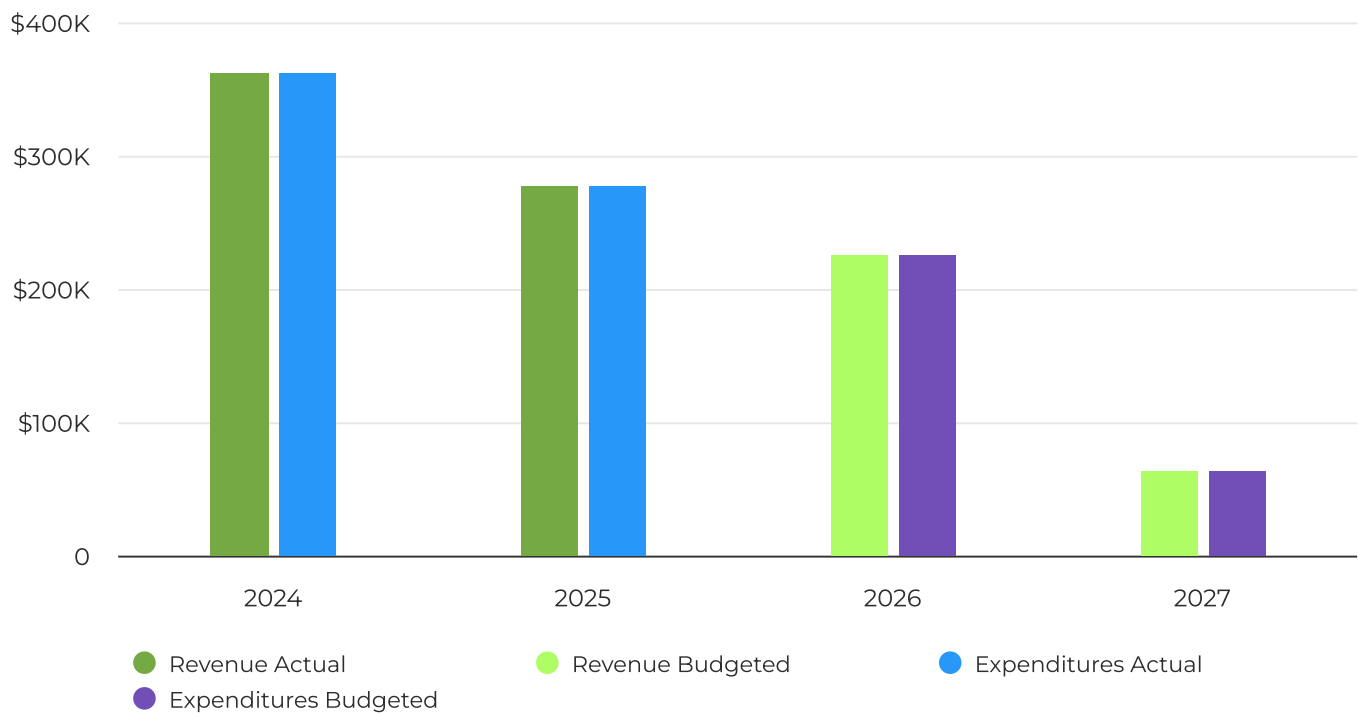
Wheels on Demand (WOD)

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

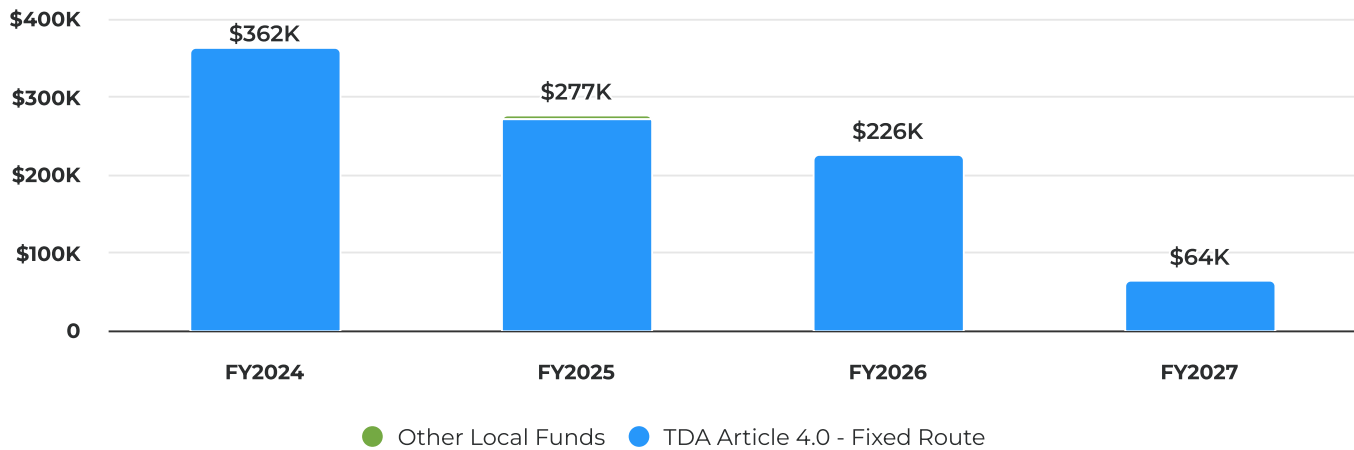


Category	FY 2026 Budgeted	FY 2027 Budgeted
Purchased Transportation-WHEELS on Demand	\$225,600	\$50,000
Total Expenditures	\$225,600	\$64,000
Total Revenues Less Expenditures		

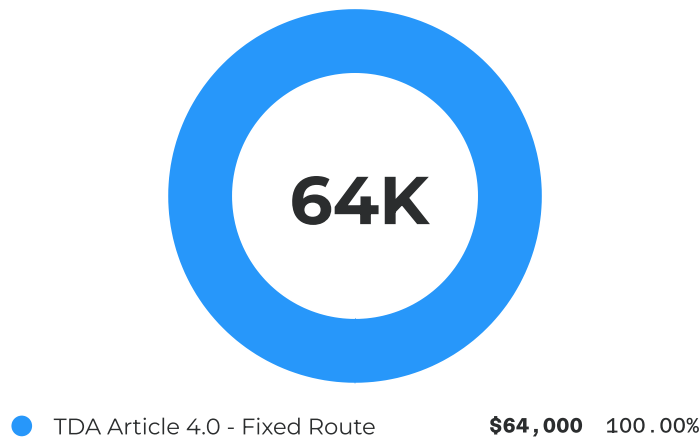
Ending Fund Balance

Revenues by Source

Historical Revenue by Source



FY27 Revenues by Source

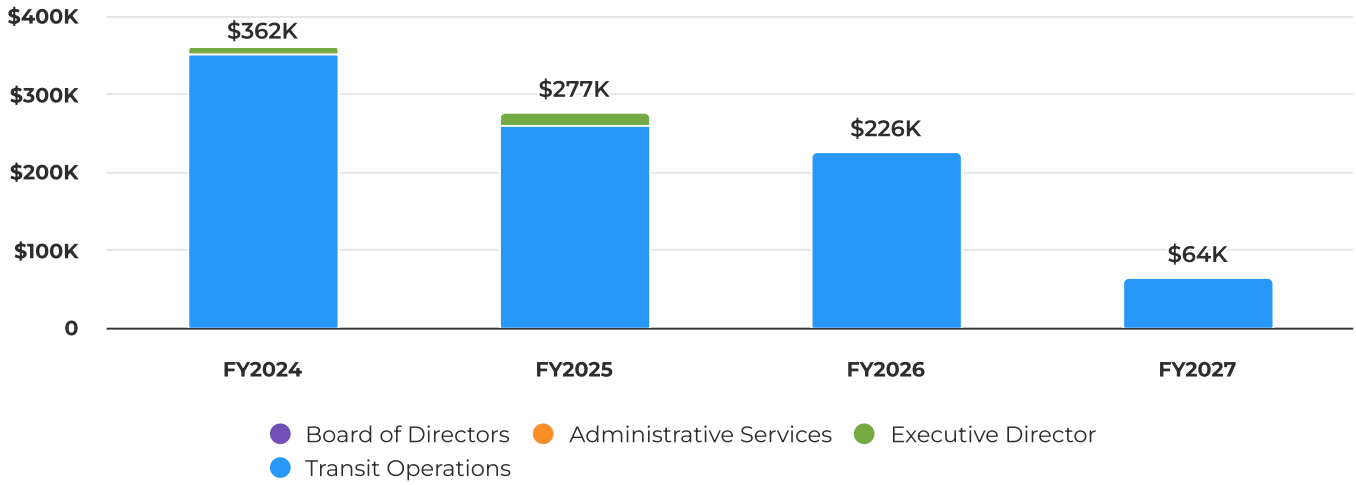


Revenues by Object

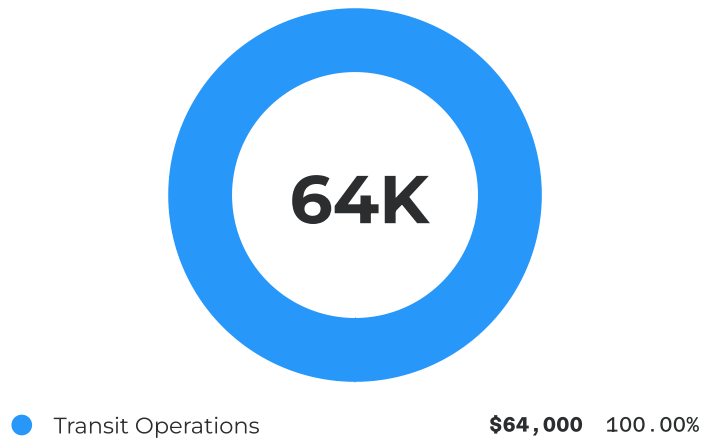
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
TDA Article 4.0 - Fixed Route	\$225,600	\$64,000	-71.63%
Total Revenues	\$225,600	\$64,000	-71.63%

Expenditures by Department

Historical Expenditures by Department



FY27 Expenditures by Department

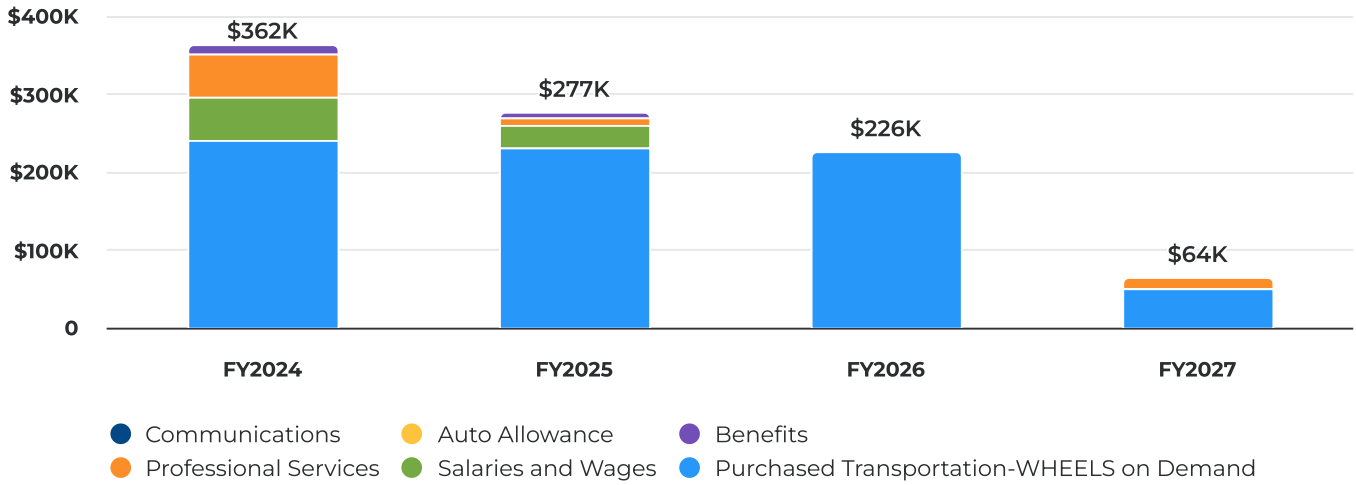


Expenditures by Cost Center

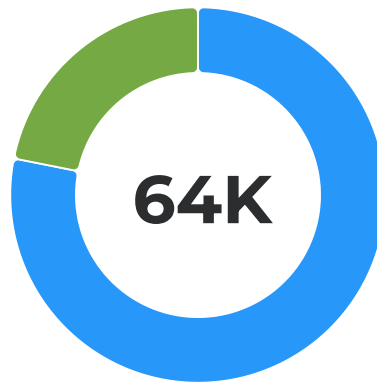
Category	FY 2026 Budgeted	FY 2027 Budgeted	FY 2026 Budgeted vs. FY 2027 Budgeted (% Change)
Transit Operations	\$225,600	\$64,000	-71.63%
Total Expenditures	\$225,600	\$64,000	-71.63%

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

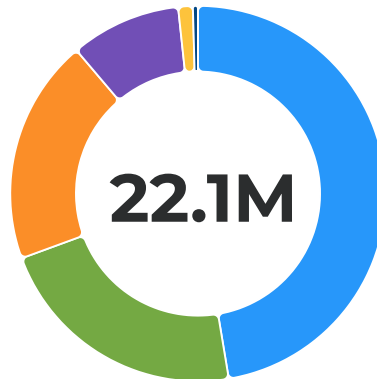
Capital Improvement Plan

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

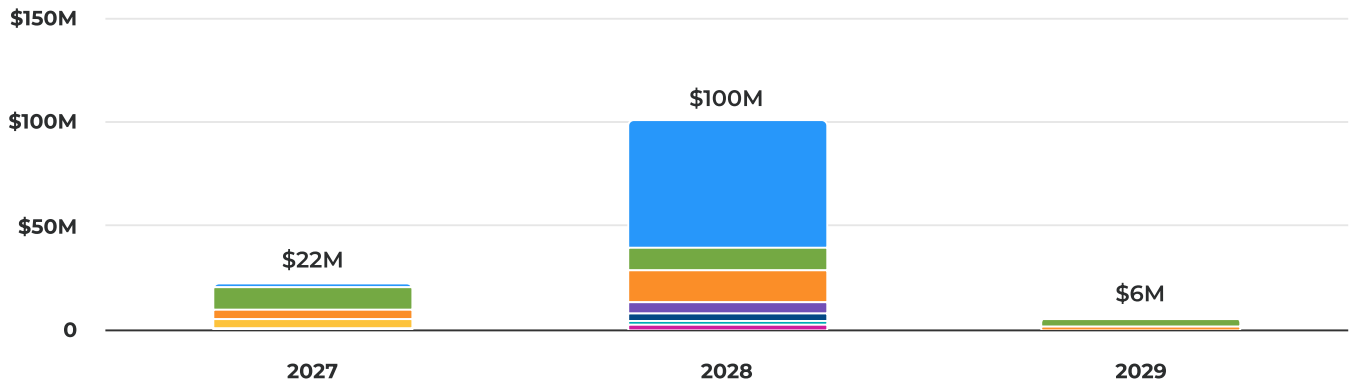
FY27 Total Funding Requested by Source



● 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

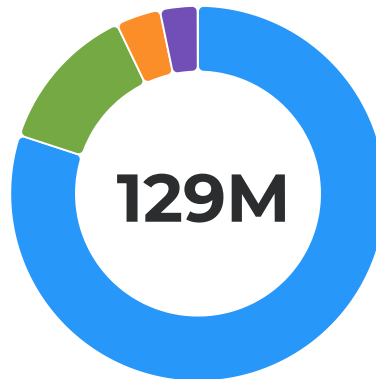


Funding by Source Totals (all years)

● 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

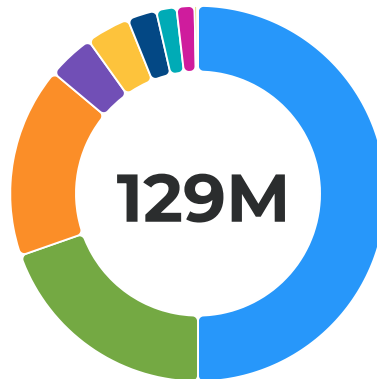
Office and Facility Equipment

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%																				
\$25,317,363	19.64%																				
\$21,213,933	16.45%																				
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\$2,257,264	1.75%																				
\$2,000,000	1.55%																				
\$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

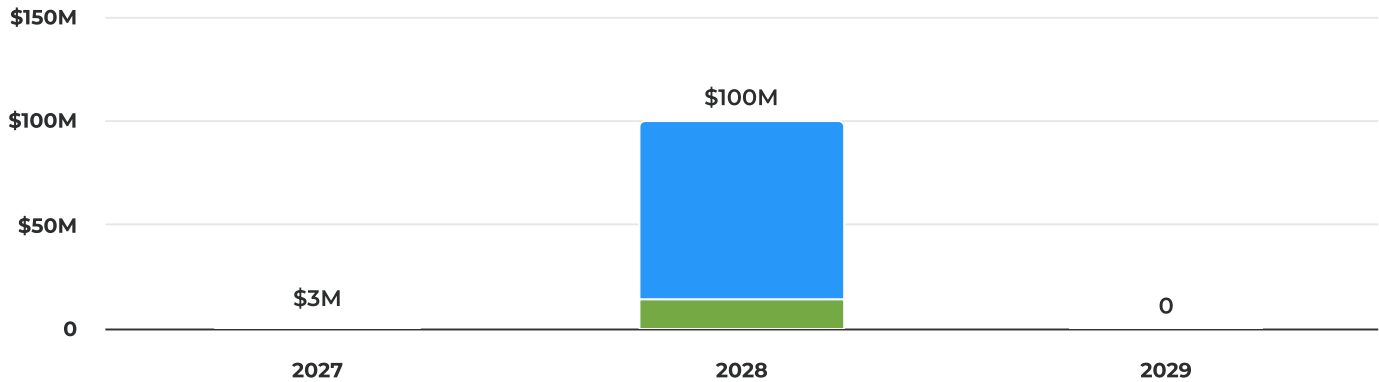
Category	FY2027	FY2028	FY2029	Total
Transit Signal Priority Upgrade & Expansion	\$95,000	\$0	\$0	\$95,000
Total TFCA	\$95,000	\$0	\$0	\$95,000

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

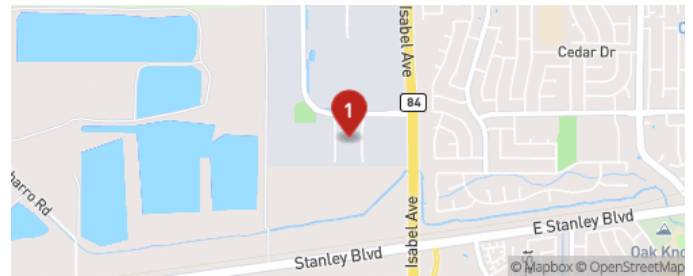
Atlantis Facility Construction

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 <i>Requested</i>	FY2028 <i>Requested</i>	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

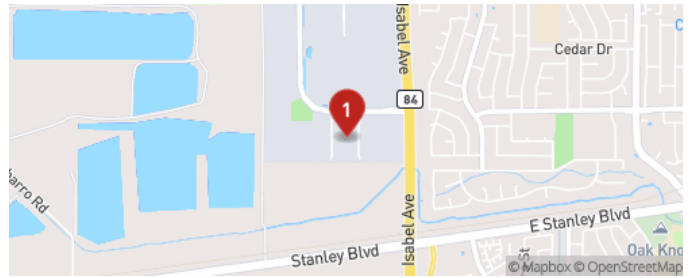
Category	FY2027 <i>Requested</i>	FY2028 <i>Requested</i>	Total
FTA 5339	\$0	\$61,037,280	\$61,037,280
TDA	\$265,080	\$12,873,446	\$13,138,526
STIP	\$0	\$5,180,000	\$5,180,000
LCTOP	\$0	\$2,620,010	\$2,620,010
Uncommitted Funding	\$0	\$2,257,264	\$2,257,264
VRF	\$0	\$2,000,000	\$2,000,000
FTA 5307	\$1,060,318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

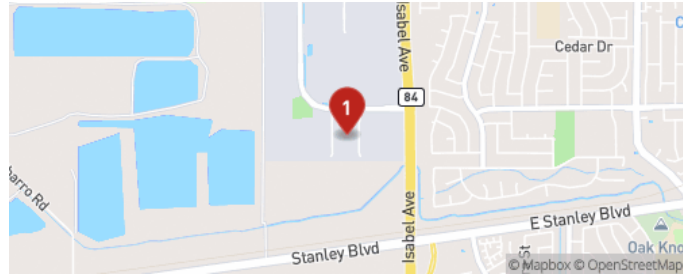
Category	FY2028 <i>Requested</i>
FTA 5307	\$10,620,250
TDA	\$2,664,287
LCTOP	\$625,776
Total	\$13,910,313

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

Detailed Breakdown

Category	FY2027 <i>Requested</i>
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

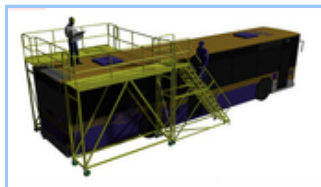
1362 Rutan Drive



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

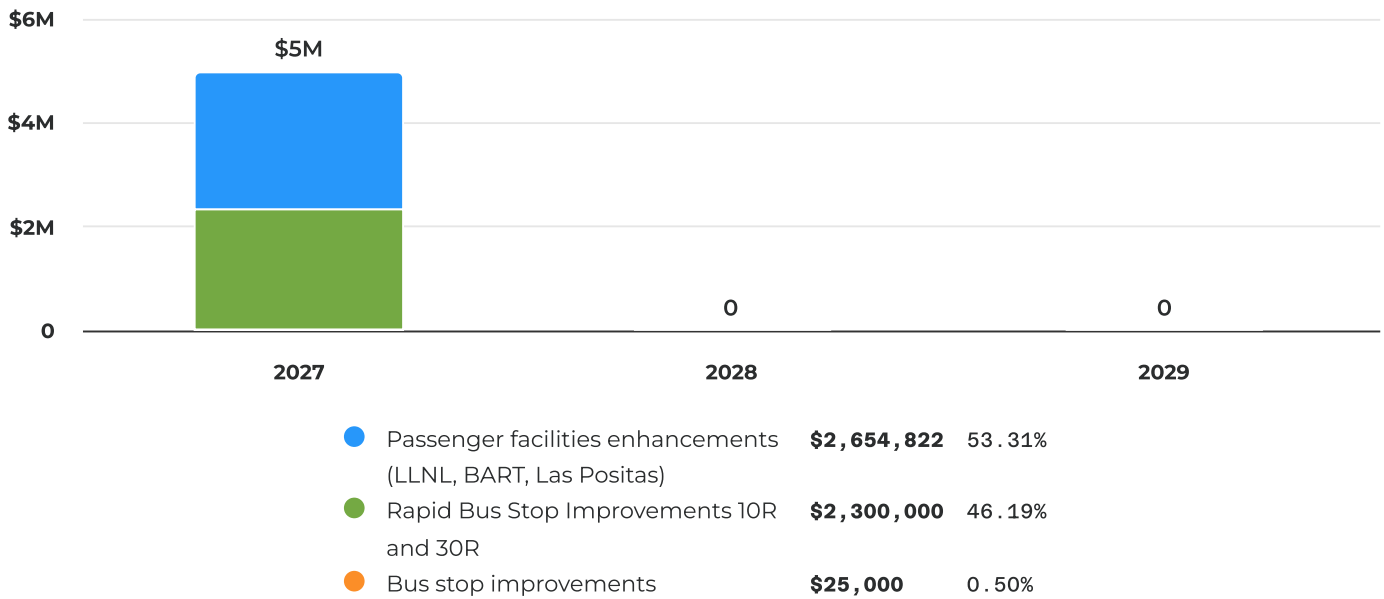
Detailed Breakdown

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

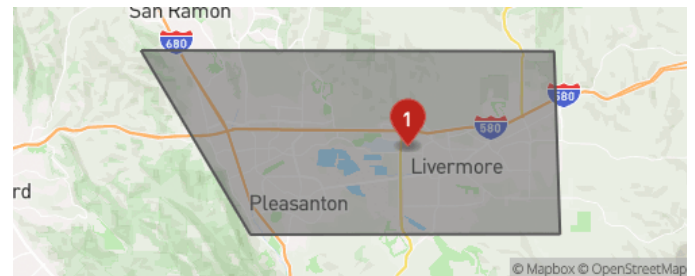
Bus stop improvements

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

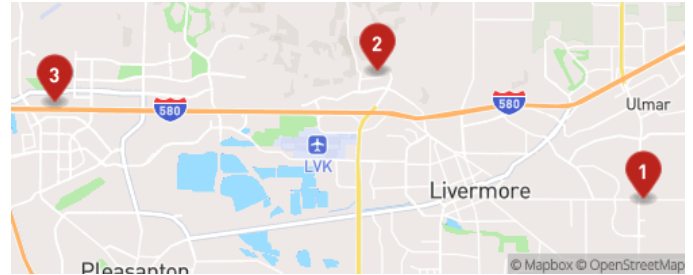
\$25,000

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

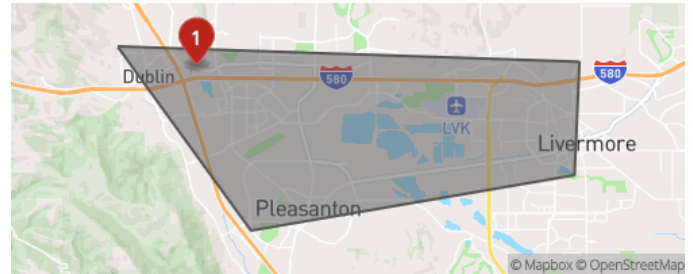
Rapid Bus Stop Improvements 10R and 30R

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

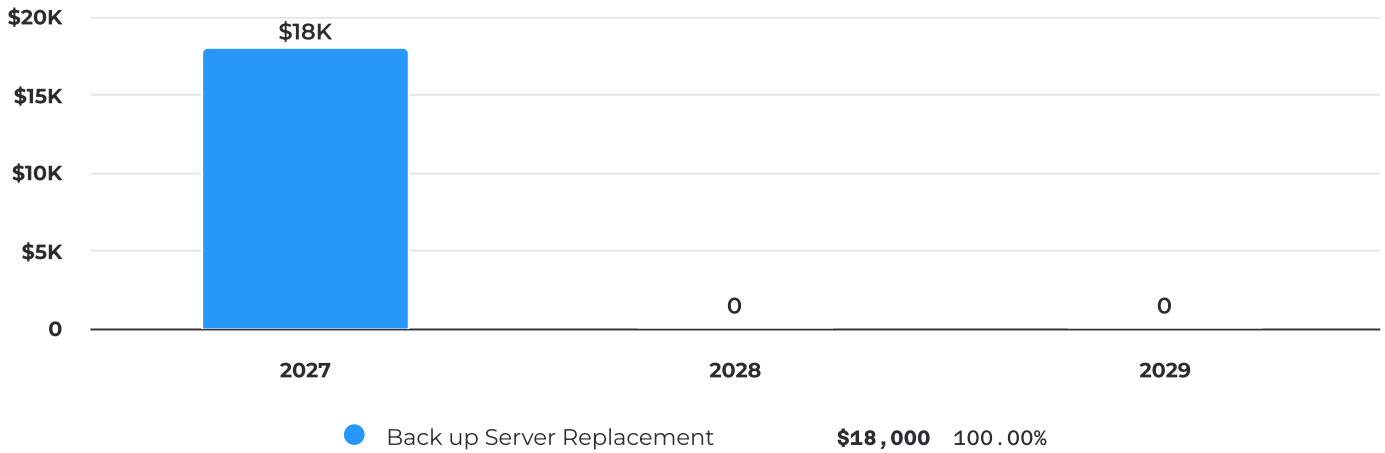
FY2027 Budget	Total Budget (all years)	Project Total
\$2.3M	\$2.3M	\$2.3M

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

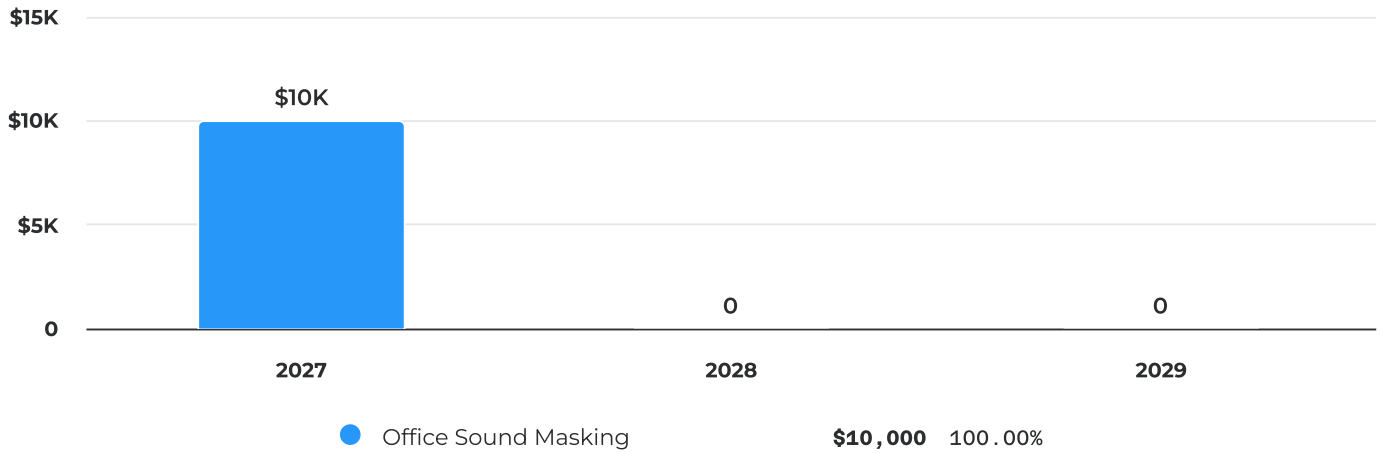
\$18,000

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

Funding Sources

FY2027 Budget

\$10K

Total Budget (all years)

\$10K

Project Total

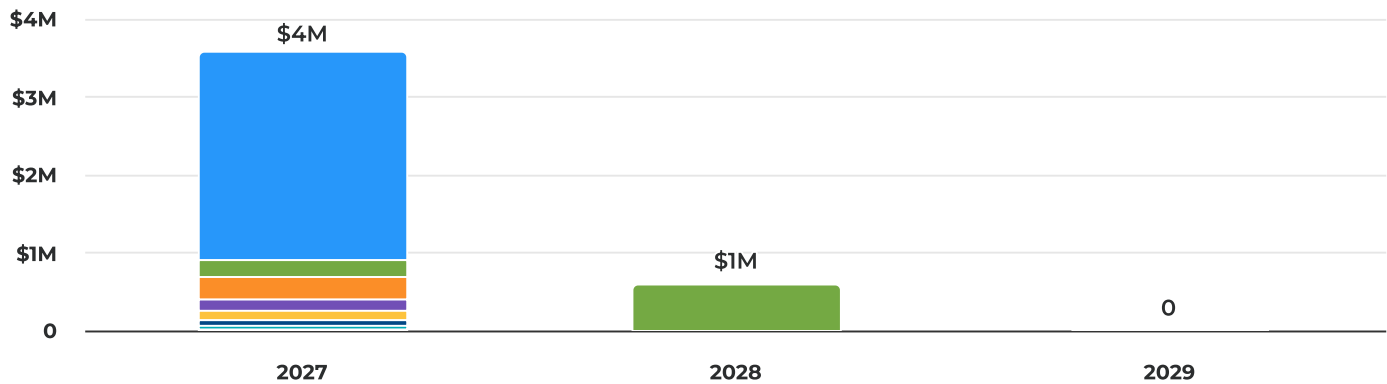
\$10K

Detailed Breakdown

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

Other Improvements

FY27 - 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	Total Budget (all years)	Project Total
\$120K	\$120K	\$120K

Detailed Breakdown

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

Funding Sources

FY2027 Budget
\$212K

Total Budget (all years)
\$814K

Project Total
\$814K

Detailed Breakdown

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

On-board Camera Retrofit

Overview

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

Project Location

1362 Rutan Drive



Description

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

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

Details

Type of Project: Refurbishment

Supplemental Attachments

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

Capital Cost

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

Detailed Breakdown

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



Funding Sources

FY2027 Budget

\$73K

Total Budget (all years)

\$73K

Project Total

\$73K

Detailed Breakdown

Category

FY2027
Requested

TDA

\$73,000

Total

\$73,000

Rewrap buses that have badly faded and or damaged wraps

Overview

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

Description

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

Capital Cost

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

Detailed Breakdown

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

Funding Sources

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

Detailed Breakdown

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



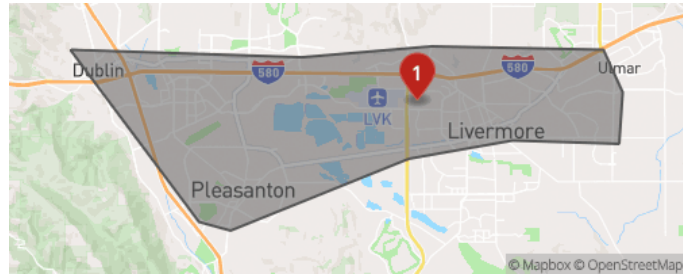
Transit Signal Priority Upgrade & Expansion

Overview

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

Project Location

1362 Rutan Drive



Description


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

Details

Type of Project: Other improvement

Supplemental Attachments

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

 [RM2 IPR](#)
RM2 IPR

Capital Cost

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

Detailed Breakdown

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

Funding Sources

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

Detailed Breakdown

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

Transmission / hybrid drive replacements

Overview

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

Project Location



Description

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

Details

Type of Project: Refurbishment

Capital Cost

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

Detailed Breakdown

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

Funding Sources

FY2027 Budget

\$150K

Total Budget (all years)

\$150K

Project Total

\$150K

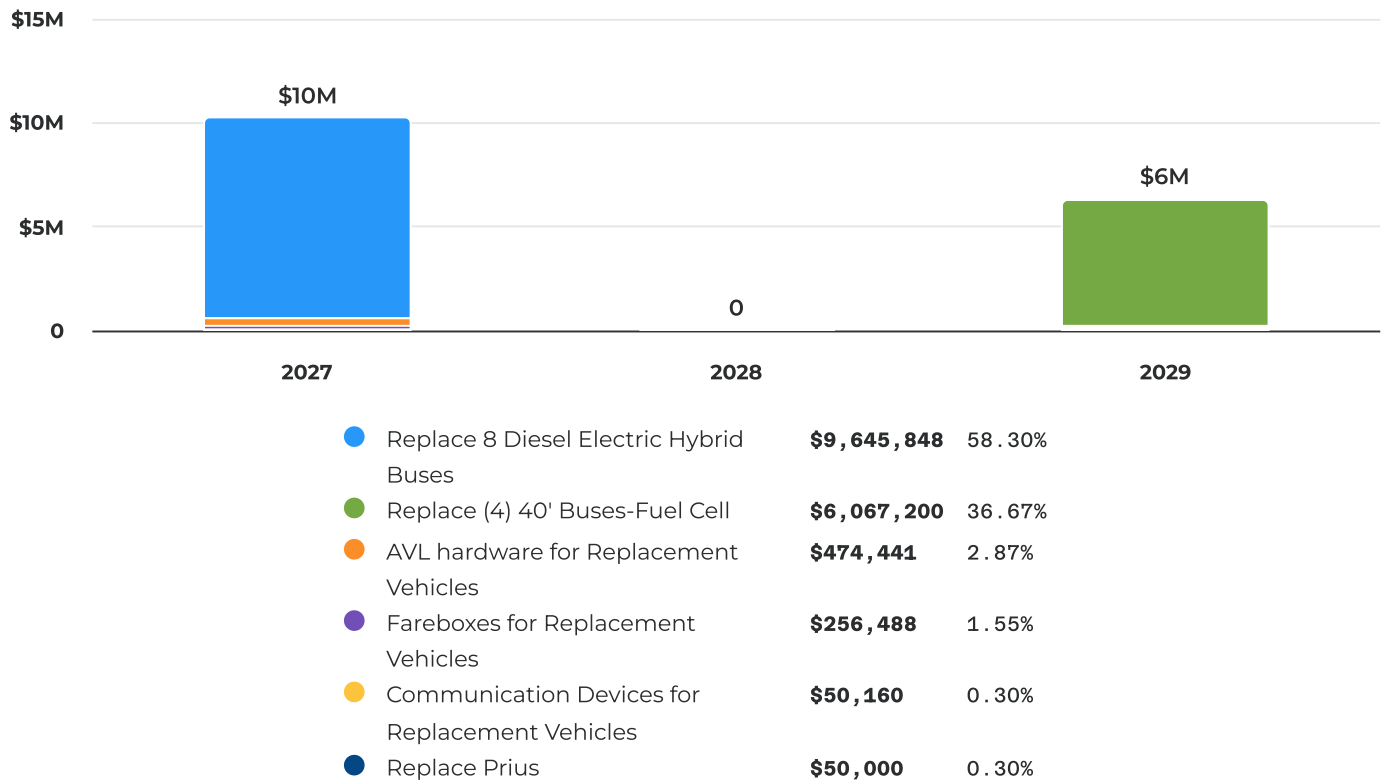
Detailed Breakdown

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

EXECUTIVE DIRECTOR'S REPORT

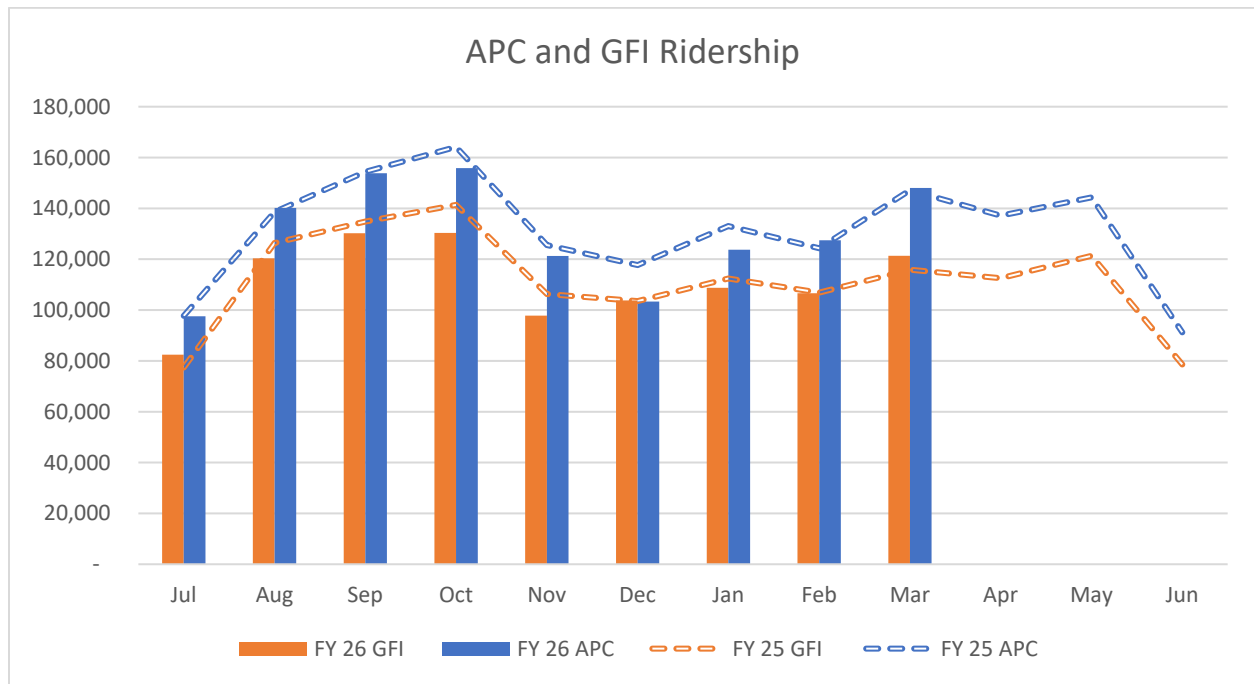
Service Development

March Ridership Highlights

Using farebox (GFI) data, systemwide ridership in March amounted to 121,338 unlinked boardings, an increase of 4.7% compared with the same month of last year. This was an improvement to the year-on-year (YoY) trend seen over the past few months (although we note that there was one more weekday in the month this year compared with March 2025).

Looking instead at automatic passenger counter (APC) data, the total March boarding count amounted to 148,038 - significantly higher than the counts recorded at the farebox. The agency will soon begin reporting summary ridership data based on the APC counts, pending a final database query model developed by our vendor TransTrack.

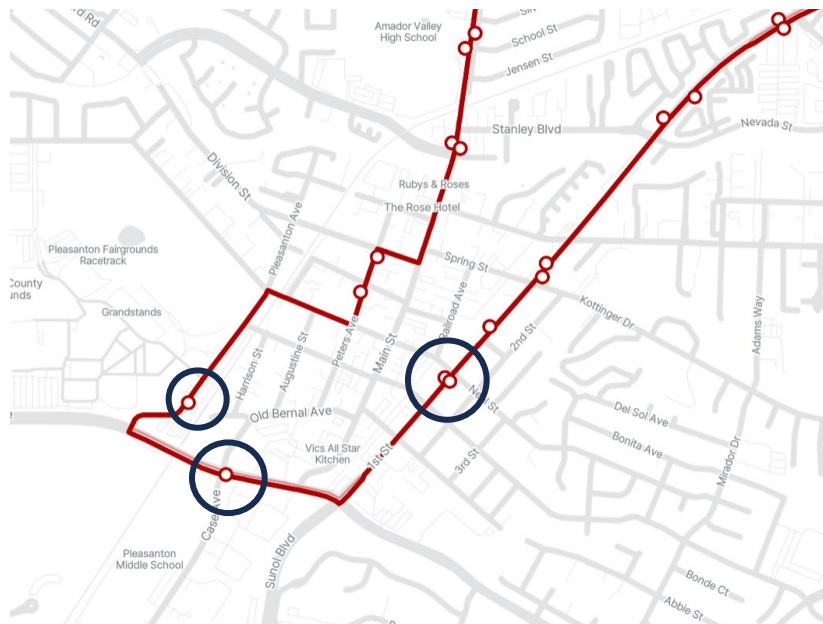
At the individual route level, the main trunk line 10R continued to trend down, while the 30R trended up. All of the routes that were new or restarted as part of the Wheels-in-Motion changes in the spring of 2024 continued trending up. Route 3 (Stoneridge) trended down. Route 8 (Hopyard) has been trending upward for the past several months, as has the Route 70X (I-680 Express).



EXECUTIVE DIRECTOR'S REPORT

Route 10R Update

Beginning Friday, May 1st, the new alignment of the 10R in downtown Pleasanton went into effect. The current stop at Neal and First Street (sheltered stops) shifted to the existing Route 8 bus stop on First Street and Neal (non-sheltered). Staff is looking into installing a small bench at the northbound stop; there is an existing bench at the southbound stop. Furthermore, two additional pairs of stops will be activated, including pilot stops at Bernal and Case, as well as a new stop at the Alameda County Fairgrounds.



Wheels Access Update

The Wheels Access Program, run by LAVTA’s contractor ADARide, launched on March 16th with an updated ADA Paratransit application that is available online for the first time. In the month of March ADARide completed seven ADA paratransit eligibility assessments, seven travel navigation consultations, and two virtual/phone travel trainings on fixed route. ADARide staff will also be part of the May 7th senior/disabled mobility outreach event at the Robert Livermore Community Center. LAVTA will be bringing a bus to the event; the outreach event will be taking place from 10am to Noon.

EXECUTIVE DIRECTOR'S REPORT

Operational Effectiveness

On Time Performance Updates

At the beginning of February, staff implemented timing and logistical modifications to three routes that had prior on-time challenges. Using January vs. March (2026) as a comparison, the OTP improved on all three routes, as per the following table:

Route	OTP 01/2026	OTP 03/2026
2	63.7%	80.5%
4	85.4%	87.8%
14	75.9%	80.7%

Also, for Route 10R, an extra resource (bus) was added to the Sunday operation in order to address persistent delay issues, bringing its (Sunday) OTP up from 74.9% to 78.1% between January and March.

Go Tri-Valley Program Changes

On May 1, LAVTA implemented changes to the Go Tri-Valley Program, restricting the availability of the discount to trips that occur between 9pm-6am Monday-Sunday. Staff will be monitoring complaints.

Atlantis Entitlement Extension

On April 21, the City of Livermore’s Planning Commission approved LAVTA’s request for a one-year extension of the Atlantis project entitlement. The extension gives LAVTA until May 2027 to submit a building permit application for the site. Staff are developing an RFP to onboard a project manager to oversee the project.

Marketing and Communications

Las Positas Earth Day Event

Wheels attended Las Positas College’s Earth Day event on April 22 in partnership with the Child Development team. Students, parents, and kids enjoyed a hands-on “Touch-a-Bus” experience while learning about the environmental benefits of public transit and green energy.



EXECUTIVE DIRECTOR'S REPORT

Las Positas Run for Education April 25

Wheels attended the Los Positas Run for Education on April 25. Over 100 runners and attendees stopped by to learn more about Wheels and spin the prize wheel. Wheels participation supports its transit partnership with the college where all enrolled ride free with their student ID.



40th Birthday Photo Contest

LAVTA is conducting a social media photo contest inviting the community to share their pictures of the 40th Anniversary bus. Participants can enter by posting a photo of the 40th Anniversary Wheels bus on Facebook or Instagram, creating organic growth from the entry requirements of tagging the Wheels account and using #WheelsFreeAt40. Each month, one winner will be randomly selected from eligible entries. The prize is a \$50 gift card and logo gifts.



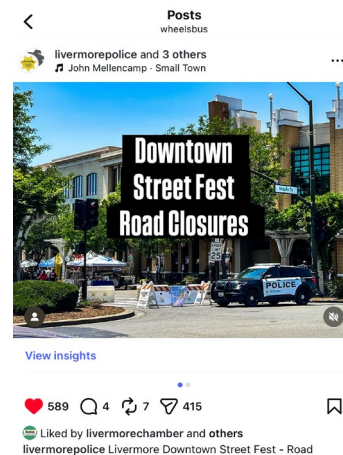
Summer Youth Ride Free:

The Summer Youth Ride Free promotion is a fare free period for students from May 29 – August 31, 2026. This initiative supports choice ridership and public transit trial by youth over the summer school break leading up to and during the first weeks of the 2026/27 school year.



April Social Media:

The overwhelming winner of greatest engagement for Wheels in April was a collaboration post with other Livermore municipal partners promoting the Livermore Downtown Street Fest, with 40,000 views, 589 “likes”, and 415 reshares. Free rides on routes 10R, 30R, and 15 were promoted in the post.



EXECUTIVE DIRECTOR'S REPORT

Regional Partnerships and Advocacy

APTA Legislative Conference

Staff and Chair Testa attended the American Public Transportation Association's annual Legislative Conference in Washington D.C. Staff was be joined by coalition partners from County Connection and Tri Delta Transit during visits to the East Bay Federal Delegation. Meetings were held with staff from Congressman DeSaulnier and Garamendi's offices, as well as Senator Padilla and Schiff's offices.



JLAC State Audit

The draft report with findings and recommendations was made available for internal agency review April 27-30, 2026.

UC Davis Transit Research Symposium

On April 23, staff attended the 5th annual UC Davis Transit Research Symposium and Career Fair. The Career Fair was well attended by current and recently graduated students.

Proposed Changes to Cap and Invest

On April 29, LAVTA signed onto a California Transit Association letter voicing significant concerns the Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms, released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments impact to the GGRF, which over the next several years are expected to eliminate annual funding for several transit programs, including the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations (LCTOP), and the Affordable Housing and Sustainable Communities (AHSC).

Organizational and Financial Management

Staffing Update:

Staff are recruiting for a Senior Operations Analyst to replace Ethan Yeung, who will be leaving LAVTA at the end of June. The recruitment was open from late March through April 16th; interviews were held the week of April 20th.

GFOA Award

LAVTA has once again received the Government Finance Officers Association of the United States and Canada (GFOA) Certificate of Achievement for Excellence in Financial Reporting for its annual comprehensive financial report (ACFR) for the year ended June 30, 2025. This

EXECUTIVE DIRECTOR'S REPORT

certificate is the highest form of recognition in governmental accounting and financial reporting. LAVTA has received this certificate every year since 1998.

1. Board Statistics March 2026



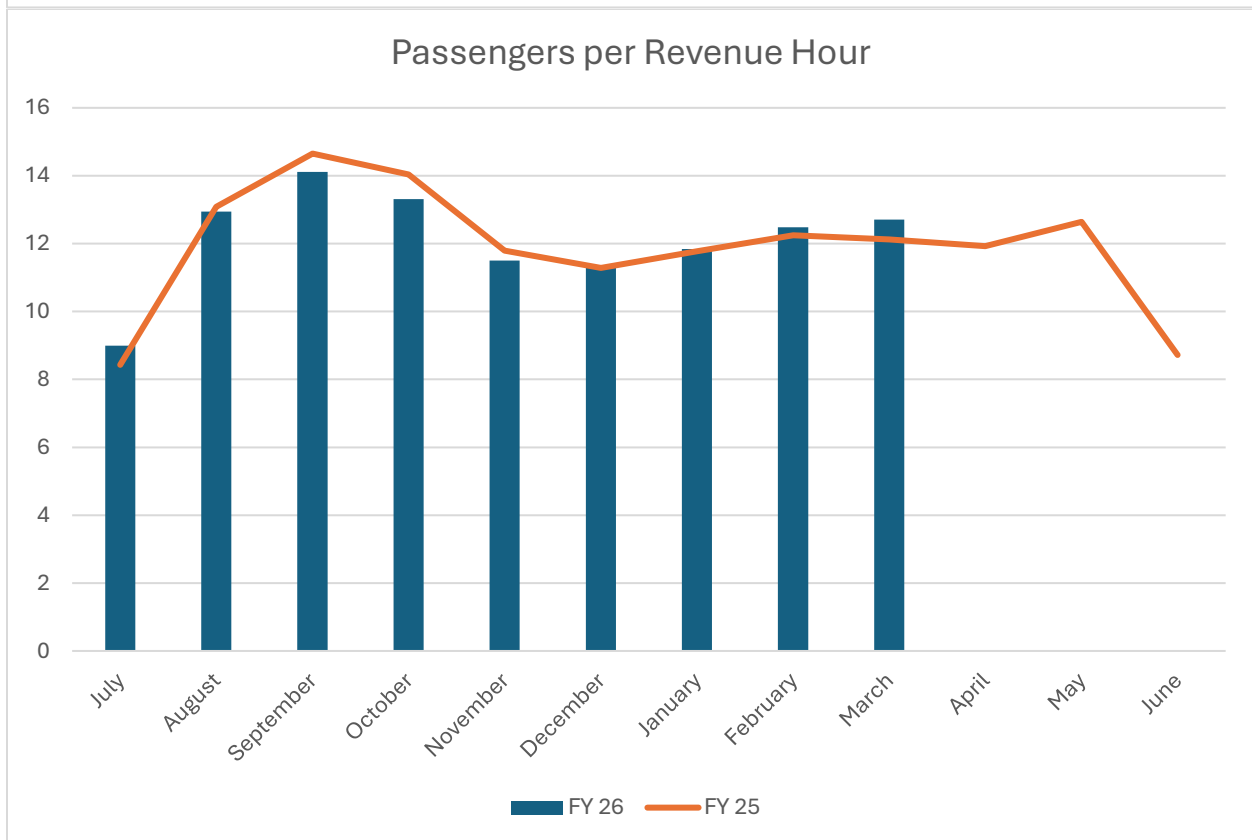
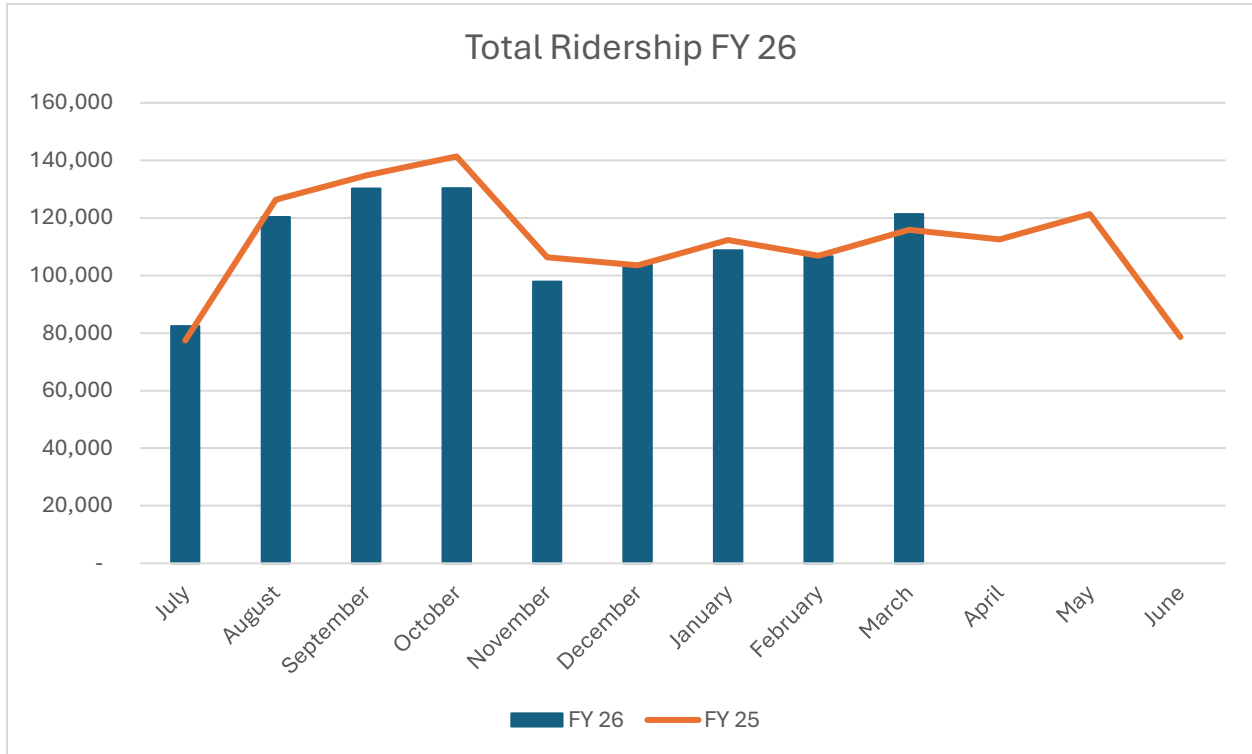
Fixed Route

Performance Indicator	Mar-25	Mar-26	Month Over Month % Change		Year Over Year % Change	
Total Ridership	115,879	121,338	14%	↑	5%	↑
Total Ridership FY To Date	1,024,980	1,001,669	N/A	—	-2.3%	↓
Fully Allocated Cost Per Passenger	\$13.91	\$14.60	-12%	↓	5%	↑
Average Weekday Ridership	4,849	4,933	-1%	↓	1.7%	↑
Average Saturday Ridership	1,633	1,725	12%	↑	6%	↑
Average Sunday Ridership	1,176	1,183	9%	↑	0.6%	↑
Passengers Per Revenue Hour	12.12	12.70	2%	↑	4.8%	↑
System-wide On-Time Performance	83.5%	82.8%	-0.2%	↓	-0.8%	↓
Preventable Accidents Per 100k Miles	1.28	0.00	0.00	—	-100%	↓
Customer Complaints Per 100k Boardings	16.40	10.71	27%	↑	-35%	↓
Miles Between Mechanical Failures	15,569	19,158	40%	↑	23%	↑

Wheels System Performance
FY 2026 – March



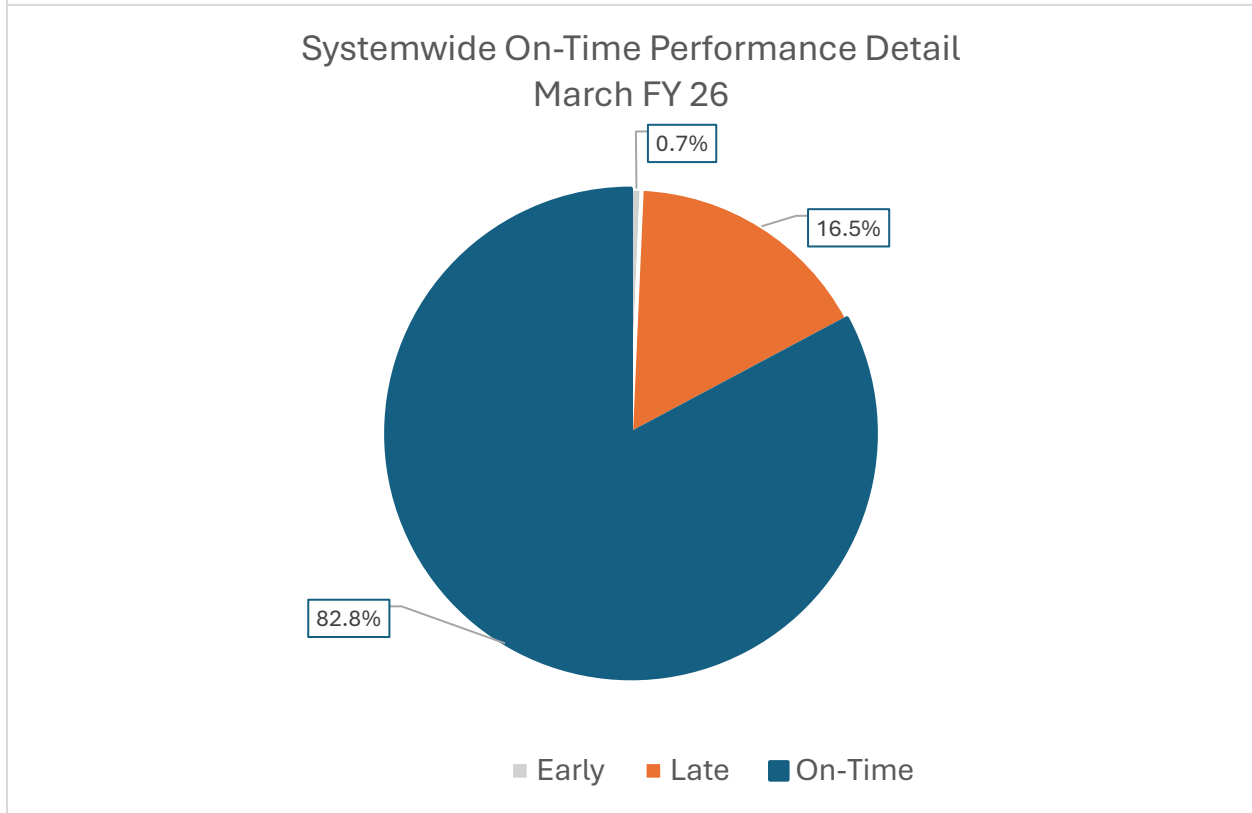
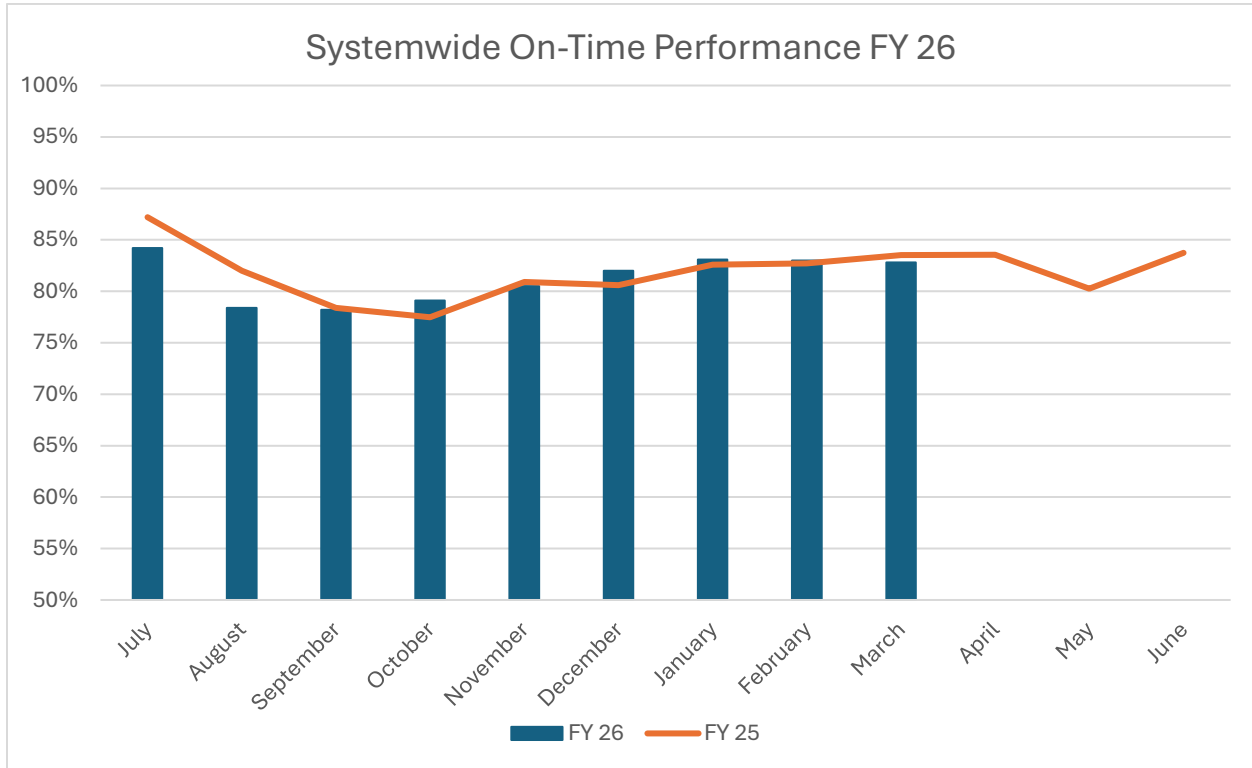
Fixed Route



Wheels System Performance
FY 2026 – March



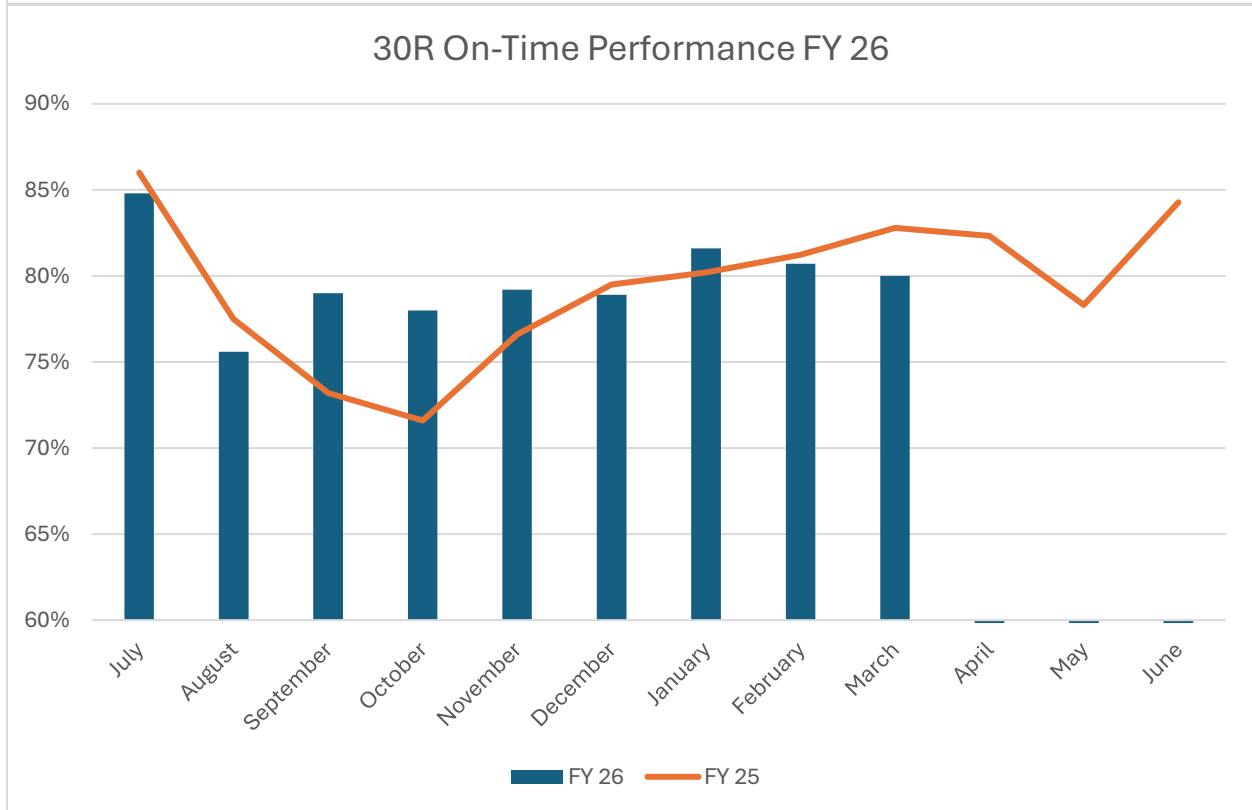
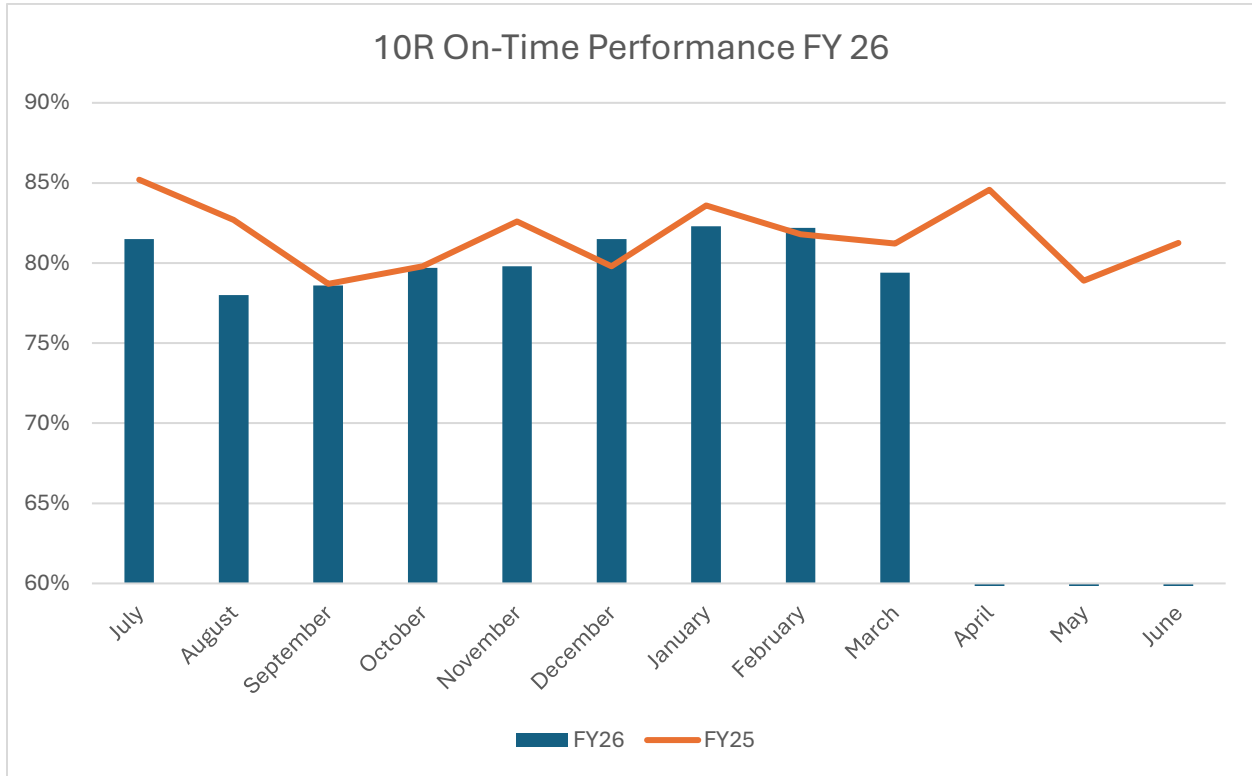
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Wheels System Performance
FY 2026 – March



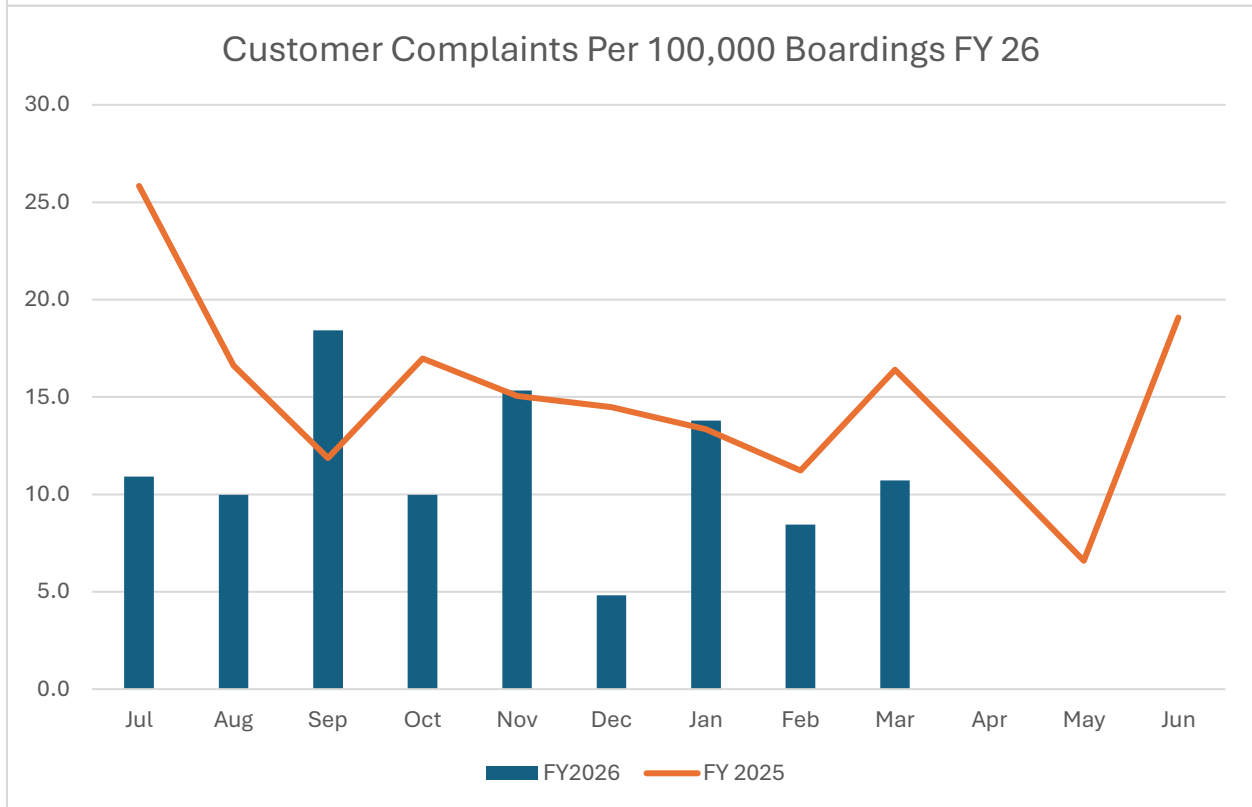
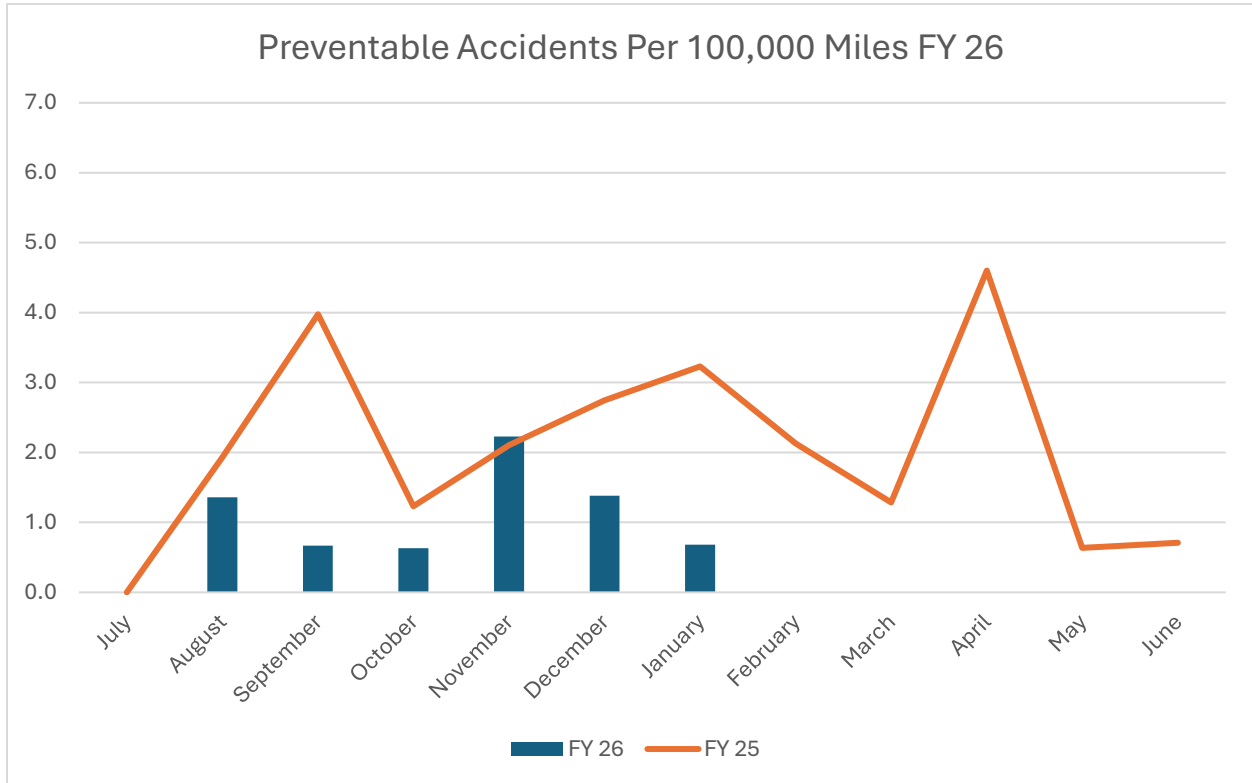
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Wheels System Performance
FY 2026 – March



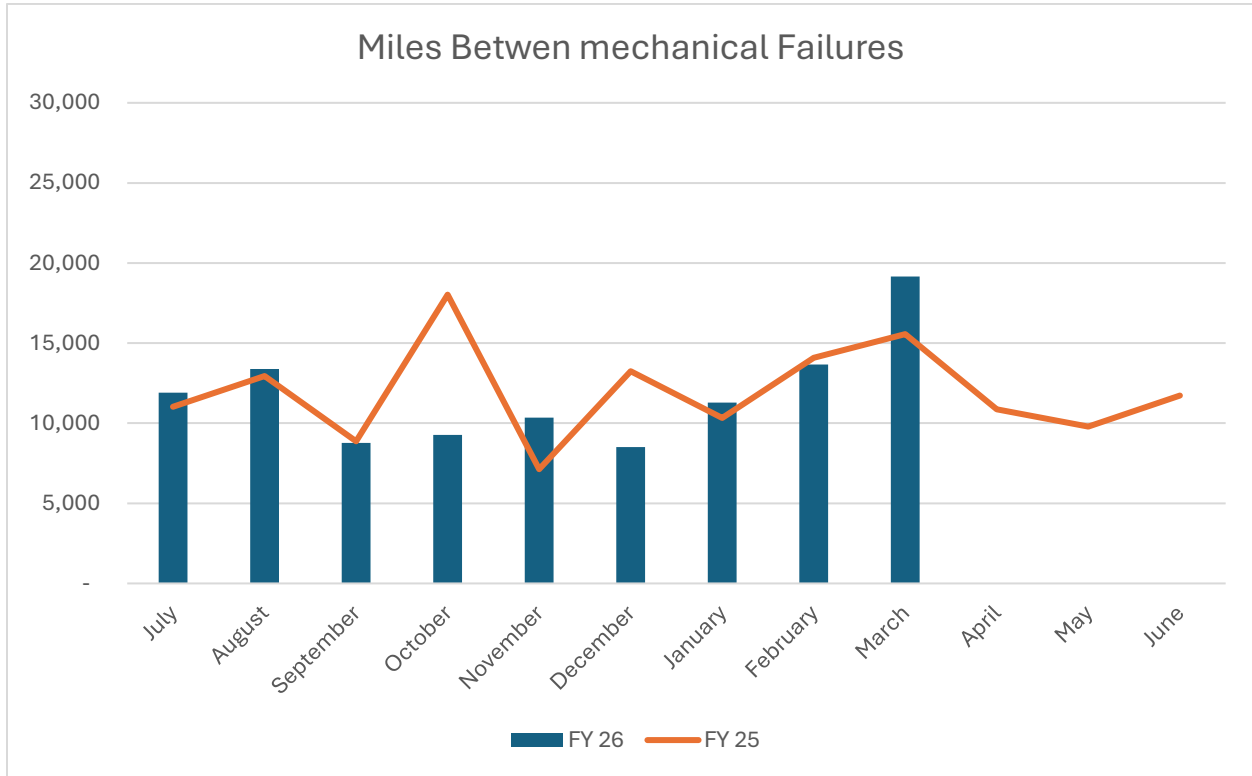
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Wheels System Performance
FY 2026 – March



Fixed Route





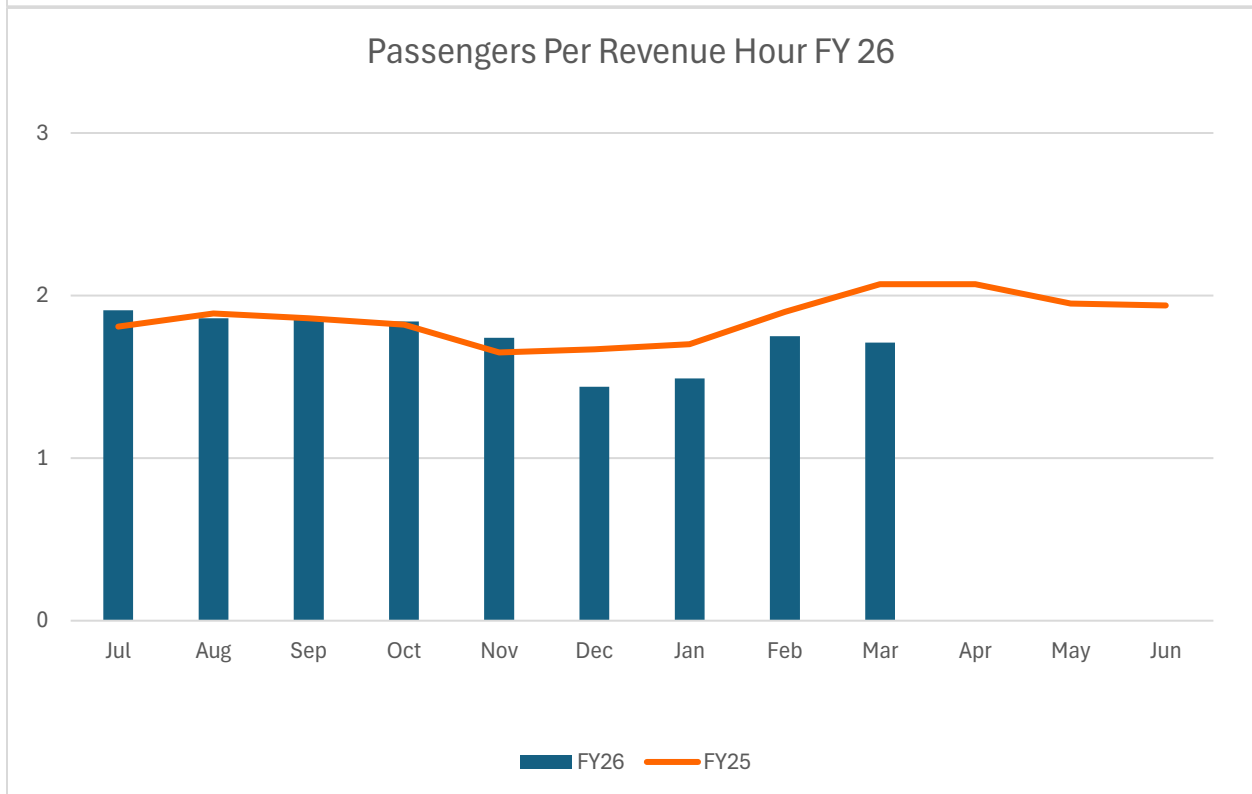
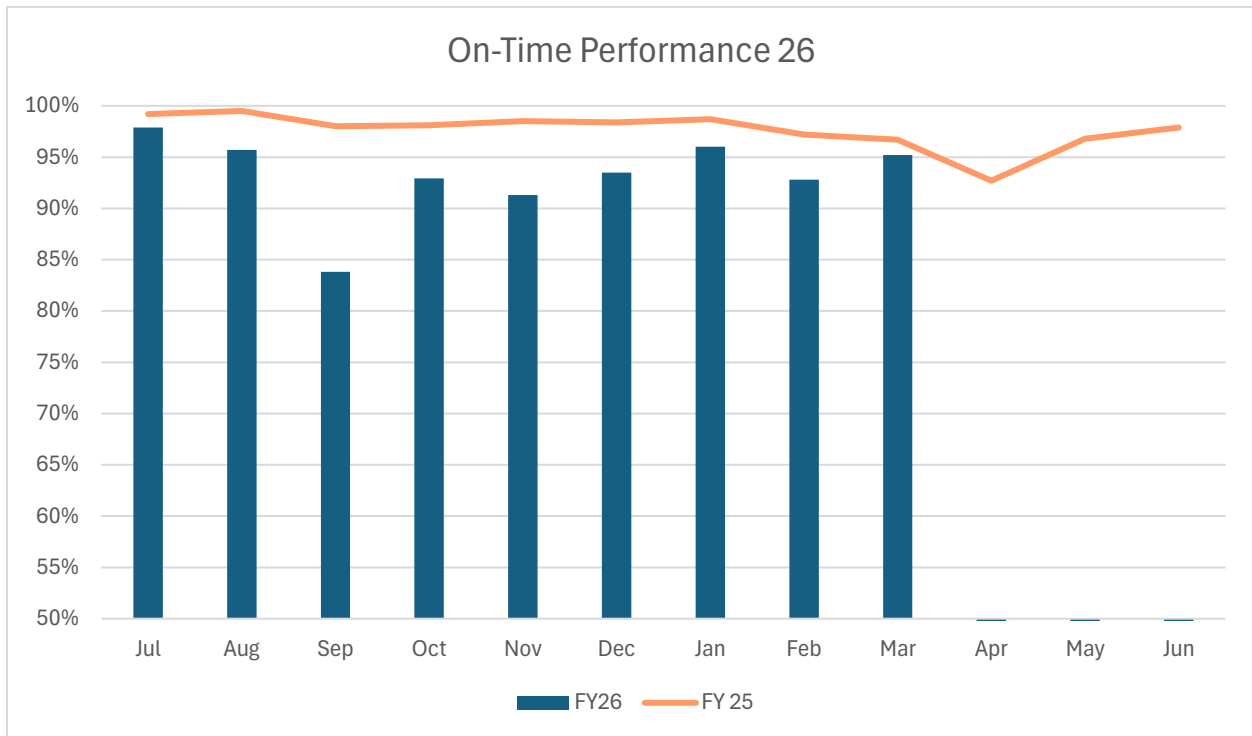
Paratransit

Performance Indicator	Mar-25	Mar-26	MoM % Change		YoY % Change	
On-Time Performance	96.7%	95.2%	2.6%	↑	-1.6%	↓
Passengers Per Revenue Hour	2.07	1.71	-2.3%	↓	-17.4%	↓
Valid Complaints Per 1,000 Passengers	1.77	2.33	69.3%	↑	32%	↑
Phone Holds (% of calls answered within 60 seconds)	66.3%	90.8%	-3.0%	↓	37.0%	↑
Average Phone Hold Time	0:01:19	0:00:37	12.1%	↑	-53.2%	↓
Preventable Accidents Per 25,000 Miles	0.0	0.0	0.0%	—	0%	—
Dial-A-Ride Cost Per Trip	\$53.11	\$61.20	-13.9%	↓	15.2%	↑
Dial-A-Ride Ridership	2,824	2,571	18.2%	↑	-9.0%	↓
One Seat Ride Ridership	345	199	36.3%	↑	-42%	↓

Wheels System Performance
FY 2026 – March



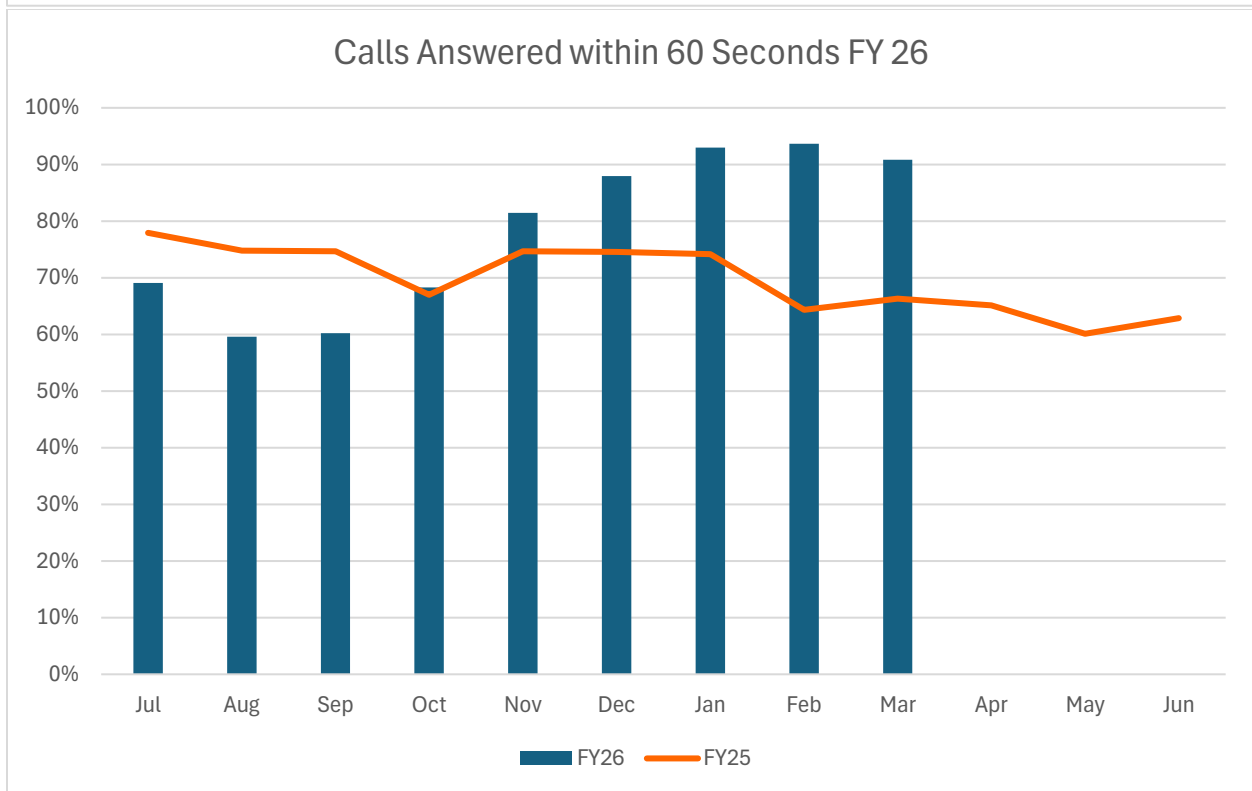
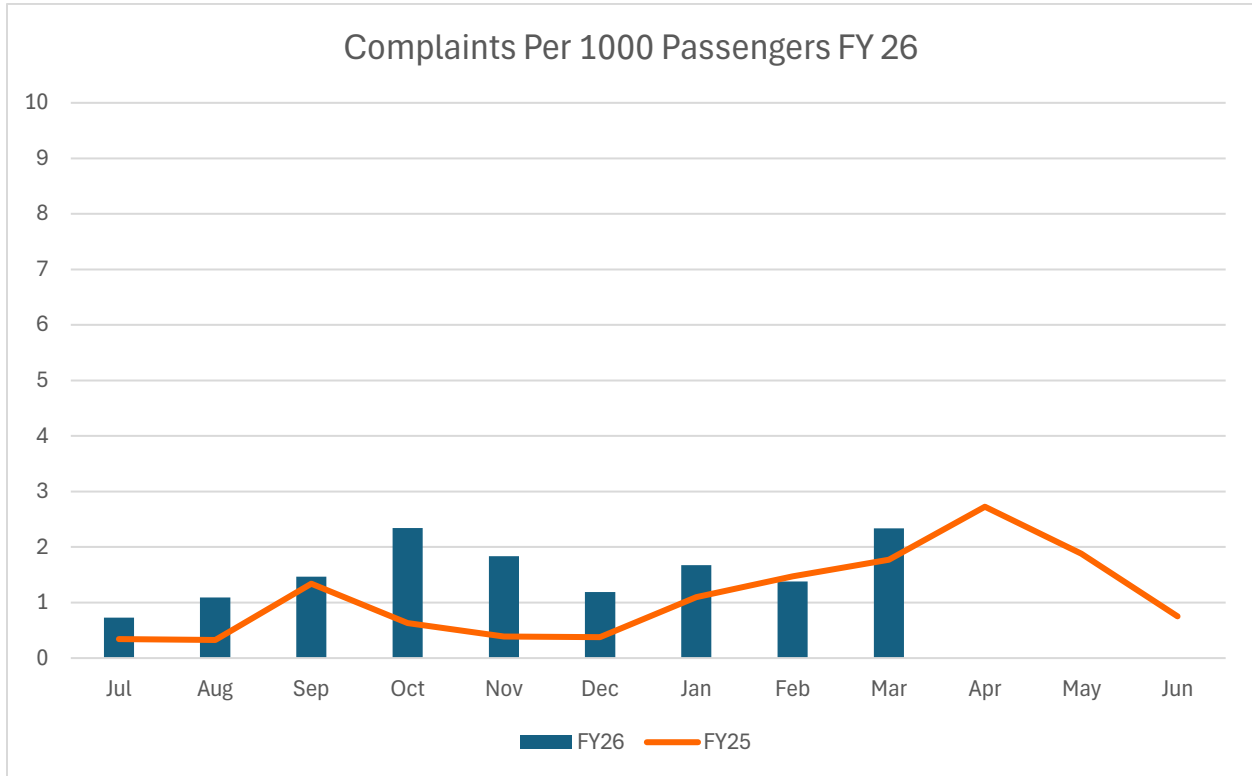
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Wheels System Performance
FY 2026 – March



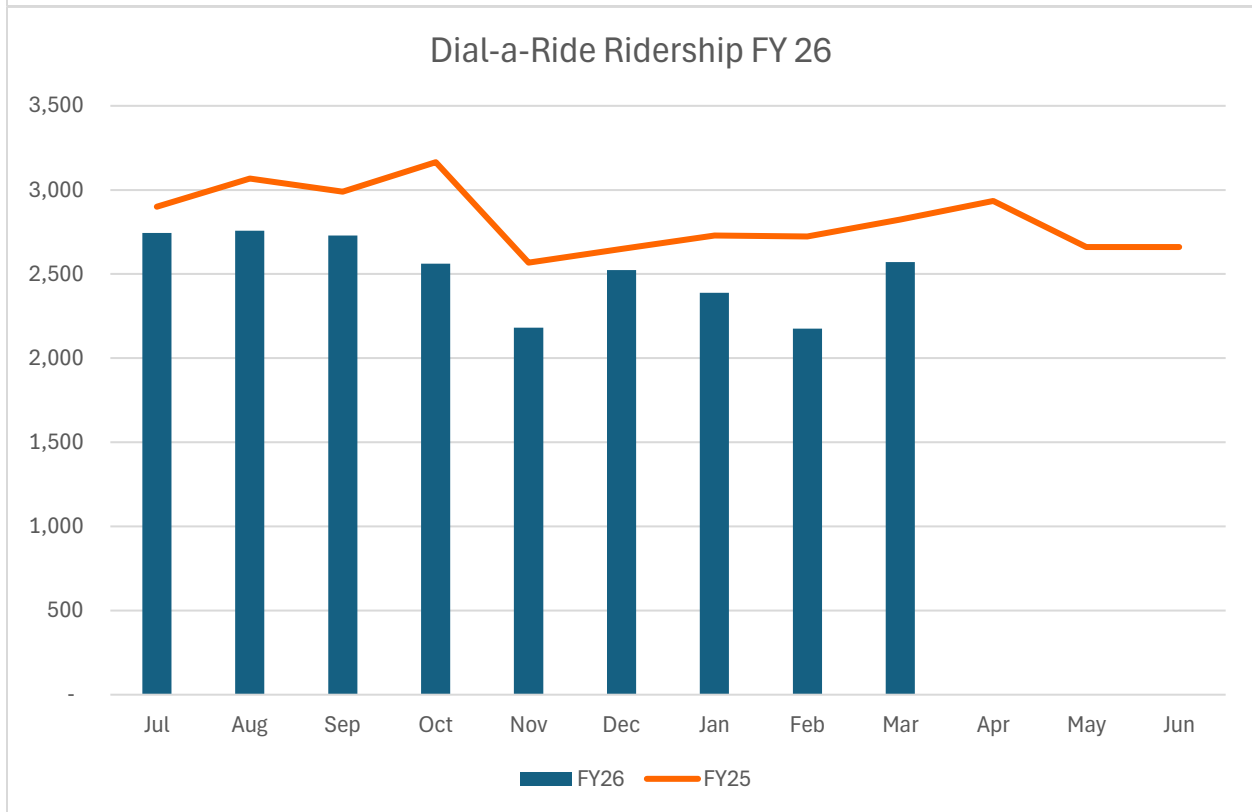
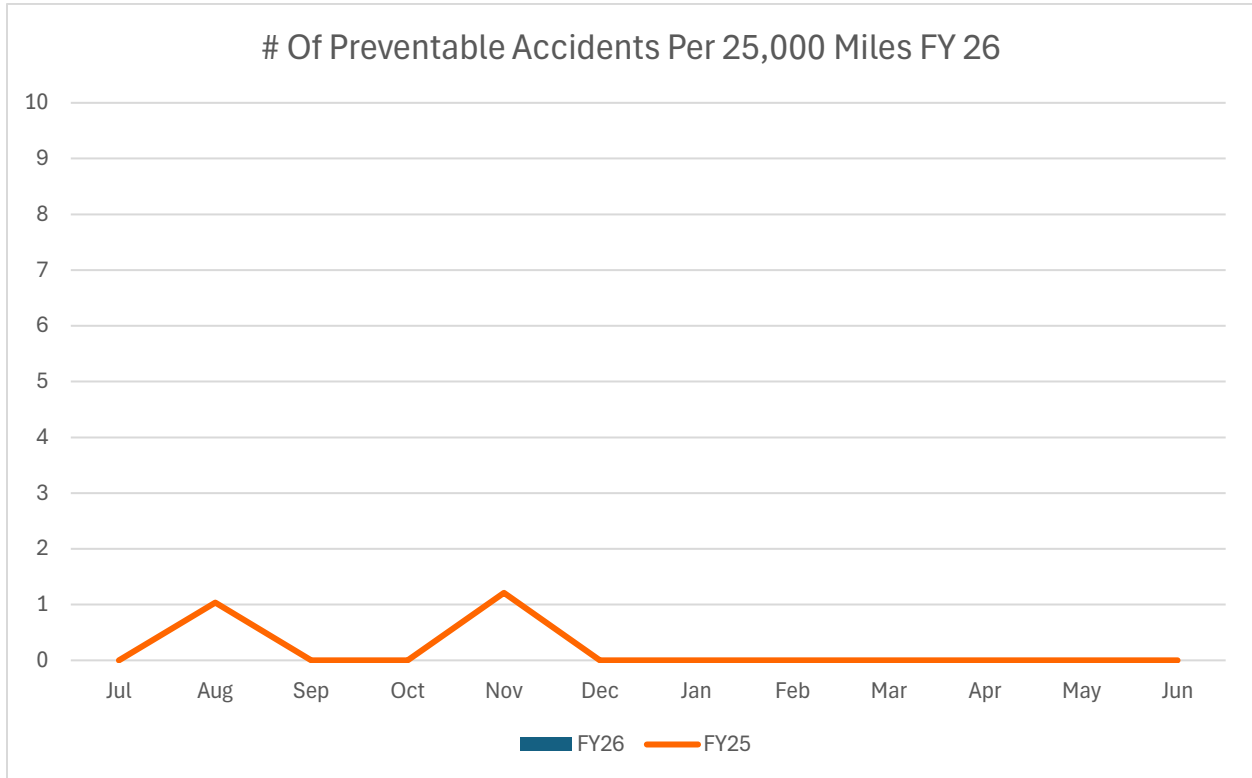
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Wheels System Performance
FY 2026 – March



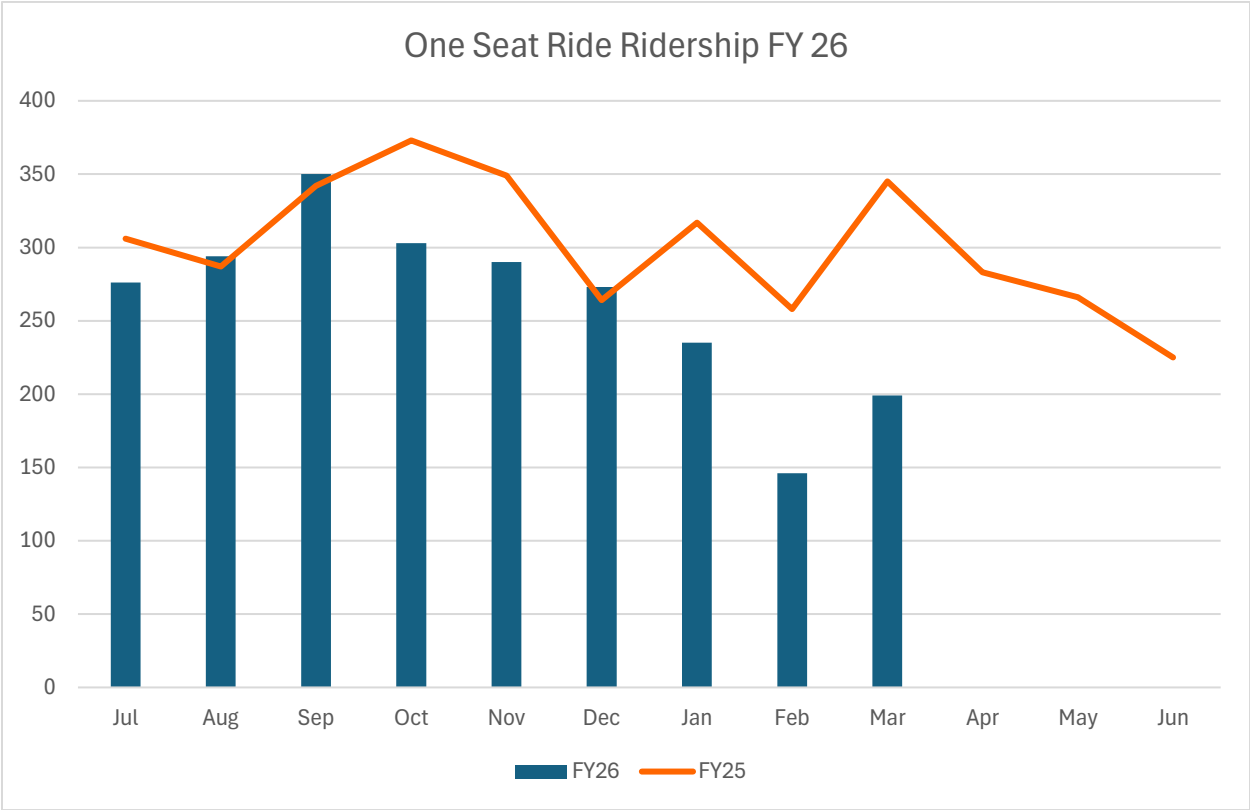
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Wheels System Performance
FY 2026 – March



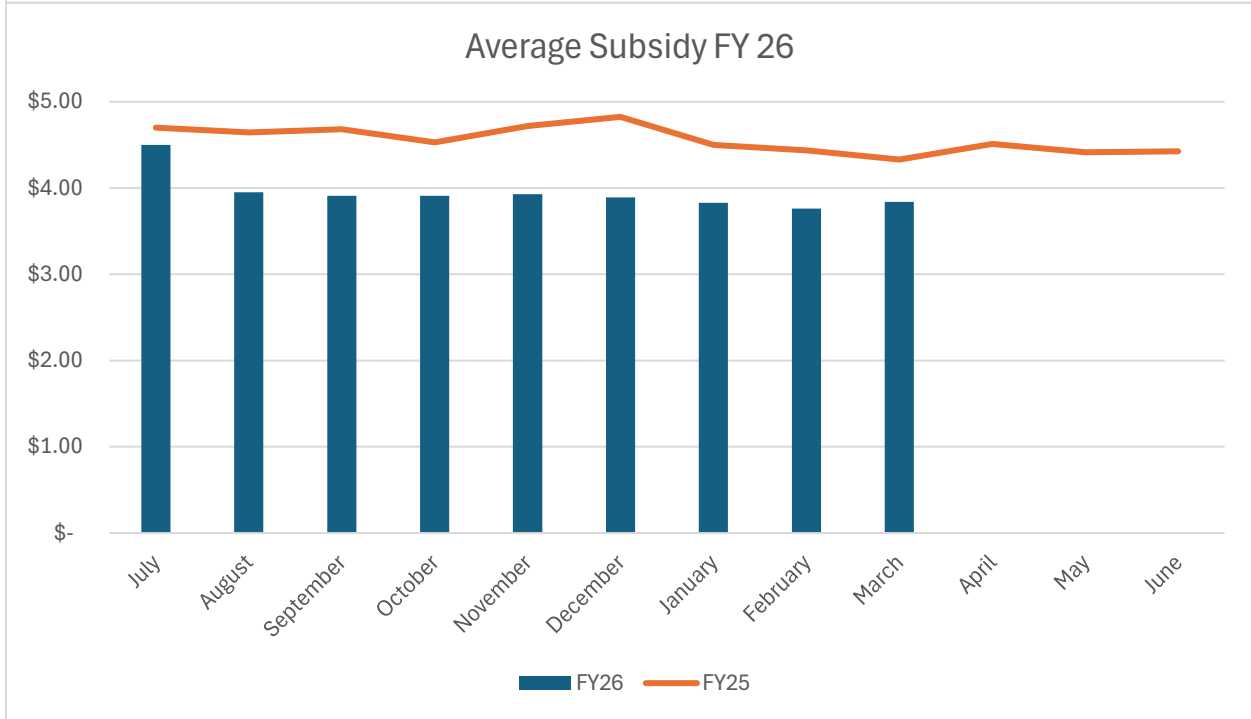
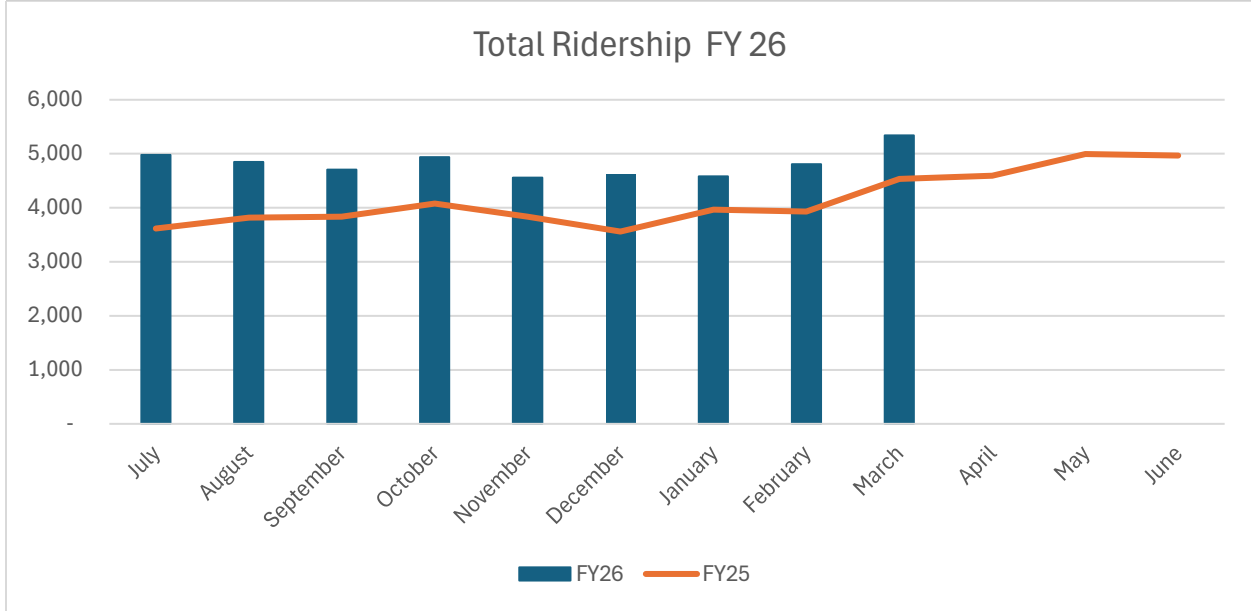
Paratransit





Go Tri-Valley

Performance Indicator	Mar-25	Mar-26	Year Over Year % Change
Total Ridership	4,534	5,343	18%
Average Subsidy	\$4.33	\$3.84	-11%



Wheels System Performance
FY 2026 – March