Livermore Amador Valley Transit Authority

STAFF REPORT

SUBJECT: LAVTA's Alternative Service Plan

FROM: Christy Wegener, Executive Director
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DATE: September 2, 2026

Action Requested
None- Information only.

Background and Discussion
At the July 2026 LAVTA Board meeting, the Board approved LAVTA's Alternative Service Plan (Plan), which outlines at a high level the service reductions necessary to achieve a balanced budget, should no new revenues be identified and the Connect Bay Area Measure (SB 63) fail this fall. This staff report will provide information to the TAAC on the development of that Plan, and next steps should the Plan be implemented.

Expenses and Revenue Outlook
LAVTA faces a structural deficit where expenses are growing at a faster rate than available revenues. For the past two fiscal years, LAVTA has relied on drawing from reserves to achieve a balanced operating budget. However, without new revenues identified or if the Connect Bay Area Measure fails at the ballot in November, as early as FY29 (July 1, 2028) LAVTA will need to make significant cuts to service to balance available resources.

Based on the forecast revenues and expenses for the next five fiscal years, without new operating funding and should the Connect Bay Area Measure fail this November, LAVTA will need to reduce its annual operating budget by $4M beginning in FY29. To achieve this magnitude of cost reduction will require a service reduction of 30-40%. To guide which routes would be eliminated or reduced, staff developed an Alternative Service Plan.

Developing the Alternative Service Plan
The Plan as approved by the Board is somewhat conceptual but does give staff the direction needed to begin the public outreach process beginning in FY28 (July 1, 2027) if service reductions are needed. **It should be noted that this magnitude of route reductions/eliminations would trigger LAVTA's Major Service Change policy and would need to go through a public input and hearing process, with subsequent Board approval.**

Projects and Services Committee Feedback
To develop a service reduction plan, staff first developed two alternative frameworks, Ridership and Coverage, and received input from the Projects and Services Committee. A ridership framework eliminates all but the highest-ridership routes; a coverage framework significantly reduces frequency in order to provide the most coverage throughout the service area. The Committee indicated they favored the Ridership framework and directed staff to incorporate more detail when presenting to the Board.

Board Feedback and Approval
Staff presented a Ridership-focused Alternative Service Plan for Board consideration and approval at the July 2026 Board meeting. The Plan includes the following elements should service reductions be necessary:

- Maintain current weekday frequency on the four-highest ridership routes, including
    - The 10R and 30R every 20-minutes on weekdays
    - Local routes (14 and 15) every 40/60 minutes on weekdays
- Maintain school tripper service with modifications to scheduling
- Eliminate all Weekend Services
- Eliminate all other local Routes
    - Routes 1, 2, 3, 4, 8, 11, 18, 20X, 53, 54, 70X, 580X
- Early Cost Saving Measures
    - As early as FY28, staff would advance administrative-related savings through the elimination/consolidation of LAVTA positions, a salary freeze, and a reduction in marketing/advertising and travel.
- Future Capital Work
    - A reduction in service would have an impact on the number of buses needed for peak service; however, maintaining the resource-intensive school-tripper routes as well as the frequent Rapid service would only result in a slight reduction on the peak bus pull. The

reduction in the number of buses needed to operate peak service would likely be 5-10.

The Board also discussed that, given a significant reduction in fixed route service, LAVTA's paratransit policy would also need to be reconsidered.

Next Steps

Should the Connect Bay Area Measure fail in November, staff will begin to operationalize the Alternative Service Plan by first incorporating early cost savings measures into the FY28 budget. Staff will then develop a public outreach plan that will be implemented in FY28 to gain public input on the proposed service reductions. The final service reduction plan would require a public hearing and subsequent Board approval prior to implementation.

Staff would also begin to study paratransit service alternatives and would present any changes for Board consideration/approval in FY28.

Strategic Plan Goals

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

Advocacy and Partnerships: Advocate for the upcoming regional transit funding measure.

Service Development: Determine how to distribute LAVTA fixed route transit resources to meet demand and coverage expectations; consider whether changes in levels of service may be required throughout the LAVTA service area.

Attachments:

1. Map of Alternative Service Plan

Map of Alternative Service Plan Routes