

S T A F F R E P O R T

SUBJECT: LAVTA’s Operating & Capital Budget for FY 2025

FROM: Tamara Edwards, Director of Finance

DATE: May 6, 2024

Action Requested

Approval of the Operating and Capital Budget for FY 2025 and Resolution 11-2024.

Discussion

Attached for your consideration are the draft LAVTA Operating and Capital Budgets for FY 2025 (July 1, 2024 through June 30, 2025). The operating budget includes revenues and expenses required to operate Fixed Route, Dial-a-Ride, and other projects such as Go Tri-Valley. The total operating budget of \$25,035,456 reflects an overall increase of 1.69% from the FY 2024 budget; a breakdown of this increase is included in the chart below. A large portion of these projects are covered by dedicated grants and allocations. Cost increases are largely due to contractual increases in the fixed route operations and maintenance contract.

Fund	\$ Increase over prior year	% Increase over prior year	% Share of the overall budget increase
Fixed Route	442,227	2.1%	106%
Paratransit	120,182	4%	29%
Go Tri-Valley/SAV	-146,138	-34.4	-35%

Even with a slight increase in expenses, LAVTA was able to balance the FY25 Operating budget without taking funds from reserves. LAVTA has ample funds in reserve and the authority maintains more than the board approved goal of 3-6 months of operating funds.

Planning for the FY 2025 budget again utilized a system wide approach to clearly align the budget with the mission, vision and goals established by the Agency’s Strategic Plan, as well as aligning with the goals set for the Executive Director in February 2024.

Operating Budget Provisions

The largest budget line items in the draft Operating budget for FY 2025 are purchased transportation and fuel. This year’s budget reflects the contracted increase for Fixed Route purchased transportation, and also a re-baseline of service hours. For FY 2024 LAVTA budgeted \$4.50/gal for fuel; however the average price per gallon that LAVTA paid in FY 2023 (through the end of March) was \$3.54/gal. Conservatively, LAVTA staff are projecting \$4.25/gal for the FY 2025 budget.

Capital Budget Provisions

The draft Capital budget for FY 2025 includes funding for the capital projects currently underway as well as those planned to occur throughout the upcoming fiscal year. The draft Capital budget does not reflect any grant awards not currently in-hand due to the timing of grant award announcements. Staff are waiting to hear on the status of several potential grant awards. It is likely that awards for some grant programs will be announced after the beginning of the next fiscal year. Rather than budget based on an assumption of receiving the awards and then backfilling if awards are not received, LAVTA budgets based on what is in-hand and then adds additional funds to our reserve account at the end of the year from the grants received. Once grants have been applied for and received staff will update the Board in regard to the additional revenues.

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 the Board of Directors approve the Operating and Capital Budget for FY 2025 and Resolution 11-2024.

Attachments:

1. Operating and Capital Budget FY 2025
2. Resolution 11-2024

WHEELS
Livermore Amador Valley Transit Authority
Fiscal Year 2025
Budget Message

Summary Outlook for FY2025

LAVTA's FY2025 Budget is \$25,035,456 which is 1.69% higher than the adopted FY2024 budget. The draft budget assumes LAVTA will provide slightly more than 124,000 fixed route service hours and 30,000 service hours for paratransit. The Budget for FY2025 continues to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

Fixed Route Operations

FY2025's focus will be continuing to operate the existing level of fixed route service in a responsive and responsible manner to ensure both reliability, access to and convenience with riding the Wheels bus system. Staff will be monitoring the Wheels in Motion changes that took effect in March 2024; adjustments to service may need to be made in FY2025 as ridership settles. Staff will be closely monitoring ridership on the new and restored routes and are planning for outreach and marketing to neighborhoods, community centers, and employers with new bus service. In August, staff will be adjusting service to routes service Dublin High School and will be introducing a new route to Emerald High School. As BART changes their train timetables in August, Wheels will make necessary changes.

All bus operators in FY2025 will continue to improve their safety, sensitivity, and customer service skills with monthly safety meetings and targeted retraining as needed. Additionally, the agency will continue to monitor safety performance with the agency's Safety Plan and Safety Management System. Moreover, staff will continue to work with contractors to continue to address recruitment and retention issues; while there are no plans to grow service in FY2025, the agency is beginning FY2025 with a shortage.

In early FY2035, staff will be releasing the Agency's next RFP for the Fixed Route Operations and Maintenance of the Wheels bus service. This contract represents the largest procurement that the Agency will undertake over the next five years and will take a significant amount of work for the appropriate review and evaluation of proposals. In the FY2025 budget staff has included funding to complete a fleet and facility audit to document the condition of the assets in preparation for a new contract.

Paratransit

Ridership on paratransit is expected to grow in FY2025 as recovery from the COVID-19 pandemic normalizes. Staff will continue to introduce improvements to the paratransit program and will work towards controlling escalating operating costs due to wages increases and fuel price increases being seen in the industry. Staff will also be promoting the One Seat Ride Regional Paratransit Program, and will be looking to introduce a new *Wheels Access* brand that can house all of Wheels services for seniors and people with disabilities.

Planning

In early FY2025, the Agency will kick off a Strategic Plan update that will be used to reset the mission, values and goals of the Agency. The Strategic Plan will establish priorities and projects that will help staff plan and budget for the agency over the near and long term.

Capital Projects

LAVTA's capital program in FY2025 will focus on moving several high priority projects forward from design into the construction phase, including upgrades at the Livermore Transit Center, the retrofit of two Rutan maintenance bays for hydrogen safety technology, and the hydrogen fueling station at Atlantis. The Agency will also be placing an order for 12-40' buses, which will include a minimum number of 4 and maximum number of 12 hydrogen fuel cell buses. Staff will also be finalizing design for several projects, including improvements to Rapid bus stops throughout the Tri-Valley, and three new transit centers/hubs located at Las Positas College, E. Dublin BART and the Lawrence Livermore Lab.

Staffing

The FY2025 budget includes a new FTE that will be the Capital Planning and Grants Manager. LAVTA currently has 1.0 FTE dedicated towards grants and regional planning who is on reduced workload due to a reasonable accommodation for a medical condition. The amount of work required for grant writing, administration, billing, and reporting has grown over the past few years; in addition, as the capital needs of the agency grow due to changing technology and the implementation of the zero-emissions bus plan, LAVTA needs to develop and maintain a more robust Capital Improvement Program. This new position would report directly to the Director of Finance, offering critical support as well as an opportunity for succession planning.

Revenues

As the transit agency enters into FY2025, its activities will occur against the backdrop of an economy recovering from the COVID-19 pandemic. LAVTA's largest revenues are in line with pre-COVID levels however, the budget does continue to reflect a decrease in Farebox revenues and revenues associated with Bridge Tolls.

While last year's budget reflected the turbulence of both the fuel and labor markets, this year's budget benefits from the final year of our contract with MV Transportation, representing negotiations resulting in increased wages and incentives for bus operators. The fuel market which tends to be unstable especially during the months that surround budget development is much more stable than it was a year ago, allowing for what we hope is a more realistic fuel budget. 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.

FY24 Perspective and Accomplishments

Before discussing FY2025, it is useful to briefly recap this past year. LAVTA's FY2024 Adopted Budget was \$24,619,185, which was 1.55% higher than FY23, primarily due to increased costs in our purchased transportation and fuel. There were no fare increases programmed, and LAVTA was again able to comply with the Board's policy to maintain reserves equivalent to 3-6 months of operating costs.

For FY2024, the major highlight was development of the Wheels in Motion bus service plan, which was developed in response to the September 2023 BART schedule change which modified the Dublin/Pleasanton line train service from every 15-minutes to every 20-minutes, 7-days a week. After a robust month of public outreach in Fall 2023, the LAVTA Board approved a new Wheels in Motion network that modified core frequencies to match the new BART 20-minute trains, restored service in east Livermore and east Dublin that had been suspended due to the pandemic, introduced new bus service in central Dublin and south Livermore, and increased weekend service levels. The new network took effect on March 23, 2024.

Due to unexpected and unsustainable growth of the Go Tri-Valley program over FY2024, the LAVTA Board approved implementing a 10-trip cap per Transportation Network Company partner effective April 1, 2024.

The capital program had several areas of focus in regard to major capital projects, including the completion of the 65% of design of the Atlantis Operations and Maintenance campus, the landscaping at the Rutan location, and installation of a new badge system at the Wheels Rutan Operations and Maintenance facility. Staff also undertook several IT-related initiatives in FY2024, including approval of a contract with SDI, Inc. for support of IT and helpdesk activities, as well as to transition the Agency to the cloud.

Other work during FY2024 from the agency included:

Policy Related Matters

- Adopted FY2024 Legislative Program and monitored key legislation.
- Securing an East Bay Coalition Lobbyist.
- Securing a LAVTA State and Federal Lobbyist.

Fixed Route Operations

- Completed the Wheels in Motion service plan.
- Completed the annual fixed route customer satisfaction survey.
- Developed a service plan for Emerald High School.
- Held HalloWheels Bus Roadeo in October 2023.

Paratransit Service

- Completed the annual paratransit customer satisfaction survey.
- Completed the second year of the paratransit contract with County Connection.

Marketing

Provided marketing and administrative assistance to ACTC with the Measure BB Student Pass Pilot.

Assisted school districts with information about Wheels.

Outreach to schools in Livermore served by new Route 18.

Audits/Reviews

Completed the annual Financial Audit (ACFR)

Completed the RM2 audit for funding for the route 30.

Prepared for the next Triennial Audit.

Financial Management

Received \$3M Community Project Funding request from Congressman Swalwell and DeSaulnier to fully fund the Atlantis Hydrogen Fueling Station.

Applied for FY24 FTA Low-No Grant for Atlantis Facility

With East Bay Coalition Partners, advocated for full funding of BART Feeder Bus Money.

Received GFOA's Award of Excellence for Financial Reporting for FY23 ACFR

Increased lease amount for bus storage at Atlantis.

Personnel

Refreshed annual employee goals and performance metrics.

Hired a new Director of Customer Experience.

Promoted staff to Capital Projects Manager.

Hired a new Operations Analyst/Fleet and ITS.

Major Features of FY2025's Operating Revenues

Looking forward to next year's budget, this section outlines what staff sees forthcoming on the revenue side. LAVTA's primary revenue source is TDA, which is projected by Alameda County's forecasters to increase slightly over FY23 actuals. Another critical revenue source is STA funding, which is also estimated to increase significantly with special one time funding provided by MTC.

Major Features of FY24's Operating Expenditures

The expenditure budget for FY2025 is \$25,035,456 which is 1.69% higher the budget for FY24. The Fixed Route and paratransit contracts have an increase this year, based on the escalators in the contracts. Similar to the revenue side, LAVTA's expenditure side is also driven by a handful of sources. For example, the O&M contracts, diesel fuel, taxes, utilities, and insurance make up about 75% of LAVTA's expenditures. Major matters regarding expenditures are described below.

O&M Services: FY2025 marks the seventh and final year of the multi-year contract for fixed route O&M services with MV Transportation, and the third year of a contract for paratransit services with CCCTA. LAVTA Staff are working on the next multi-year contract for the fixed route O&M services and expects to advertise the RFP in summer 2024.

Fuel Prices: For FY2025, fuel is assumed to be \$4.25 per gallon, which is higher than the average that LAVTA has seen in the current fiscal year, but reflects the instability of the market.

Personnel Costs: The FY2025 budget assumes one additional FTE over what was budgeted for FY24. As noted above, the new FTE will be the Capital Planning and Grants Manager, overseeing grant administration, submittals, reporting, and billing, as well as will be responsible for LAVTA's Capital Improvement Plan. As in prior years, LAVTA will continue to implement merit-based increases based on staff's performance evaluations. LAVTA's annual salary survey is underway to determine the affects of the labor market on wages for positions similar to the ones at LAVTA.

Administrative Costs: Staff is proposing a FY2025 Budget that keeps most budgeted line items, which staff has some control over, similar to the amounts in the FY2024 Budget but with higher escalators than what have been used in past years to reflect the increase in costs.

Major Features of the Capital Budget

The Capital Budget is expected to increase by \$38,306,136 over last year, primarily due to the increase in the budget for Atlantis and the addition of a twelve-bus purchase. Last year, themes that dominated the Capital Budget will continue through FY25. They are (1) a continued emphasis on a State of Good Repair (SGR), (2) continued development and procurement of a zero emissions fleet, (3) continued improvements that improve speed and reliability to the Rapid corridors, as well as upgraded and attractive Rapid stops, and (4) continued design and near future construction of the Atlantis Operations and Maintenance campus.

Strategic Plan Guidance and Projects for FY2025

The Wheels Strategic Plan establishes an overall vision and mission for Wheels and contains a series of goals and strategies to guide the future development of services and projects. The Strategic Plan will be updated in FY2025; until new goals are established, the following remain the goals of the agency:

Goal: Service Development

Strategies:

- (1) Provide routes and services to meet current and future demand for timely/reliable transit service.
- (2) Increase accessibility to community, services, senior centers, medical facilities and jobs.
- (3) Optimize existing routes/services to increase productivity and response to MTC projects and studies.
- (4) Improve connectivity with regional transit systems Explore innovative fare policies and pricing options
- (5) Provide routes and services to promote mode shift from personal car to public transit.

Projects:

- (1) Conduct analysis of bus system and engage in strategic planning.
- (2) Monitor impacts of Wheels in Motion service plan and make necessary adjustments.
- (3) Modify service to respond to opening of Emerald High School.
- (4) Monitor impacts of changes to Go Tri-Valley.

Goal: Marketing and Public Awareness

Strategies:

- (1) Continue to build the Wheels brand image identity and value for customers.
- (2) Improve the public image and awareness of Wheels.
- (3) Increase communication between Wheels and its customers, particularly through enhanced real time information systems and technologies.
- (4) Increase ridership, particularly on new routes and weekends.
- (5) Promote Wheels to new businesses and residents.

Projects:

- (1) Continue ridership development at Las Positas College.
- (2) Continue ridership development at schools participating in the ACTC Measure BB Student Pass Pilot.
- (3) Continue targeted social media and mass promotion tools.

Goal: Community and Economic Development

Strategies:

- (1) Integrate transit into local economic development plans.
- (2) Advocate for increased TOD from member agencies and MTC.
- (3) Partner with employers in the use of transit to meet TDM goals and requirements.

Projects:

- (1) Continue to engage with city partners on development plans and provide comments on impacts to transit.
- (2) Support TOD Development in the Tri-Valley

Goal: Regional Leadership

Strategies:

- (1) Advocate for local regional, state, and federal policies that support the mission of Wheels.
- (2) Support staff involvement in leadership roles representing regional, state and federal forums.
- (3) Promote transit priority initiatives with member agencies.
- (4) Support regional initiatives that support mobility convenience.
- (5) Engage with advocacy organizations such as APTA and CTA.

Projects:

- (1) Advocate for positions taken by LAVTA FY2024 and FY2025 Legislative Plan
- (2) Engage with East Bay Transit Coalition partners to monitor and respond to MTC-led regional initiatives.
- (3) Participate in the Small Operators Committee and Operations Committee at CTA.

Goal: *Organizational Effectiveness*

Strategies:

- (1) Promote system wide continuous quality improvement.
- (2) Continue to expand the partnership with contract staff.
- (3) HR development with focus on employee quality of life and strengthening of technical resources.
- (4) Enhance and improve organizational structures, processes and procedures
- (5) Develop policies that hold Board and staff accountable, providing clear direction through sound policy making decisions.

Projects:

- (1) Update the HR Policy.
- (2) Continue to emphasize and support training and development of employees to improve their technical and professional expertise.
- (3) Continue to perform annual salary study to ensure competitive wages and benefits.
- (4) Continue to look at staff job descriptions and staffing levels compared to agency projects and requirements to ensure success.
- (5) Complete an update to the Strategic Plan.

Goal: *Financial Management*

Strategies:

- (1) Develop budget in accordance with strategic plan
- (2) Explore and develop revenue generating opportunities
- (3) Maintain fiscally responsible long-range capital and operating plans

Projects:

- (1) Approve FY2025 budget with emphasis on growing ridership and providing support for innovative transit projects
- (2) Achieve continuing recognition for financial management excellence
- (3) Continue to explore potential revenue sources for supporting agency activities, such as cell tower rents, and facilities leasing opportunities.

Summary

To summarize, this FY2025 Budget supports 124,151 hours of fixed route service and 30,000 service hours for paratransit for next year. The Budget assumes that fares are not raised.

At the end of FY25, the forecast is to have \$27,096,985 million in reserves. In January 2009, the Board adopted a policy to gradually build up reserves, targeting a range of 3 to 6 months of operating expenses, and attaining this goal by the end of FY2012. The FY2012 Budget achieved that goal and the Budgets since then continue to maintain it.

WHEELS
Livermore Amador Valley Transit Authority
Fiscal Year 2025
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 higher for fixed route and paratransit based on an increase in ridership.

Revenue is also generated from an agreement with Hacienda Business Park. This revenue is expected to increase based on the parameters of the agreement.

Contract Services

LAVTA receives revenues from the San Joaquin Regional Rail Commission (SJRRRC) to subsidize the ACE shuttle service (ACE passengers then ride free). Revenue from an agreement with BART to supply paratransit services to the BART station for connections with East Bay Paratransit are also included. Additionally, there are contracted Fare Revenues from Las Positas college student body based on the student pass, and fares from the Alameda County Transportation Commission (ACTC) for their student pass pilot program.

Concessions, Advertising, Interest, T-Mobile, AT&T and Atlantis Lease Agreements

LAVTA currently contracts with Lamar Outdoor Advertising for use of exterior bus advertising space. LAVTA also receives revenues from an agreement with ACE to sell train tickets at the transit center. Interest is generated on unspent revenue in our LAIF account. The agreement with T-Mobile, and AT&T for the lease of space for a cell tower and the agreement with Google for parking at the Atlantis Facility are included.

Transportation Development Act Funds (TDA)

These funds are derived from a ¼ cent sales tax and distributed by the Metropolitan Transportation Commission (MTC) to Alameda County and all of its incorporated cities.

LAVTA is eligible for two different programs within this funding source: TDA 4.0 which provides general transit assistance and can be used for capital and operating expenses for both fixed route and paratransit and TDA 4.5 which is exclusively for paratransit services.

The total amount requested in TDA 4.0 funds for operations for FY25 is \$12,785,504 additionally the amount requested in TDA 4.5 funds is \$253,114.

LAVTA also receives a portion of BART's TDA 4.0 and STA apportionments to help support feeder service to the Dublin/Pleasanton station. This is based on an agreement with BART from 1997. These funds help subsidize routes that run between Livermore and the BART stations. This year LAVTA will receive \$101,010 from this source.

State Transit Assistance Funds (STA)

STA is distributed to jurisdictions for fixed route service in two ways – as a revenue-based and a population-based subsidy for transit capital and operating needs.

The amount of population-based STA requested by LAVTA for 2025 is \$1,983,778 and LAVTA has requested revenue-based STA funding of \$694,172.

Additional STA comes to LAVTA as part of the feeder bus agreement with BART. For FY25 LAVTA will receive \$496,359 in these funds.

Regional Measures (RM2 and RM3)

Regional Measure 2 increased the toll on Bay Area bridges by \$1. Funds from these increases were designated to fund projects to improve transit in the Bay Area. LAVTA has received \$467,748 in RM2 funding for the Rapid service, these funds are still below pre-pandemic levels. RM3 funds are also derived from a \$1 increase in Bridge Tolls. These funds are currently being distributed based on demonstrated need and for FY 25 LAVTA will receive 896,636.

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 \$579,428.

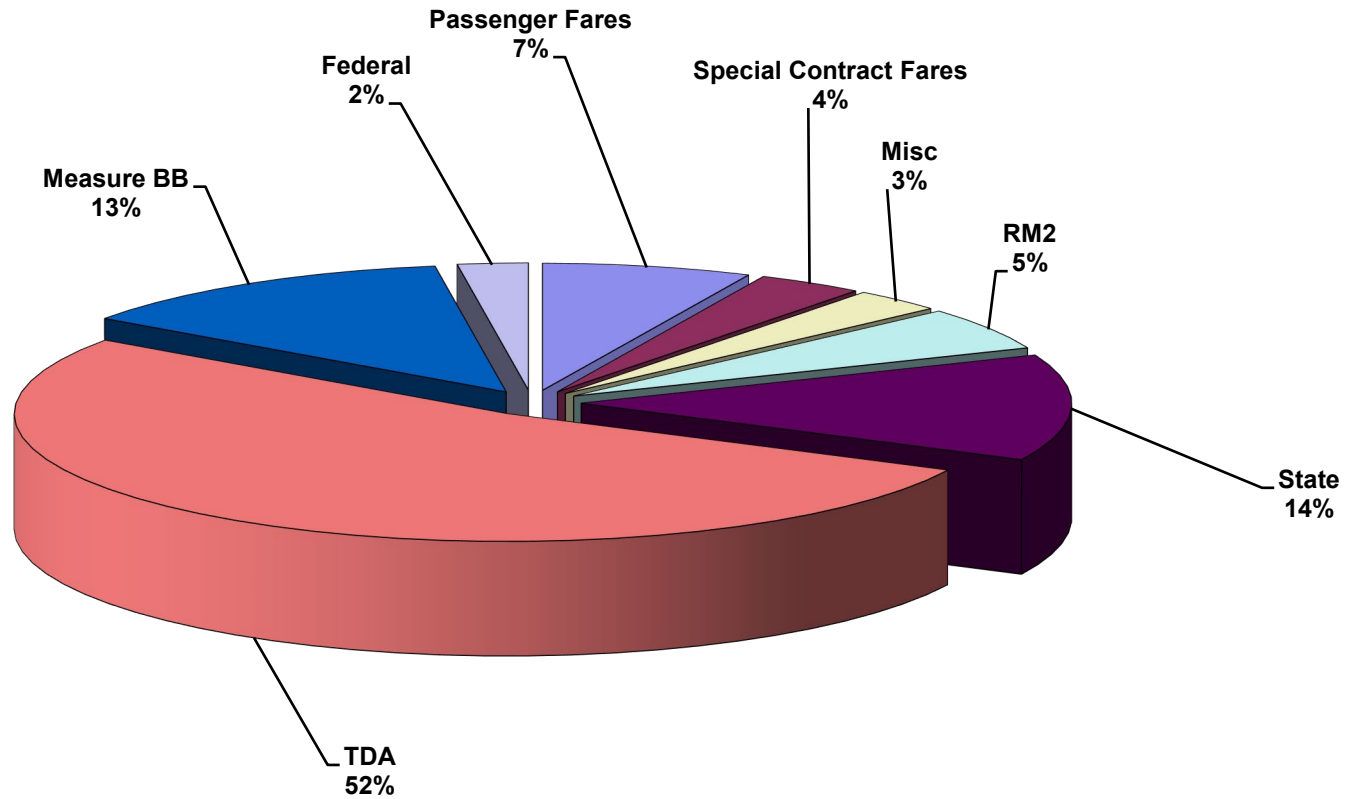
Measure BB

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 \$961,972 for Paratransit service, and \$1,948,320 for Fixed Route.

**LAVTA
FY2025 BUDGET
OPERATING REVENUES**

	FIXED ROUTE FUND	PARATRANS. FUND	WOD	TOTAL FY2025	BUDGET FY2024	% CHANGE
401 Passenger Fares:	\$1,560,675	\$162,675		\$1,723,350	\$1,255,770	37%
402 Business Park Revenue	\$226,476			\$226,476	\$226,476	0%
402 05 Special Contract Fares:	\$613,318	\$37,200		\$650,518	\$405,618	60%
406 01 Concessions	\$23,916		\$0	\$23,916	\$111,559	-79%
406 03 Advertising	\$190,000		\$ -	\$190,000	\$185,000	3%
407 04 Interest	\$350,000			\$350,000	\$150,000	133%
407 03 Cell phone Towers and Google Lease	\$181,956		\$0	\$181,956	\$48,000	279%
409 Transit Development Act (TDA)						
91 Article 4.0	\$11,808,348	\$698,662	\$278,494	\$12,785,505	\$8,533,008	50%
92 Article 4.5		\$253,114		\$253,114	\$361,994	-30%
95 BART 4.0	\$101,010			\$101,010	\$212,390	-52%
96 RM2 and RM3	\$1,364,384			\$1,364,384	\$409,489	233%
01 TFCA BRT	\$0			\$0	\$0	#DIV/0!
411 State Transit Assistance (STA)						
01 Operating-Population Based	\$0			\$0	\$1,949,640	100%
01 Block Small Operator	\$1,983,778			\$1,983,778	\$1,996,483	100%
01 Operating-Revenue Based	\$694,172			\$694,172	\$499,413	39%
01 Regional Paratransit	\$0	\$148,001		\$148,001	\$148,949	100%
01 STA Lifeline	\$56,967			\$56,967	\$57,331	100%
05 Regional BART	\$496,359			\$496,359	\$450,860	10%
413 Federal Transit Administration Section 5307	\$0	\$579,428		\$579,428	\$4,913,834	-88%
464 01 Measure BB	\$1,948,320	\$1,278,202	\$0	\$3,226,522	\$2,703,372	19%
TOTAL REVENUE	\$21,599,679	\$3,157,282	\$278,494	\$25,035,456	\$24,619,186	1.69%

OPERATING REVENUE FY2025



OPERATING EXPENDITURES

Salaries and Wages

This category includes salaries for all staff members, including 5% towards PERS 457 Retirement Plan (for Executive Director only). In addition, employee salary increases are included in this line item however increases for employees are based on performance/merit only.

Personnel Benefits

This category includes contributions to California Public Employees Retirement System (CalPERS), premiums for Medical, Dental, Vision, Disability and Life Insurance programs, Workers Compensation Insurance, Unemployment expense and Automobile Allowance (for the Executive Director only). Also included is the health annuity for retirees, pre-funding of the retirement “unfunded liability” and the amount necessary to prefund LAVTA’s annual OPEB obligation.

Professional Services

Compensation for Board Members per Bylaws of LAVTA for attendance at meetings of the Board of Directors, Committees of the Board of Directors and other LAVTA business is included here. Additionally, on an on-going basis LAVTA contracts out for a variety of professional services including: legal counsel, financial services (for the annual audit), and graphic design.

Non-Vehicle Maintenance

This line item includes the expenses to cover the cost of hiring professional maintenance vendors to assist in the cleaning of the Maintenance, Operations and Administration building (MOA), Transit Center facility and grounds, and cleaning of bus stops. In addition, this line item includes the cost of preventative maintenance for the facilities, office equipment such as the accounting system, copy machines, and phones. Costs also include computer support, including the annual contracts for the AVL system and a map platform update, and the cost of the bus shelter maintenance program.

Communications

Postage, Federal Express, and courier charges are in this category of expenses.

Fuel and Lubricants

Costs for all diesel and unleaded gas for buses and non-revenue vehicles are budgeted here. This line item is budgeted for FY 2025 at \$4.25 per gallon; fuel for non-revenue vehicles is budgeted at \$5.50 per gallon. This line item also contains a \$100,000 contingency to account for unstable and volatile gas prices.

Office/Operating Supplies

This category includes copy machine paper, consumable office supplies, letterhead, envelopes and any other miscellaneous office supplies needed.

Printing

The line item for printing covers the cost for printing public information materials, i.e. Wheels map and schedules, fare media, brochures and the production of exterior route and schedule displays.

Utilities

Utilities include expenses to cover electricity, gas, water, sewer, garbage, and telephone bills.

Insurance

This line item includes insurance on facility contents, employee dishonesty bonds, and property insurance on the MOA, Transit Center and Atlantis facilities. It also includes premiums for casualty, general liability and physical damage insurance. LAVTA has a \$25,000 self-insured retention on our liability program which has been assumed by our fixed route contractor. Due to LAVTA's "experience modification factor", and the general state of the Insurance industry LAVTA is seeing an increase in insurance expenses for FY 25.

Taxes and Fees

Fees for fuel taxes and underground storage tank fees are budgeted here.

Purchased Transportation Service

Purchased transportation service is the largest of the budgeted line items. This line item includes the total operating costs and fixed monthly management fee based on the agreements between LAVTA and MV, and LAVTA and CCCTA, which includes all materials, supplies, lubricants, vehicle parts and labor for provision of operation and maintenance services. This line item is increased from last year's budget due to escalators in both contracts and an expected increase in hours. 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.

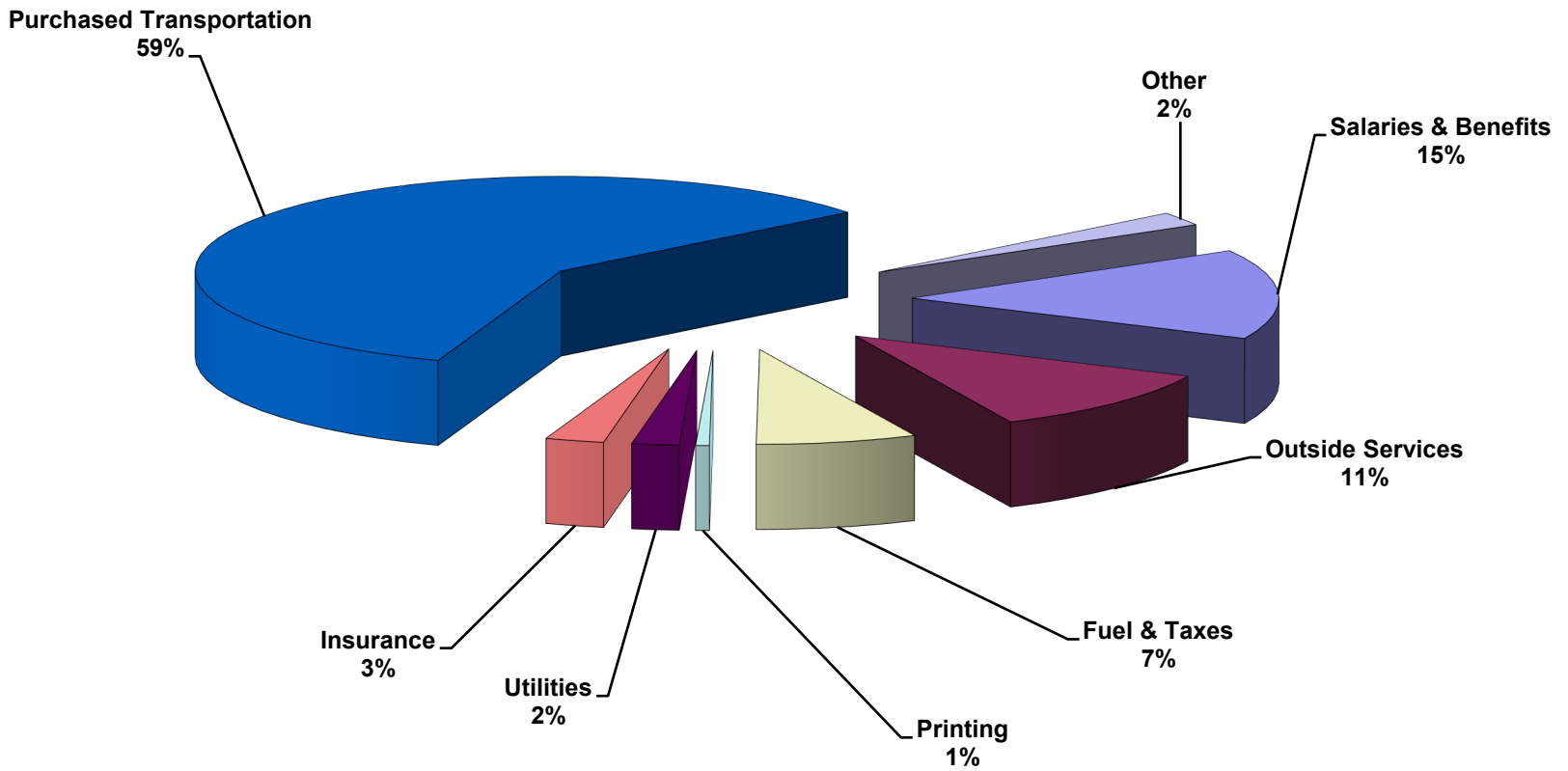
Advertising

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

**LAVTA
FY2025 BUDGET
OPERATING EXPENDITURES**

		GENERAL FUND	PARATRANSIT FUND	Wheels On Demand	TOTAL FY 24	BUDGET FY23	% CHANGE
501 02	Salaries and Wages	\$1,931,412	\$177,507	\$67,640	\$2,176,559	\$1,991,923	9%
502 00	Personnel Benefits	\$1,576,671	\$70,655	\$8,987	\$1,656,313	\$1,479,673	12%
503 00	Professional Services	\$1,424,860	\$171,255	\$1,867	\$1,597,982	\$1,067,817	50%
503 05	Non-Vehicle Maintenance	\$1,068,570	\$102,164	\$0	\$1,170,734	\$851,947	37%
503 99	Communications	\$6,400	\$0	\$0	\$6,400	\$7,000	-9%
504 01	Parts, Fuel and Lubricants	\$1,663,500	\$0	\$0	\$1,663,500	\$2,164,000	-23%
504 03	Non Contracted Vehicle Maintenance	\$90,000	\$0	\$0	\$90,000	\$34,055	164%
504 99	Office/Operating Supplies	\$60,020	(\$17,000)	\$0	\$43,020	\$55,278	-22%
504 99	Printing	\$134,000	\$17,000	\$0	\$151,000	\$77,816	94%
505 00	Utilities	\$489,788	\$31,497	\$0	\$521,285	\$370,399	41%
506 00	Insurance	\$648,917	\$0	\$0	\$648,917	\$650,156	0%
507 99	Taxes and Fees	\$111,868	\$0	\$0	\$111,868	\$229,663	-51%
508 01	Purchased Transportation	\$11,986,359	\$2,564,940	\$200,000	\$14,751,299	\$14,892,011	-1%
509 00	Miscellaneous	\$149,565	\$5,516	\$0	\$155,080	\$162,028	-4%
509 02	Professional Development	\$112,500	\$5,000	\$0	\$117,500	\$69,250	70%
509 08	Advertising	\$174,000	\$0	\$0	\$174,000	\$140,000	24%
TOTAL TRANSIT OPERATIONS AND MAINTENANCE		\$21,628,430	\$3,128,532	\$278,494	\$25,035,456	\$24,243,016	3.3%

OPERATING EXPENDITURES FY 2025



CAPITAL IMPROVEMENT PROGRAM – FY 2025

Please see LAVTA's FY 2025 Capital Budget, Budget Book for details on the projects included in the capital budget.

LAVTA
RESERVES ANALYSIS

OVERVIEW OF THE ALLOCATION PROCESS

TDA

Under the State Transportation Development Act (TDA), the Metropolitan Transportation Commission (MTC) is designated as the body that distributes funds from the County Local Transportation Fund (LTF) to each transit operator in the county. Each year this distribution process begins in February when MTC passes a resolution approving each transit operator’s apportionment of TDA funds for the upcoming fiscal year. This resolution defines LAVTA’s share of the funds available in Alameda County. The funds are apportioned based on population. LAVTA’s service area contains approximately 15% of the total population in the county.

Through its planning process LAVTA determines how much of this apportionment to request for the year and submits a claim for these funds. MTC then passes a resolution allocating the requested funds.

The difference between the apportioned amount and the allocated amount is reserved for LAVTA’s future use. This amount, called “prior year funds”, “carryover” or “reserves”, is also shown in the apportionment resolution. These funds are retained in accordance with the California Administrative Code, in the LTF at the County of Alameda based on terms and conditions determined by MTC.

TDA RESERVES

The following analysis calculates LAVTA’s expected reserves at the end of FY2025 based on currently available information about FY 2024

Projected Reserves at June 30, 2024	\$13,335,512 (Projected Carryover 2/28/24)
FY2025 Apportionment (estimated)	13,382,358 (FY25 revenue estimate 2/28/24)
FY2024 TDA Funds Available for Allocation	\$26,717,870
FY2025 Operating Request	\$13,103,864
FY2025 Capital Request	19,839,197
FY2025 TDA Request for Allocation	\$32,943,061
Projected Reserves at June 30, 2025	
Reserves at June 30, 2025	-6,225,191
Expiring Capital Allocations @June 30, 2024	1,950,000
FY 2024 Unexpended Funds (Due to LTF)	850,000 (estimate)
Prior year Due to LTF	\$30,522,176
<u>TOTAL TDA RESERVES</u>	<u>\$27,096,985</u>

STA

A second revenue source administered by MTC is State Transportation Assistance Funds, or STA. LAVTA receives apportionments of STA funds each year: Revenue based (calculated on LAVTA's locally generated revenue as a portion of the region's locally generated revenue) and Population based (based on LAVTA's share of population compared to other small and north county operators). The population-based apportionment is administered by ACTC. As with TDA, LAVTA receives an estimated apportionment in February, requests an allocation, and the difference is maintained in the County Treasury, as reserves.

STA RESERVES

The following analysis calculates LAVTA's expected STA reserves at the end of FY2025 based on currently available information about FY 2024.

Revenue Based

Reserves at June 30, 2024	\$196,805 (Projected Carryover 2/28/2024)
FY2025 Apportionment	497,367 (FY21 revenue estimate 2/22/2023)
FY2025 Available STA Funds	\$694,172
FY2025 STA Request for Allocation	\$694,172
Reserves at June 30, 2025	\$0

TOTAL TDA and STA RESERVES **\$27,096,985**

3-6-month target **\$6,154,796 - \$12,309,593**

Department	Request Title	Project Number	Project Total	TDA - 2025	Bridge Tolls - 2025	SGR - 2025	LCTOP - 2025	FTA 5307 - 2025	FTA 5339 - 2025	STIP - 2025	Measure B or BB - 2025	TIRCP - 2025	VRF - 2025	Uncommitted Funding - 2025	Total 2025	Total 2026	Total 2027	Total 2028
Capital Program	Transit Capital		\$100,000.00	\$100,000.00											\$100,000.00			
	Transit Signal Priority Upgrade & Expansion		\$2,790,000.00	\$95,000.00	\$2,695,000.00										\$2,790,000.00			
	Atlantis Facility Construction		\$83,726,397.00	\$12,873,446.00			\$669,768.00	\$480,318.00			\$3,000,000.00			\$59,305,850.00	\$76,329,382.00	\$703,256.00	\$738,419.00	\$5,955,340.00
	Livermore Transit Center Rehabilitation & Improvement		\$411,056.00	\$123,317.00				\$287,739.00							\$411,056.00			
	Communication Devices for Replacement Vehicles		\$50,160.00	\$10,032.00				\$40,128.00							\$50,160.00			
	Fareboxes for Replacement Vehicles		\$256,488.00	\$51,298.00				\$205,190.00							\$256,488.00			
	AVLs for Replacement Vehicles		\$415,536.00	\$83,107.00				\$332,429.00							\$415,536.00			
	Replace (8) 40' Buses-Hybrid		\$7,033,250.00	\$1,406,650.00				\$5,626,600.00							\$7,033,250.00			
	Replace (4) 40' Buses-Fuel Cell		\$5,056,125.00	\$879,610.00		\$131,715.00		\$2,724,834.00	\$1,319,966.00						\$5,056,125.00			
	Rutan Office Space Expansion		\$25,000.00	\$25,000.00											\$25,000.00			
	Atlantis Hydrogen Fueling Station		\$12,714,063.00	\$1,917,037.00			\$625,776.00	\$10,171,250.00							\$12,714,063.00			
	Network infrastructure components		\$25,000.00	\$25,000.00											\$25,000.00			
	Passenger facilities enhancements (LLNL, BART, Las Positas)		\$2,863,000.00	\$863,000.00				\$2,000,000.00							\$2,863,000.00			
	Network fiber switches.		\$20,000.00	\$20,000.00											\$20,000.00			
	Electronic door lock		\$5,500.00	\$5,500.00											\$5,500.00			
	Fleet - wi-fi routers.		\$440,000.00	\$440,000.00											\$440,000.00			
	Bus Wash refurbishment		\$150,000.00	\$150,000.00											\$150,000.00			
	BAE Drive motors		\$90,000.00	\$90,000.00											\$90,000.00			
	Fleet Engine replacement.		\$220,000.00	\$220,000.00											\$220,000.00			
	Hybrid Battery Replacements		\$955,190.00	\$62,500.00				\$250,000.00							\$312,500.00	\$312,500.00	\$330,190.00	
	Genfare Vault and SaaS		\$63,000.00	\$63,000.00											\$63,000.00			
	Bus Transmission / hybrid drive replacements		\$90,000.00	\$90,000.00											\$90,000.00			
	Replacement parts washer for Maintenance		\$15,000.00	\$15,000.00											\$15,000.00			
	Rutan Restroom Rehabilitation		\$72,000.00	\$72,000.00											\$72,000.00			
	Rutan Arc Flash Study		\$23,700.00	\$23,700.00											\$23,700.00			
	Rutan Hydrogen Retrofit Project		\$1,475,135.00				\$944,976.00	\$530,159.00							\$1,475,135.00			
	Rapid Bus Stop Improvements 10R and 30R		\$2,300,000.00		\$230,000.00										\$230,000.00	\$2,070,000.00		
	Atlantis DVR and Camera Replacement		\$100,000.00	\$50,000.00											\$50,000.00			
	Rutan Video Surveillance repairs and upgrades		\$35,000.00	\$35,000.00											\$35,000.00			
	Dispatch Office Renovation		\$50,000.00	\$50,000.00											\$50,000.00			
Total Capital Program			\$121,570,600.00	\$19,839,197.00	\$2,925,000.00	\$131,715.00	\$2,240,520.00	\$22,648,647.00	\$1,319,966.00	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$59,305,850.00	\$111,410,895.00	\$3,085,756.00	\$1,068,609.00	\$5,955,340.00
Total Funding Sources			\$121,570,600.00	\$19,839,197.00	\$2,925,000.00	\$131,715.00	\$2,240,520.00	\$22,648,647.00	\$1,319,966.00	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$59,305,850.00	\$111,410,895.00	\$3,085,756.00	\$1,068,609.00	\$5,955,340.00



Livermore Amador Valley Transit Authority FY 2025 Capital Budget





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CAPITAL IMPROVEMENTS

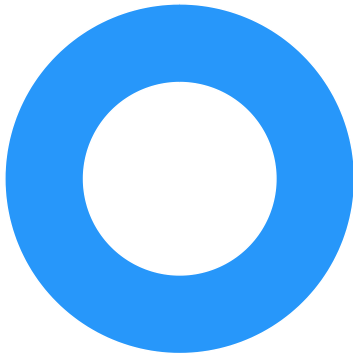


Capital Improvements: One-year Plan

Total Capital Requested
\$111,435,895

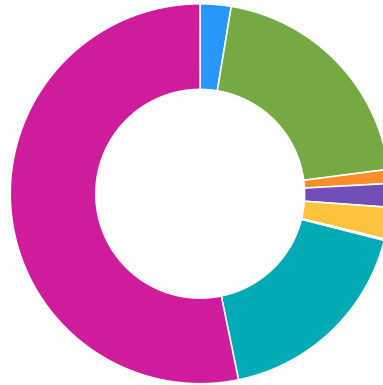
30 Capital Improvement Projects

Total Funding Requested by Department



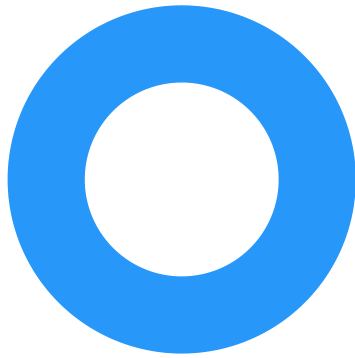
● Capital Program (100%)
TOTAL \$111,435,895.00

Total Funding Requested by Source



● Bridge Tolls (3%)	\$2,925,000.00
● FTA 5307 (20%)	\$22,648,647.00
● FTA 5339 (1%)	\$1,319,966.00
● LCTOP (2%)	\$2,240,520.00
● Measure B or BB (3%)	\$3,000,000.00
● SGR (0%)	\$131,715.00
● TDA (18%)	\$19,839,197.00
● Uncommitted Funding (53%)	\$59,305,850.00
TOTAL	\$111,410,895.00

Capital Costs Breakdown



● Capital Costs (100%)

\$111,435,895.00

TOTAL

\$111,435,895.00

Cost Savings & Revenue Breakdown

There's no data for building chart

Capital Program Requests

Itemized Requests for 2025

Atlantis DVR and Camera Replacement **\$50,000**

This project replaces the network video recorder and associated cameras at the Atlantis Facility which are 15 years old, have recently failed and are no longer capturing security footage.

Atlantis Facility Construction **\$76,329,382**

Construct necessary facility improvements at the Atlantis Maintenance Facility to replace existing aging, insufficient facilities near the end of their useful life and accommodate its transition to and future expansion of a 100% Fuel...

Atlantis Hydrogen Fueling Station **\$12,714,063**

This project will construct a hydrogen fueling station at LAVTA's Atlantis Facility; the fueling station will be built by 2026, in time to support the deployment of LAVTA's first hydrogen fuel-cell bus fleet. The fueling station has been...

AVLs for Replacement Vehicles **\$415,536**

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

BAE Drive motors **\$90,000**

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...

Bus Transmission / hybrid drive replacements **\$90,000**

Much like the drive motors, 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 Allison transmission or, as is the case with hybrid vehicle...

Bus Wash refurbishment **\$150,000**

The bus wash units are used daily to maintain the high standard of cleanliness the agency has regarding its buses. The bus wash units at both facilities are becoming more unreliable. The unit at our Rutan facility was installed in 2009 and the...

Communication Devices for Replacement Vehicles **\$50,160**

Purchase Radios and or Cell based Routers for 12 replacement buses

Dispatch Office Renovation **\$50,000**

Renovation of the Operations Dispatch office, including removal of existing flooring and installation of high-quality vinyl flooring. Also includes the installation of a new partition to create separate workspaces to enhance privacy.

Electronic door lock **\$5,500**

In fiscal year 2024, the agency deployed several new technologies to increase building security. One of those technologies was electronic door locks at the Rutan facility. Unfortunately, the doors between the agency hall and the bathrooms as well...

Fareboxes for Replacement Vehicles **\$256,488**

Purchase Fareboxes for 12 replacement vehicles

Fleet - wi-fi routers. **\$440,000**

As the tech industry continues to evolve, real-time location and communication with the agency's fleet has become much more important. The agency has found that the public has moved from paper schedules and phone calls and moved towards trip...



Fleet Engine replacement.	\$220,000
Much like the drive motors and hybrid drive units, 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...	
Genfare Vault and SaaS	\$63,000
The Genfare vault, probes and server infrastructure are all parts of a system that securely captures the funds on the fleet and then stores those funds that are removed from the bus fareboxes daily. This system, and in particular the vault and...	
Hybrid Battery Replacements	\$312,500
Like the drive motors, hybrid drive units, and engines, 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 hybrid drive batteries are...	
Livermore Transit Center Rehabilitation & Improvement	\$411,056
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...	
Network fiber switches.	\$20,000
The agency's remaining network and server infrastructure is virtual. This virtual environment will always need to exist. Virtual servers rely on fiber switches in order to communicate with each other, the storage area network devices (SAN)...	
Network infrastructure components	\$25,000
These funds will be used to replace any component of the agency network that fails during the fiscal year.	
Passenger facilities enhancements (LLNL, BART, Las Positas)	\$2,863,000
BART, Las Positas and LLNL improvements FTA Funded TO for design by end of April KH Construction by end of 2025 In the cities of Dublin and Livermore, construct transit Passenger Facilities Enhancements at three...	
Rapid Bus Stop Improvements 10R and 30R	\$230,000
The purpose of the LAVTA Rapid Bus Stop Improvement Project is to construct and install Rapid signage (both real-time bus arrival digital signs and other signage in display cases), shelters, benches, trash receptacles, and other passenger...	
Replace (4) 40' Buses-Fuel Cell	\$5,056,125
Replace four 40' Hybrid buses with 4 40' Fuel Cell Buses	
Replace (8) 40' Buses-Hybrid	\$7,033,250
Purchase 8 40' Hybrid replacement vehicles if required, FCEB if possible.	
Replacement parts washer for Maintenance	\$15,000
The agency supplied infrastructure for maintaining the buses, including a hot water and environmentally friendly chemical solution-based parts washer. The current parts washer has been in service since 2009 and has recently failed. This project...	
Rutan Arc Flash Study	\$23,700
Recently, the agency was made aware that the Rutan facility's electrical equipment does not possess arc flash labels per current NFPA 70E and OSHA requirements. This leaves the agency at risk should someone be injured due to such an event...	
Rutan Hydrogen Retrofit Project	\$1,475,135
This project will construct the necessary safety equipment needed to perform maintenance on hydrogen fuel-cell buses at LAVTA's Rutan facility. Until the Atlantis Maintenance Facility is fully constructed, LAVTA needs to bridge the...	



Rutan Office Space Expansion **\$50,000**

LAVTA has run out of office space for employees and interns. This project will onboard an outside consultant to evaluate and make recommendations on locations for additional office space that will be constructed in FY26.

Rutan Restroom Rehabilitation **\$72,000**

This project will replace all the toilets at the Rutan facility for a total of 6 bathrooms, with 10 toilets, 6 urinals, replacing the tile as required. This will be for both the operations, maintenance and administrative sides of the building.

Rutan Video Surveillance repairs and upgrades **\$35,000**

The agency's video surveillance system at Rutan has several cameras that have failed, some that are old with poor video resolution and there are some very large areas of the facility with blind spots. This project will involve replacing the...

Transit Capital **\$100,000**

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

Transit Signal Priority Upgrade & Expansion **\$2,790,000**

LAVTA will replace its existing GPS-Based Transit Signal Priority (TSP) system encompassing 67 intersections located within its service area in Dublin (26 intersections), Pleasanton (8 intersections), and Livermore (33 intersections) to a...

Total: \$111,435,895



APPENDIX



CAPITAL PROGRAM REQUESTS



Atlantis DVR and Camera Replacement

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	08/05/2024
Est. Completion Date	09/06/2024
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

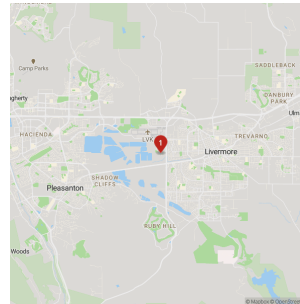
Description

This project replaces the network video recorder and associated cameras at the Atlantis Facility which are 15 years old, have recently failed and are no longer capturing security footage.

Details

Type of Project	Replacement
-----------------	-------------

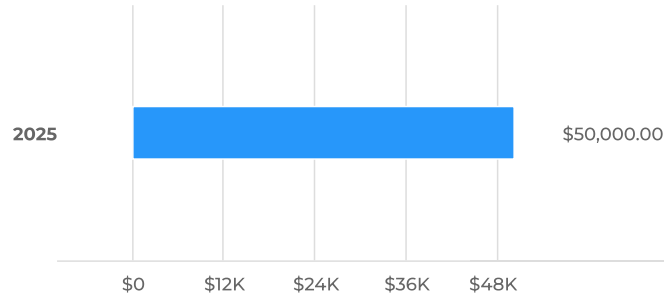
Location



Capital Cost

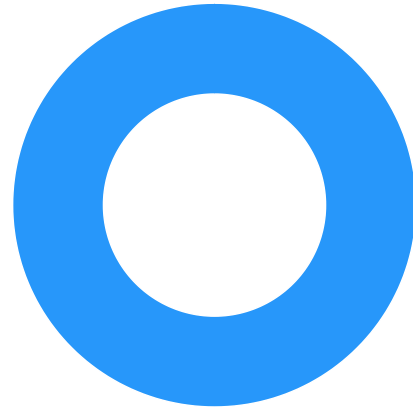
Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$50,000	\$50,000	\$50K	\$100K

Capital Cost by Year



● Repairs/Improvements

Capital Cost for Budgeted Years



● Repairs/Improvements (100%) \$50,000.00
TOTAL \$50,000.00

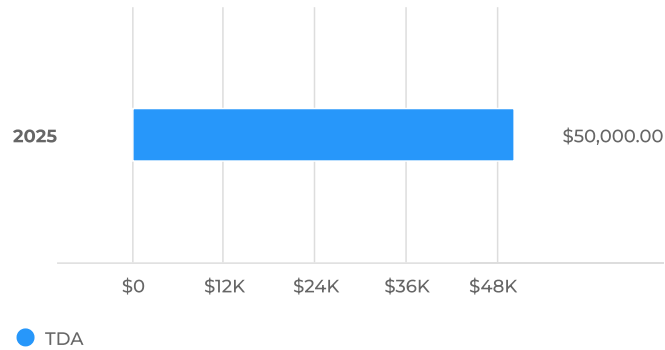
Capital Cost Breakdown

Capital Cost	To Date	FY2025	Total
Repairs/Improvements	\$50,000	\$50,000	\$100,000
Total	\$50,000	\$50,000	\$100,000

Funding Sources

Total To Date **\$50,000**
 FY2025 Budget **\$50,000**
 Total Budget (all years) **\$50K**
 Project Total **\$100K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$50,000	\$50,000	\$100,000
Total	\$50,000	\$50,000	\$100,000

Atlantis Facility Construction

Overview

Request Owner	Jennifer Yeamans, Awesome rockstar
Est. Start Date	07/01/2024
Est. Completion Date	12/31/2031
Department	Capital Program
Request Groups	Christy Wegener, Jennifer Yeamans, Dave Massa
Type	Capital Improvement

Description

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

Details

Type of Project	New Construction
-----------------	------------------

Supplemental Attachments

 [Budget Backup Info -- funding by phase and source\(/resource/cleargov-prod/projects/documents/19031b3ab80157adce72.xlsx\)](/resource/cleargov-prod/projects/documents/19031b3ab80157adce72.xlsx)

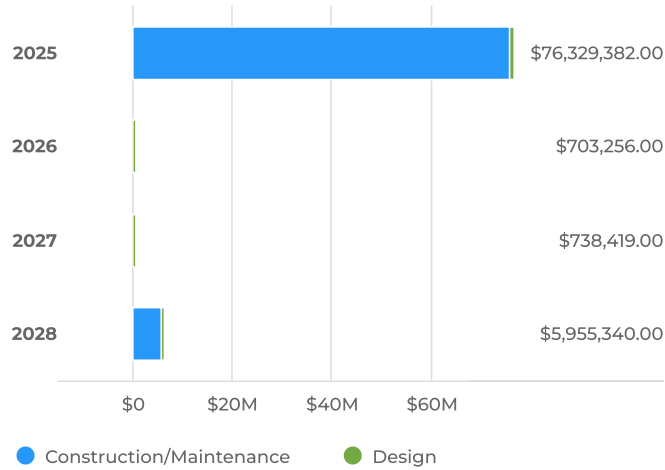
Capital Cost

FY2025 Budget
\$76,329,382

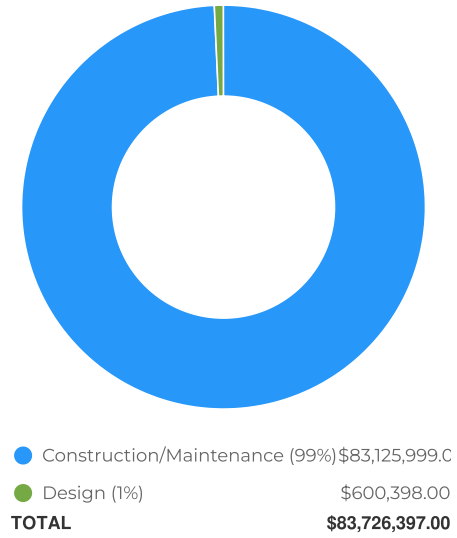
Total Budget (all years)
\$83.726M

Project Total
\$83.726M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown					
Capital Cost	FY2025	FY2026	FY2027	FY2028	Total
Design	\$600,398				\$600,398
Construction/Maintenance	\$75,728,984	\$703,256	\$738,419	\$5,955,340	\$83,125,999
Total	\$76,329,382	\$703,256	\$738,419	\$5,955,340	\$83,726,397

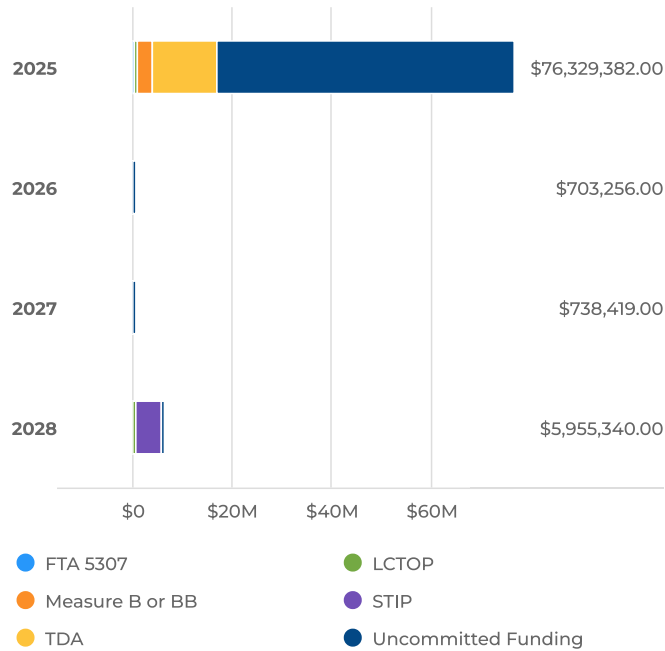
Funding Sources

FY2025 Budget
\$76,329,382

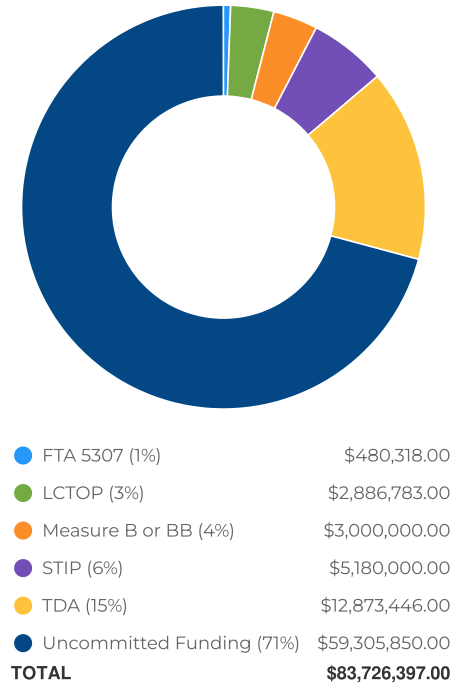
Total Budget (all years)
\$83.726M

Project Total
\$83.726M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	FY2025	FY2026	FY2027	FY2028	Total
TDA	\$12,873,446				\$12,873,446
LCTOP	\$669,768	\$703,256	\$738,419	\$775,340	\$2,886,783
FTA 5307	\$480,318				\$480,318
STIP				\$5,180,000	\$5,180,000
Measure B or BB	\$3,000,000				\$3,000,000
Uncommitted Funding	\$59,305,850				\$59,305,850
Total	\$76,329,382	\$703,256	\$738,419	\$5,955,340	\$83,726,397



Atlantis Hydrogen Fueling Station

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

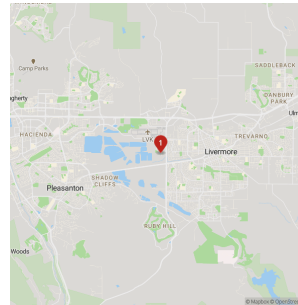
Description

This project will construct a hydrogen fueling station at LAVTA's Atlantis Facility; the fueling station will be built by 2026, in time to support the deployment of LAVTA's first hydrogen fuel-cell bus fleet. The fueling station has been designed with up to two tanks that would support fueling the full fleet of LAVTA fixed route buses once the Agency fully transitions to hydrogen.

Details

Type of Project	New Construction
-----------------	------------------

Location



Supplemental Attachments

 [Budget Backup Info -- funding by phase and source\(/resource/cleargov-prod/projects/documents/a21c22e9b7f2553799a8.xlsx\)](/resource/cleargov-prod/projects/documents/a21c22e9b7f2553799a8.xlsx)

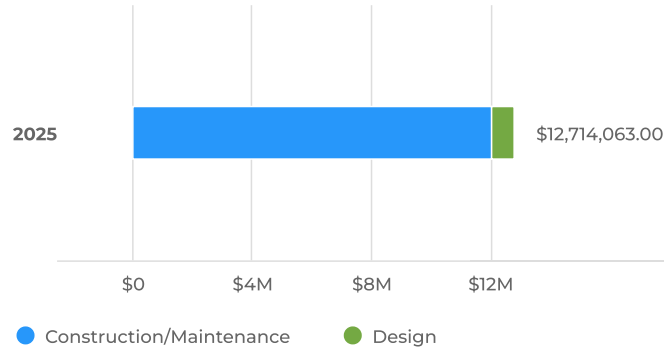
Capital Cost

FY2025 Budget
\$12,714,063

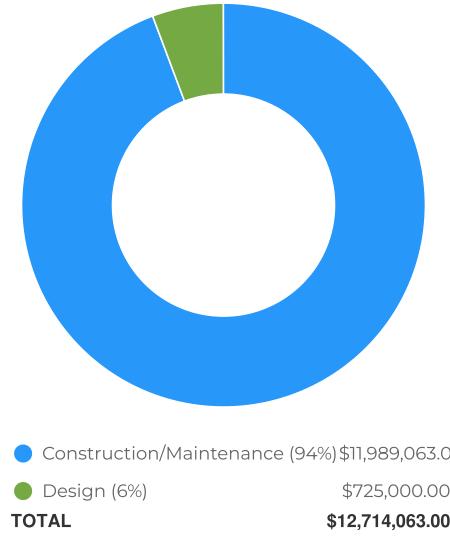
Total Budget (all years)
\$12.714M

Project Total
\$12.714M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Design		\$725,000	\$725,000
Construction/Maintenance	\$0	\$11,989,063	\$11,989,063
Total	\$0	\$12,714,063	\$12,714,063

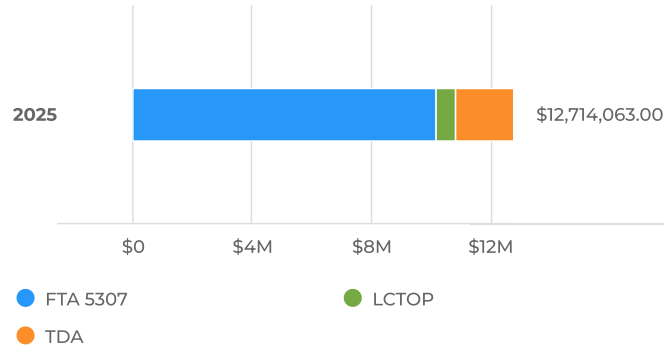
Funding Sources

FY2025 Budget
\$12,714,063

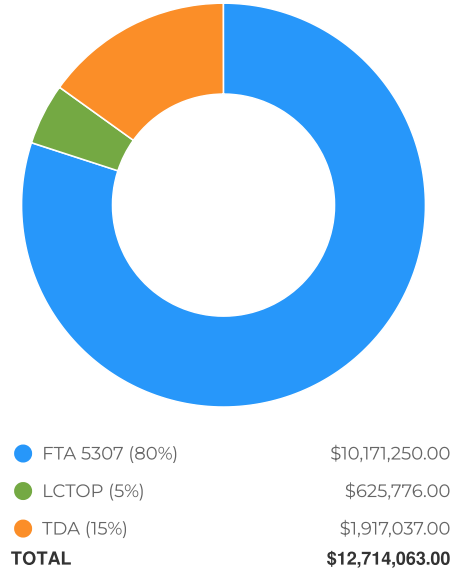
Total Budget (all years)
\$12.714M

Project Total
\$12.714M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$1,917,037	\$1,917,037
LCTOP		\$625,776	\$625,776
FTA 5307		\$10,171,250	\$10,171,250
Total	\$0	\$12,714,063	\$12,714,063



AVLs for Replacement Vehicles

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Jennifer Yeamans, Dave Massa
Type	Capital Equipment

Description

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

Details

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

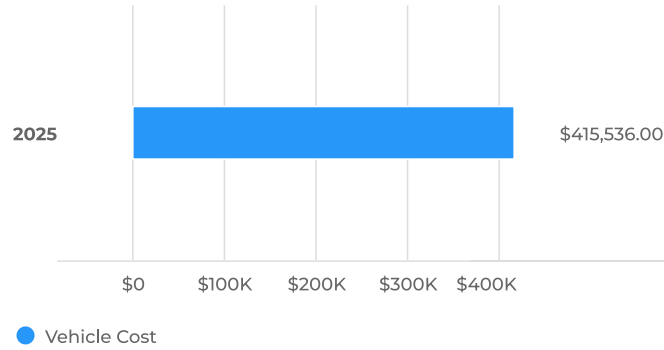
Capital Cost

FY2025 Budget
\$415,536

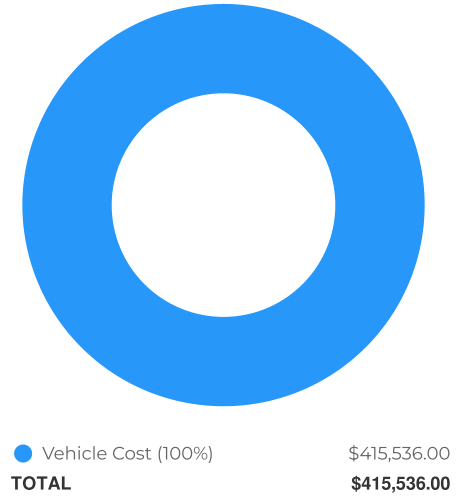
Total Budget (all years)
\$415.536K

Project Total
\$415.536K

Capital Cost by Year



Capital Cost for Budgeted Years

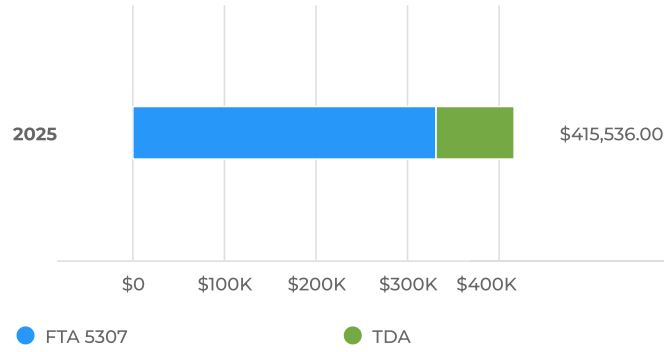


Capital Cost Breakdown		
Capital Cost	FY2025	Total
Vehicle Cost	\$415,536	\$415,536
Total	\$415,536	\$415,536

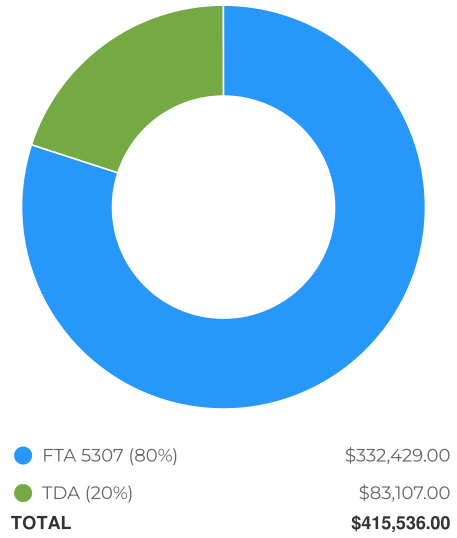
Funding Sources

FY2025 Budget **\$415,536** Total Budget (all years) **\$415.536K** Project Total **\$415.536K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$83,107	\$83,107
FTA 5307	\$332,429	\$332,429
Total	\$415,536	\$415,536

BAE Drive motors

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Improvement

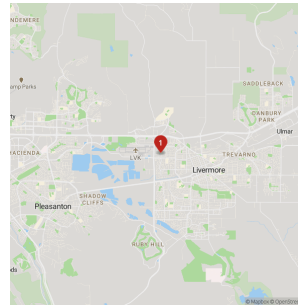
Description

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 two years the agency has replaced 4 drive motors. As the buses age, that number is expected to increase. These funds will be used to replace the drive motors that fail throughout fiscal year 2025.

Details

Type of Project	Refurbishment
-----------------	---------------

Location



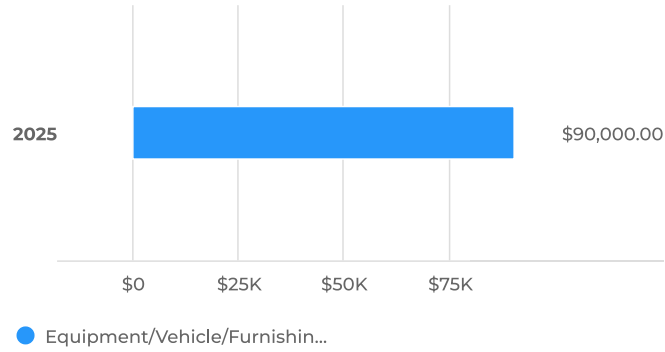
Capital Cost

FY2025 Budget
\$90,000

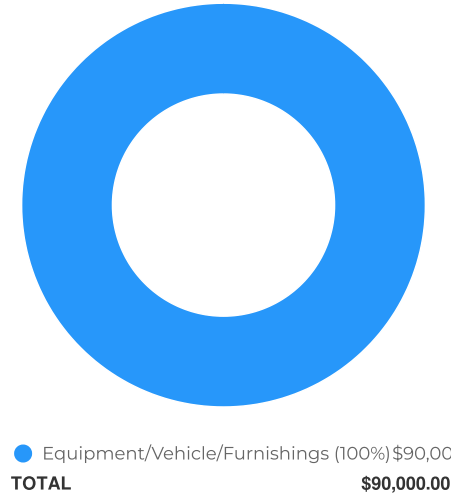
Total Budget (all years)
\$90K

Project Total
\$90K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Equipment/Vehicle/Furnishings	\$90,000	\$90,000
Total	\$90,000	\$90,000

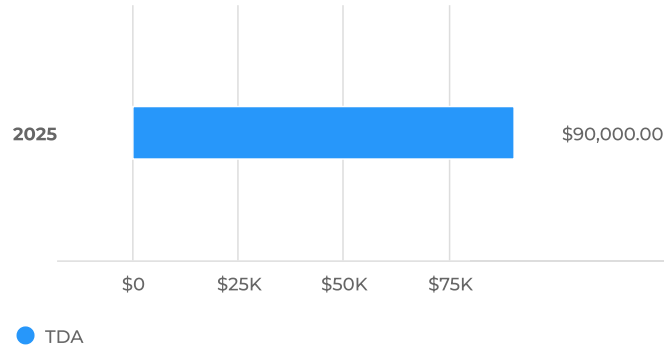
Funding Sources

FY2025 Budget
\$90,000

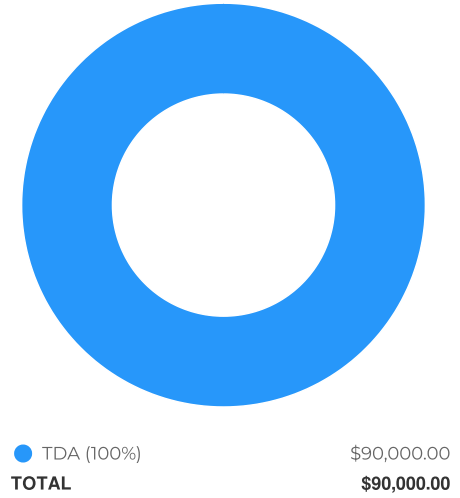
Total Budget (all years)
\$90K

Project Total
\$90K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$90,000	\$90,000
Total	\$0	\$90,000	\$90,000

Bus Transmission / hybrid drive replacements

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

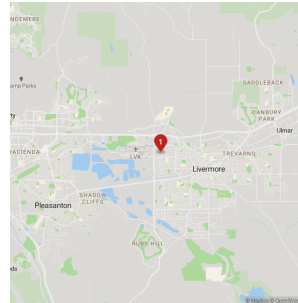
Description

Much like the drive motors, 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 Allison transmission or, as is the case with hybrid vehicle the hybrid drive, are in that category. Allison is the manufacturer of the hybrid drive in 30 of our 2011-17 fleet. In the past two years, the agency has replaced 3 Allison hybrid drive units. As the buses age, that number is expected to increase. These funds will be used to replace the hybrid drive units that fail throughout fiscal year 2025.

Details

Type of Project	Refurbishment
-----------------	---------------

Location



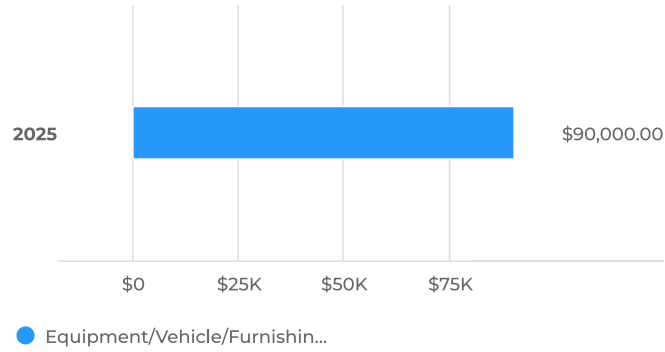
Capital Cost

FY2025 Budget
\$90,000

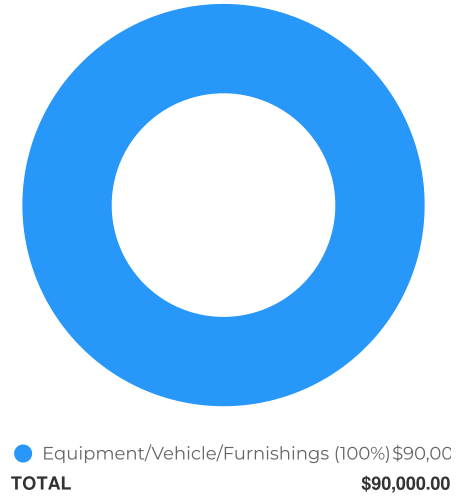
Total Budget (all years)
\$90K

Project Total
\$90K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Equipment/Vehicle/Furnishings	\$90,000	\$90,000
Total	\$90,000	\$90,000

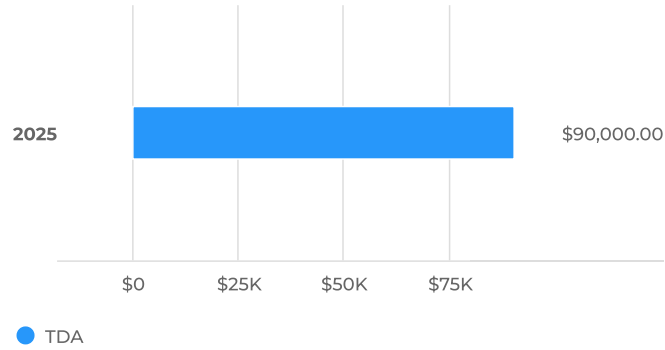
Funding Sources

FY2025 Budget
\$90,000

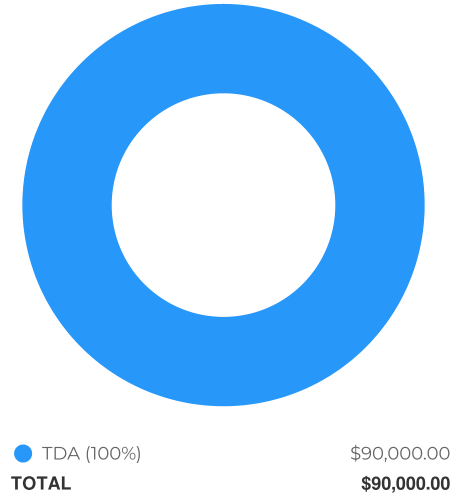
Total Budget (all years)
\$90K

Project Total
\$90K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$90,000	\$90,000
Total	\$0	\$90,000	\$90,000

Bus Wash refurbishment

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	12/31/2024
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Improvement

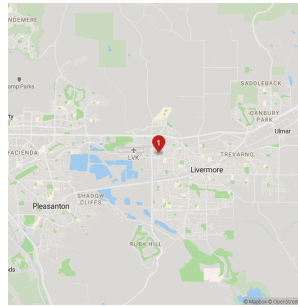
Description

The bus wash units are used daily to maintain the high standard of cleanliness the agency has regarding its buses. The bus wash units at both facilities are becoming more unreliable. The unit at our Rutan facility was installed in 2009 and the Atlantis facility in approximately 2012. These funds are going to be used to repair and refurbish both bus wash units to increase their reliability.

Details

Type of Project	Refurbishment
-----------------	---------------

Location



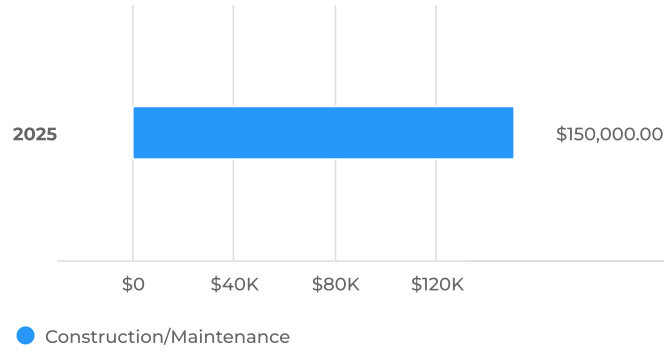
Capital Cost

FY2025 Budget
\$150,000

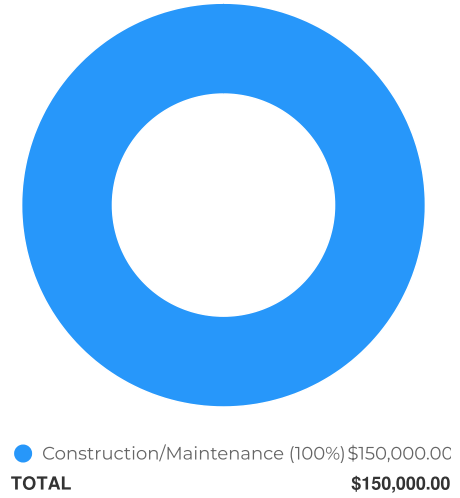
Total Budget (all years)
\$150K

Project Total
\$150K

Capital Cost by Year



Capital Cost for Budgeted Years

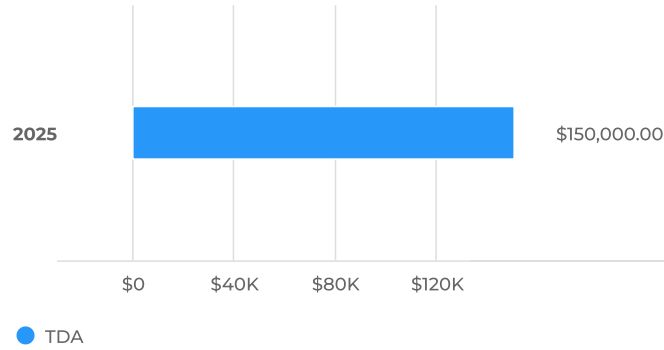


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Construction/Maintenance	\$0	\$150,000	\$150,000
Total	\$0	\$150,000	\$150,000

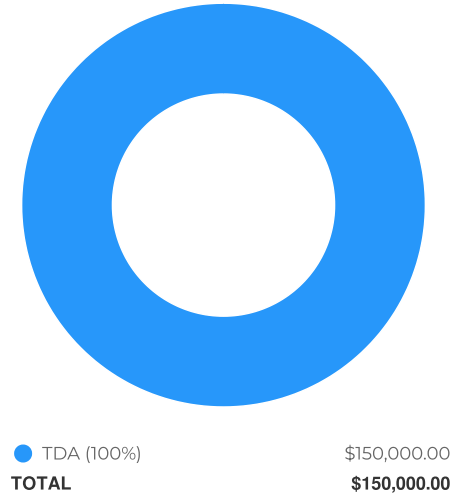
Funding Sources

FY2025 Budget **\$150,000** Total Budget (all years) **\$150K** Project Total **\$150K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$150,000	\$150,000
Total	\$0	\$150,000	\$150,000

Communication Devices for Replacement Vehicles

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeamans
Type	Capital Equipment

Description

Purchase Radios and or Cell based Routers for 12 replacement buses

Details

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

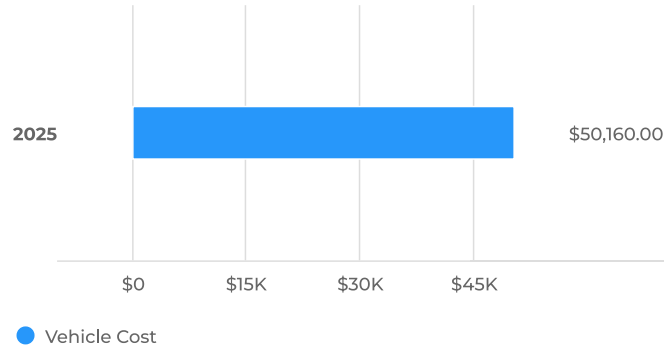
Capital Cost

FY2025 Budget
\$50,160

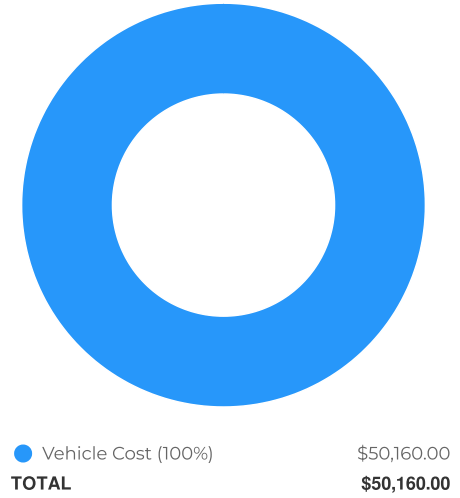
Total Budget (all years)
\$50.16K

Project Total
\$50.16K

Capital Cost by Year



Capital Cost for Budgeted Years

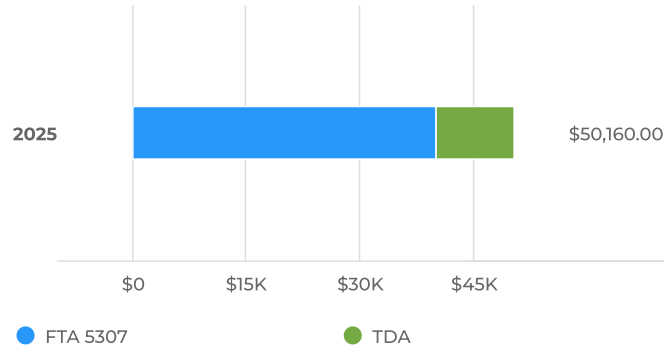


Capital Cost Breakdown		
Capital Cost	FY2025	Total
Vehicle Cost	\$50,160	\$50,160
Total	\$50,160	\$50,160

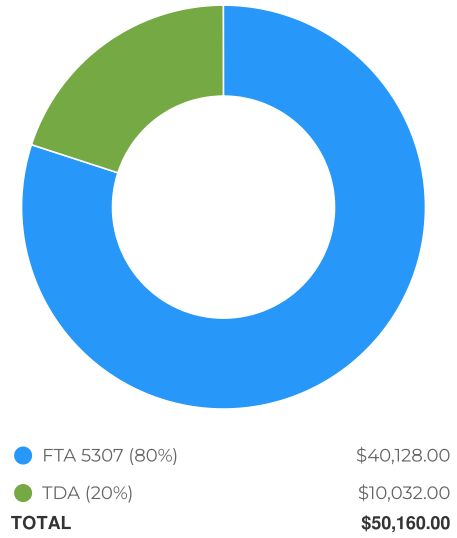
Funding Sources

FY2025 Budget Total Budget (all years) Project Total
\$50,160 **\$50.16K** **\$50.16K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$10,032	\$10,032
FTA 5307	\$40,128	\$40,128
Total	\$50,160	\$50,160

Dispatch Office Renovation

Overview

Request Owner	Michael Tobin, Director of Operations
Est. Start Date	07/08/2024
Est. Completion Date	09/30/2024
Department	Capital Program
Request Groups	Mike Tobin
Type	Capital Improvement

Description

Renovation of the Operations Dispatch office, including removal of existing flooring and installation of high-quality vinyl flooring. Also includes the installation of a new partition to create separate workspaces to enhance privacy.

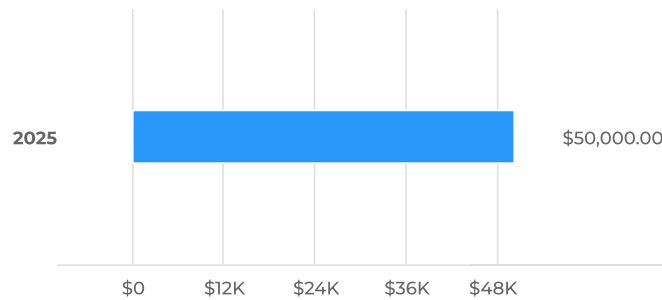
Details

Type of Project	Refurbishment
-----------------	---------------

Capital Cost

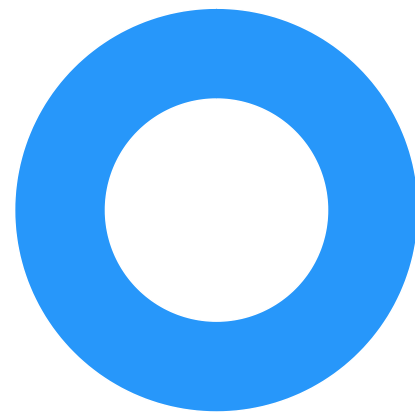
FY2025 Budget	Total Budget (all years)	Project Total
\$50,000	\$50K	\$50K

Capital Cost by Year



● Repairs/Improvements

Capital Cost for Budgeted Years



● Repairs/Improvements (100%) \$50,000.00
TOTAL \$50,000.00

Capital Cost Breakdown

Capital Cost	FY2025	Total
Repairs/Improvements	\$50,000	\$50,000
Total	\$50,000	\$50,000



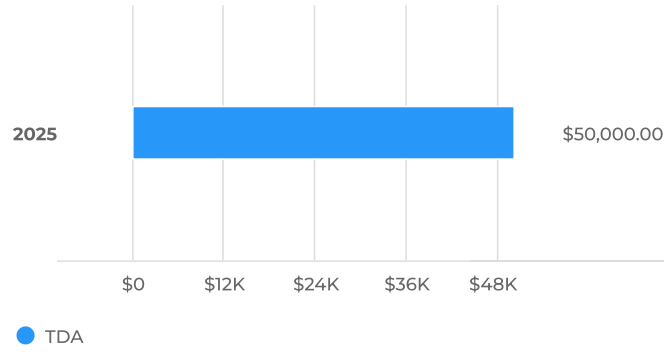
Funding Sources

FY2025 Budget
\$50,000

Total Budget (all years)
\$50K

Project Total
\$50K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$50,000	\$50,000
Total	\$50,000	\$50,000

Electronic door lock

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Equipment

Description

In fiscal year 2024, the agency deployed several new technologies to increase building security. One of those technologies was electronic door locks at the Rutan facility. Unfortunately, the doors between the agency hall and the bathrooms as well as the hallway to the Boardroom were overlooked. Since these are highly trafficked public areas, it is important that we deploy this last lock as soon as possible. These funds will be used to have the door locks installed and configured.

Details

New Purchase or Replacement	New
-----------------------------	-----

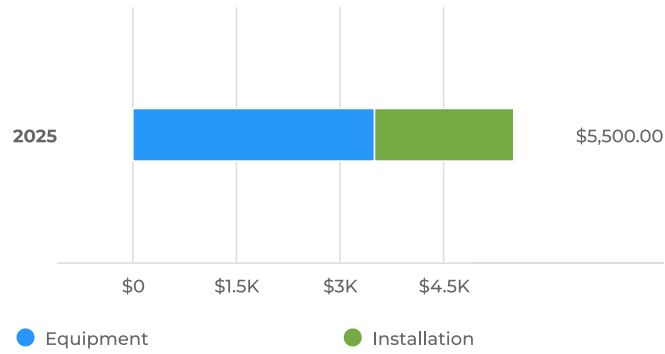
Capital Cost

FY2025 Budget
\$5,500

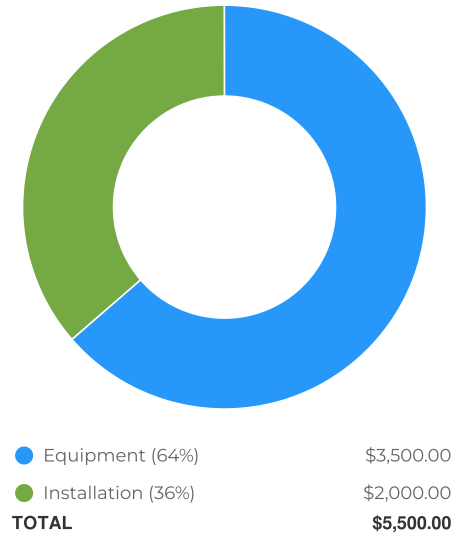
Total Budget (all years)
\$5.5K

Project Total
\$5.5K

Capital Cost by Year



Capital Cost for Budgeted Years

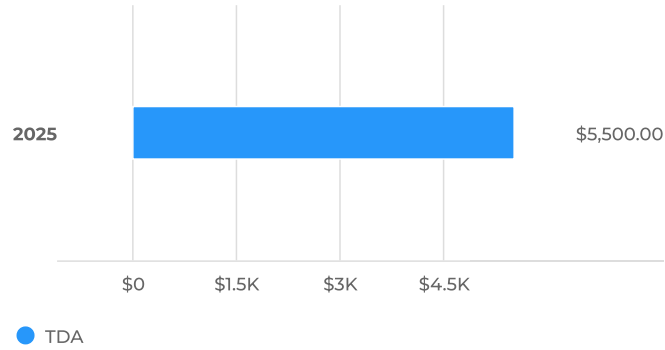


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Equipment	\$0	\$3,500	\$3,500
Installation	\$0	\$2,000	\$2,000
Total	\$0	\$5,500	\$5,500

Funding Sources

FY2025 Budget Total Budget (all years) Project Total
\$5,500 **\$5.5K** **\$5.5K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$5,500	\$5,500
Total	\$0	\$5,500	\$5,500

Fareboxes for Replacement Vehicles

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeamans
Type	Capital Equipment

Description

Purchase Fareboxes for 12 replacement vehicles

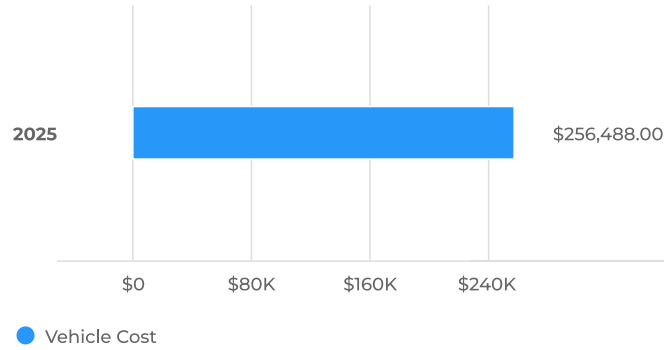
Details

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

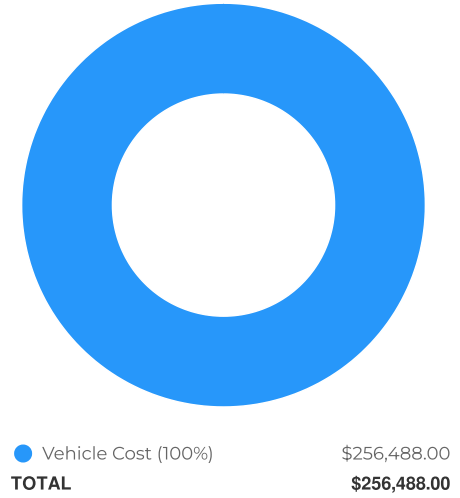
Capital Cost

FY2025 Budget **\$256,488** Total Budget (all years) **\$256.488K** Project Total **\$256.488K**

Capital Cost by Year



Capital Cost for Budgeted Years

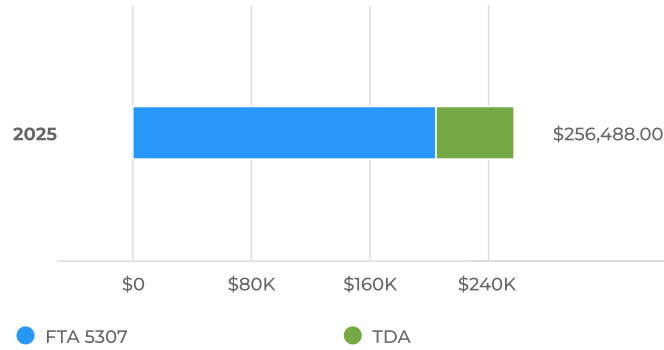


Capital Cost Breakdown		
Capital Cost	FY2025	Total
Vehicle Cost	\$256,488	\$256,488
Total	\$256,488	\$256,488

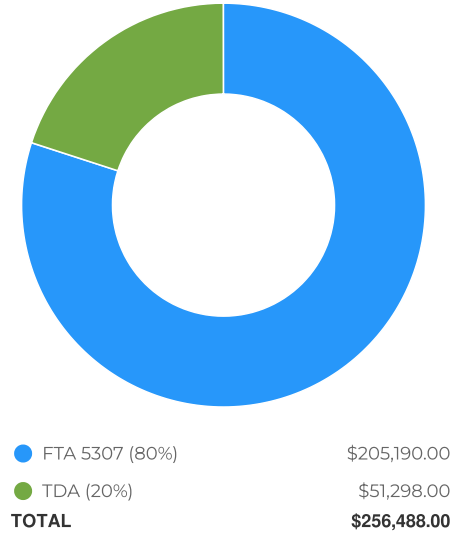
Funding Sources

FY2025 Budget **\$256,488** Total Budget (all years) **\$256.488K** Project Total **\$256.488K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$51,298	\$51,298
FTA 5307	\$205,190	\$205,190
Total	\$256,488	\$256,488

Fleet - wi-fi routers.

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Improvement

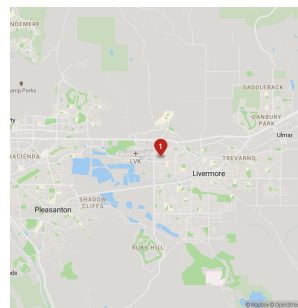
Description

As the tech industry continues to evolve, real-time location and communication with the agency's fleet has become much more important. The agency has found that the public has moved from paper schedules and phone calls and moved towards trip planning apps. These apps demand a much more robust real-time location and communication with the agency's fleet to provide accurate information. To meet these demands, the agency will need to replace our radio-based system with cell-based communication. We are also planning to deploy a cloud based TSP solution which will require cell-based communication. This project will involve replacing the radios and integrating the new technology into our current Vontas AVL system now and the future clousbased TSP provider at a later date.

Details

Type of Project	Other improvement
-----------------	-------------------

Location



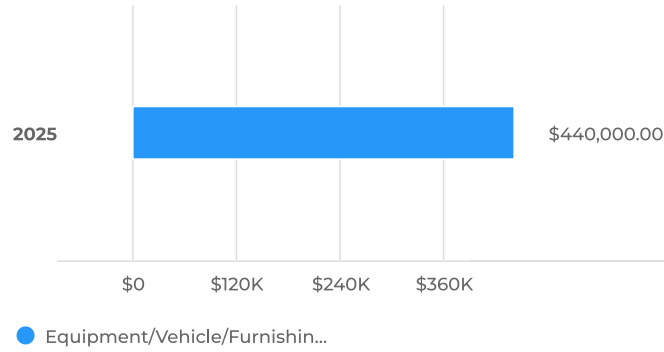
Capital Cost

FY2025 Budget
\$440,000

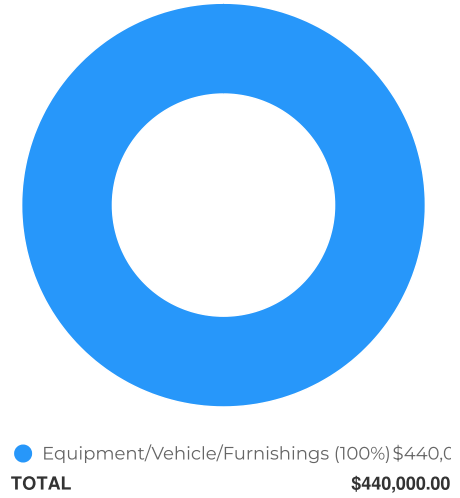
Total Budget (all years)
\$440K

Project Total
\$440K

Capital Cost by Year



Capital Cost for Budgeted Years

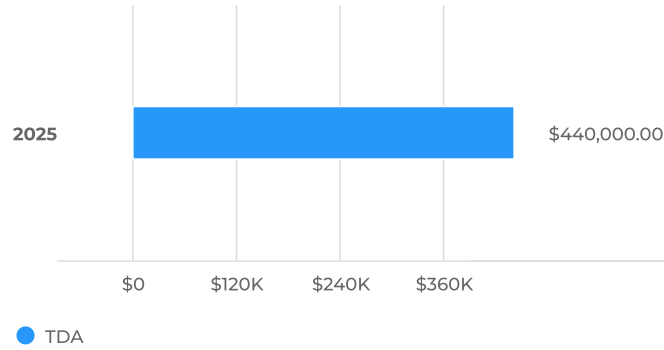


Capital Cost Breakdown		
Capital Cost	FY2025	Total
Equipment/Vehicle/Furnishings	\$440,000	\$440,000
Total	\$440,000	\$440,000

Funding Sources

FY2025 Budget **\$440,000** Total Budget (all years) **\$440K** Project Total **\$440K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$440,000	\$440,000
Total	\$0	\$440,000	\$440,000

Fleet Engine replacement.

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Improvement

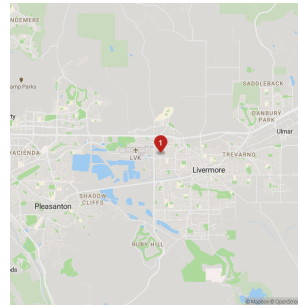
Description

Much like the drive motors and hybrid drive units, 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 two years, the agency has replaced 4 engines. As the buses age, that number is expected to increase. These funds will be used to replace the engines that fail throughout fiscal year 2025.

Details

Type of Project	Refurbishment
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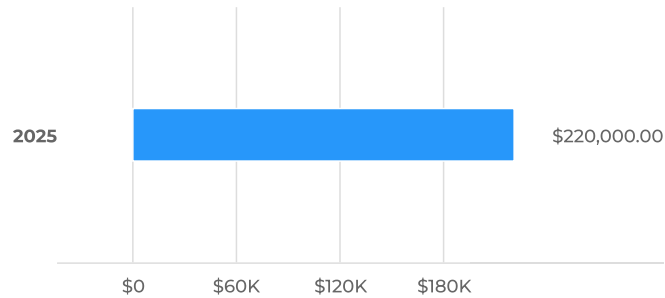
Location



Capital Cost

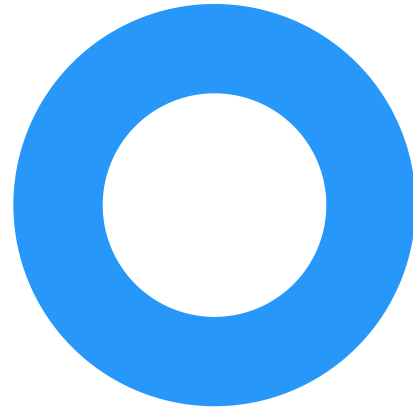
FY2025 Budget **\$220,000** Total Budget (all years) **\$220K** Project Total **\$220K**

Capital Cost by Year



● Equipment/Vehicle/Furnishin...

Capital Cost for Budgeted Years



● Equipment/Vehicle/Furnishings (100%) \$220,000.00
TOTAL **\$220,000.00**

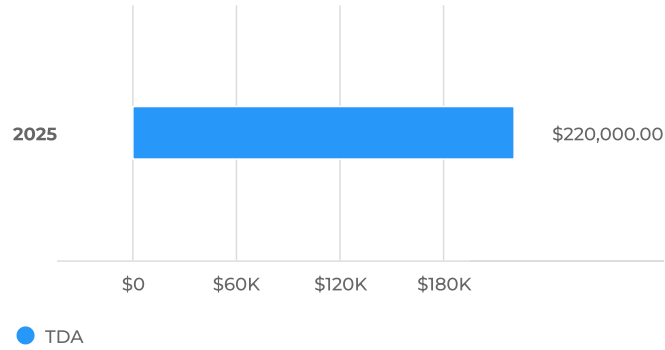
Capital Cost Breakdown

Capital Cost	To Date	FY2025	Total
Equipment/Vehicle/Furnishings	\$0	\$220,000	\$220,000
Total	\$0	\$220,000	\$220,000

Funding Sources

FY2025 Budget **\$220,000** Total Budget (all years) **\$220K** Project Total **\$220K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$220,000	\$220,000
Total	\$0	\$220,000	\$220,000

Genfare Vault and SaaS

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	09/09/2024
Est. Completion Date	10/07/2024
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Equipment

Description

The Genfare vault, probes and server infrastructure are all parts of a system that securely captures the funds on the fleet and then stores those funds that are removed from the bus fareboxes daily. This system, and in particular the vault and probes, have been in continuous service since 1996. Since that time, the manufacturer has made numerous refinements to all its equipment and unfortunately, no longer supplies various parts for the agency's vintage devices. This project will include replacing the vault and probes as well as moving from an on-premises software/server to a cloud-based model, or SaaS.

Details

New Purchase or Replacement	New
-----------------------------	-----

Supplemental Attachments

 [Vault, probe and SaaS quote\(/resource/cleargov-prod/projects/documents/62b7e4e2a4eb1dc9e80d.PDF\)](/resource/cleargov-prod/projects/documents/62b7e4e2a4eb1dc9e80d.PDF)

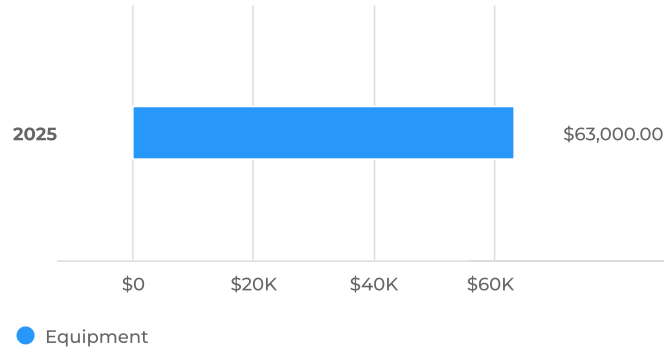
Capital Cost

FY2025 Budget
\$63,000

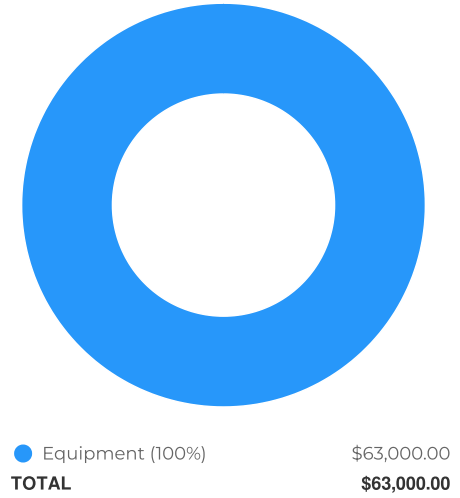
Total Budget (all years)
\$63K

Project Total
\$63K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Equipment	\$0	\$63,000	\$63,000
Total	\$0	\$63,000	\$63,000

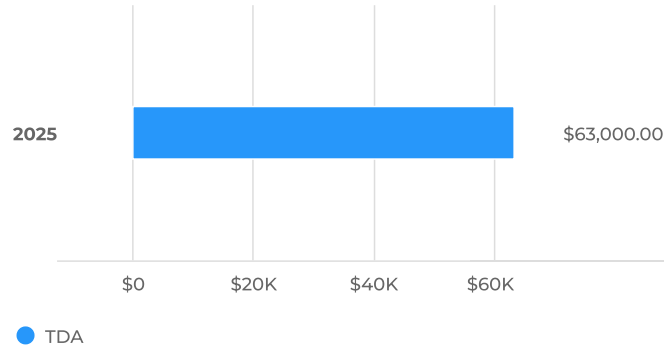
Funding Sources

FY2025 Budget
\$63,000

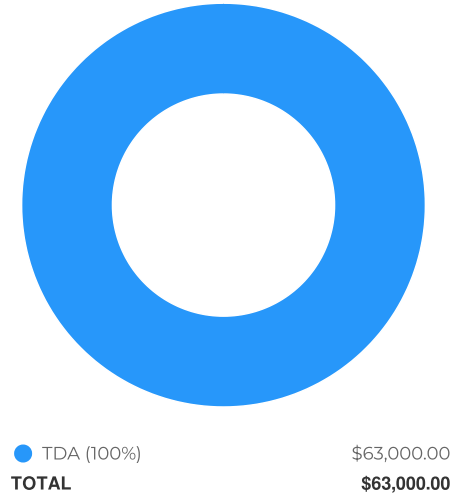
Total Budget (all years)
\$63K

Project Total
\$63K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$63,000	\$63,000
Total	\$0	\$63,000	\$63,000

Hybrid Battery Replacements

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2027
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeaman
Type	Capital Improvement

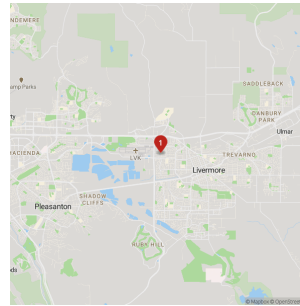
Description

Like the drive motors, hybrid drive units, and engines, 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 hybrid drive batteries are included in this category. In the past two years the agency has replaced 7 batteries. As the buses age, that number is expected to increase. This is to fund battery replacement regardless of OEM. FY25 funds will fund battery pack replacement on approximately 15 buses on a PM basis.

Details

Type of Project	Refurbishment
-----------------	---------------

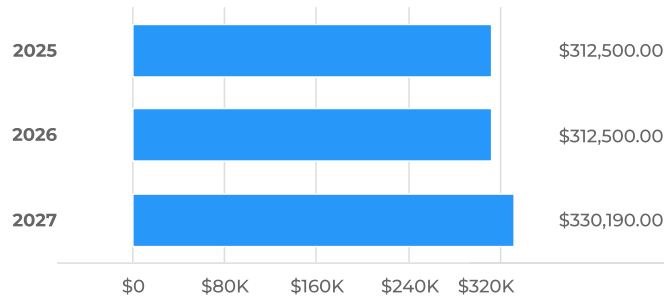
Location



Capital Cost

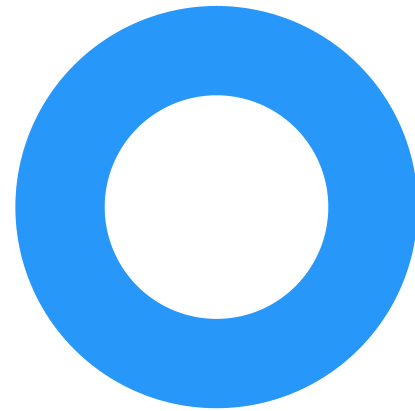
FY2025 Budget **\$312,500** Total Budget (all years) **\$955.19K** Project Total **\$955.19K**

Capital Cost by Year



● Equipment/Vehicle/Furnishin...

Capital Cost for Budgeted Years



● Equipment/Vehicle/Furnishings (100%) \$955,190.00
TOTAL \$955,190.00

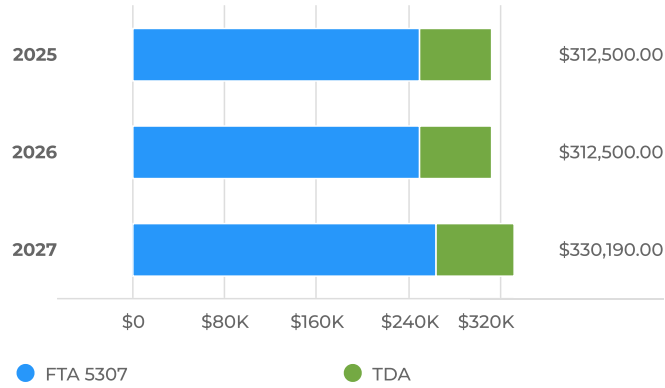
Capital Cost Breakdown

Capital Cost	FY2025	FY2026	FY2027	Total
Equipment/Vehicle/Furnishings	\$312,500	\$312,500	\$330,190	\$955,190
Total	\$312,500	\$312,500	\$330,190	\$955,190

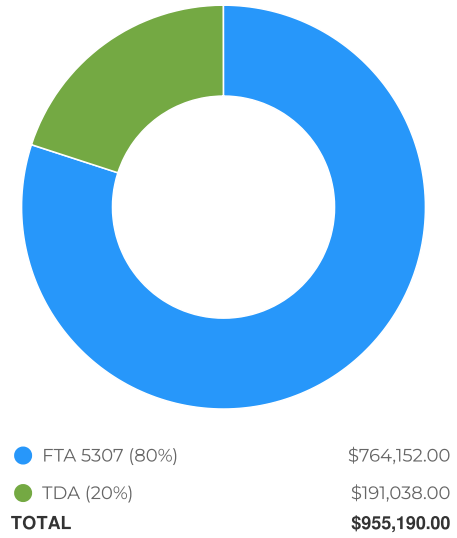
Funding Sources

FY2025 Budget **\$312,500** Total Budget (all years) **\$955.19K** Project Total **\$955.19K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown

Funding Sources	To Date	FY2025	FY2026	FY2027	Total
TDA	\$0	\$62,500	\$62,500	\$66,038	\$191,038
FTA 5307		\$250,000	\$250,000	\$264,152	\$764,152
Total	\$0	\$312,500	\$312,500	\$330,190	\$955,190

Livermore Transit Center Rehabilitation & Improvement

Overview

Request Owner	Jennifer Yeamans, Senior Grants & Management Specialist
Est. Start Date	01/01/2023
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

Description

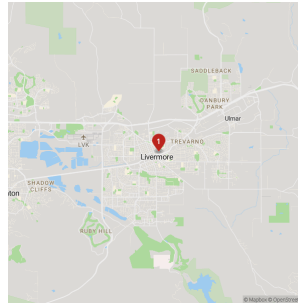
The Livermore Transit Center Rehabilitation and Improvement Project will address a significant backlog of deferred maintenance and safety enhancement needs at LAVTA's most-used passenger facility on its property, including replacement and rehabilitation of assets past or at the end of their useful life,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

Details

Type of Project	Refurbishment
-----------------	---------------

Location

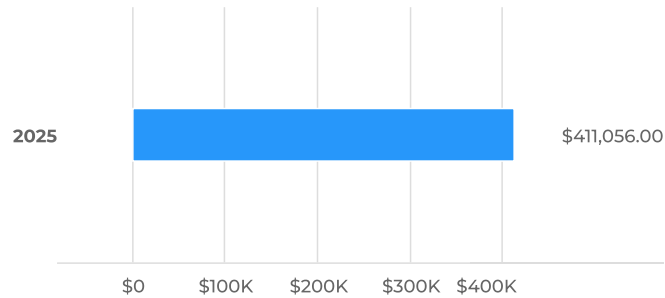
Address: 2500 Railroad Avenue



Capital Cost

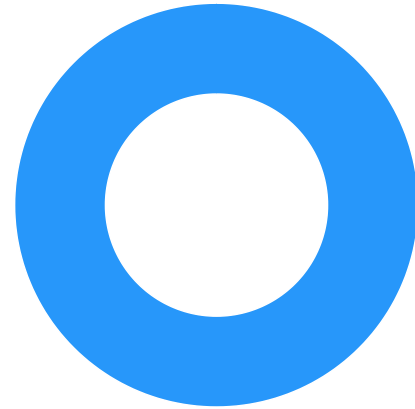
Total To Date	FY2025 Budget	Total Budget (all years)	Project Total
\$208,421	\$411,056	\$411.056K	\$619.477K

Capital Cost by Year



● Repairs/Improvements

Capital Cost for Budgeted Years



● Repairs/Improvements (100%) \$411,056.00
TOTAL \$411,056.00

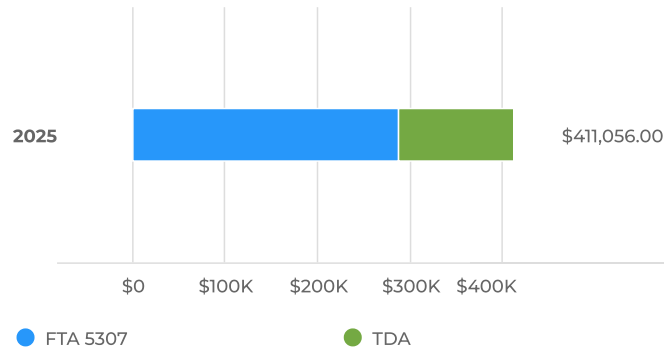
Capital Cost Breakdown

Capital Cost	To Date	FY2025	Total
Repairs/Improvements	\$208,421	\$411,056	\$619,477
Total	\$208,421	\$411,056	\$619,477

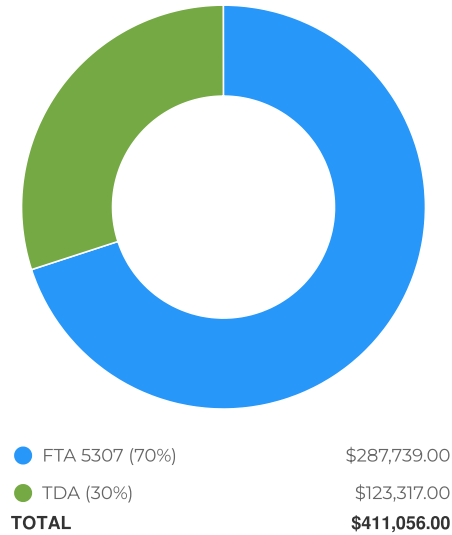
Funding Sources

FY2025 Budget **\$411,056** Total Budget (all years) **\$411.056K** Project Total **\$411.056K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$123,317	\$123,317
FTA 5307	\$287,739	\$287,739
Total	\$411,056	\$411,056

Network fiber switches.

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	08/30/2024
Department	Capital Program
Request Groups	Mike Tobin, Dave Massa
Type	Capital Equipment

Description

The agency's remaining network and server infrastructure is virtual. This virtual environment will always need to exist. Virtual servers rely on fiber switches in order to communicate with each other, the storage area network devices (SAN) and the outside world. Our current switches have been in place since 2009 and are due for replacement. This project will involve replacing those switches with new units.

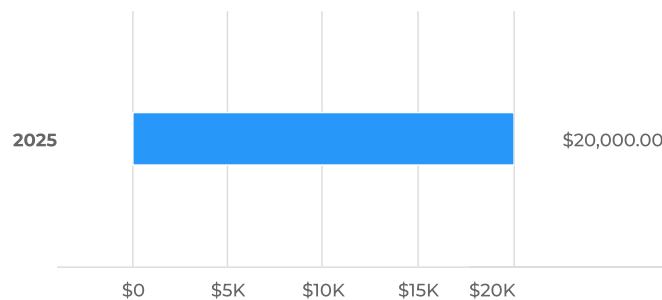
Details

New Purchase or Replacement Replacement

Capital Cost

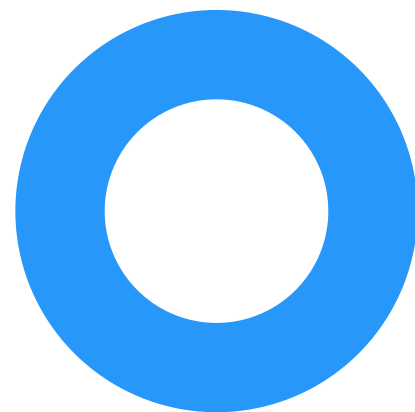
FY2025 Budget	Total Budget (all years)	Project Total
\$20,000	\$20K	\$20K

Capital Cost by Year



● Equipment

Capital Cost for Budgeted Years



● Equipment (100%) \$20,000.00
TOTAL **\$20,000.00**

Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Equipment	\$0	\$20,000	\$20,000
Total	\$0	\$20,000	\$20,000



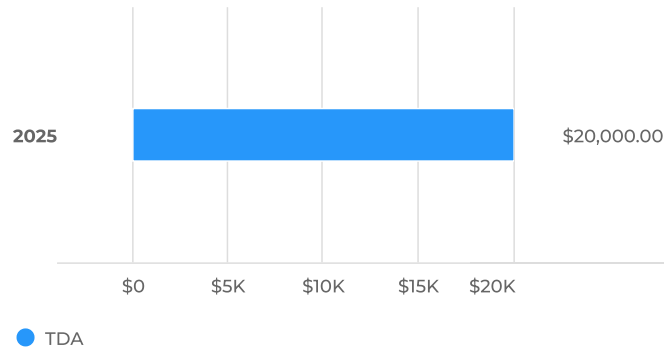
Funding Sources

FY2025 Budget
\$20,000

Total Budget (all years)
\$20K

Project Total
\$20K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$20,000	\$20,000
Total	\$0	\$20,000	\$20,000

Network infrastructure components

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Dave Massa, Mike Tobin
Type	Capital Equipment

Description

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

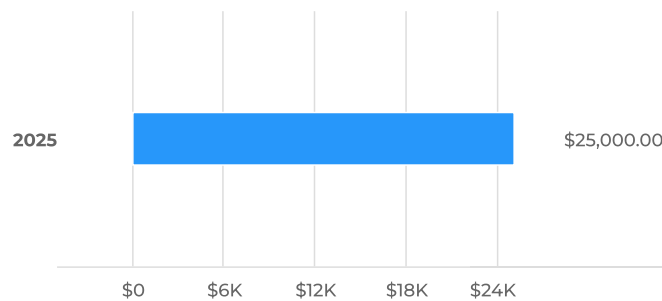
Details

New Purchase or Replacement Replacement

Capital Cost

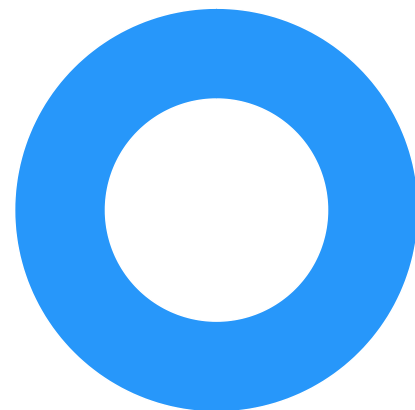
FY2025 Budget	Total Budget (all years)	Project Total
\$25,000	\$25K	\$25K

Capital Cost by Year



● Equipment

Capital Cost for Budgeted Years



● Equipment (100%) \$25,000.00
TOTAL **\$25,000.00**

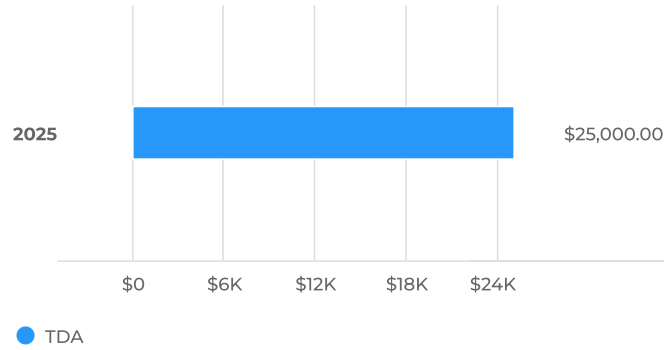
Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Equipment	\$0	\$25,000	\$25,000
Total	\$0	\$25,000	\$25,000



Funding Sources

FY2025 Budget **\$25,000** Total Budget (all years) **\$25K** Project Total **\$25K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$25,000	\$25,000
Total	\$0	\$25,000	\$25,000

Passenger facilities enhancements (LLNL, BART, Las Positas)

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeaman
Type	Capital Improvement

Description

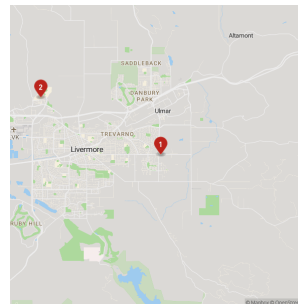
BART, Las Positas and LLNL improvements
FTA Funded TO for design by end of April KH
Construction by end of 2025

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

Details

Type of Project	Improvement
-----------------	-------------

Location



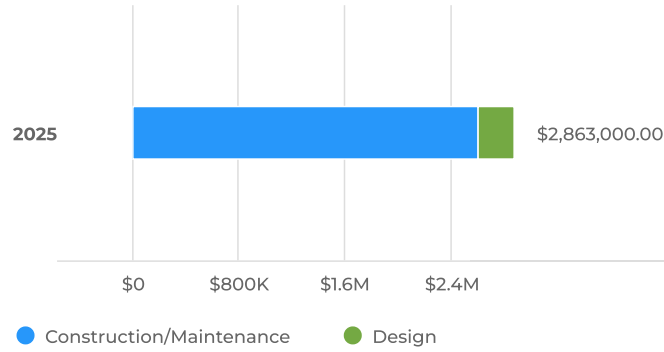
Capital Cost

FY2025 Budget
\$2,863,000

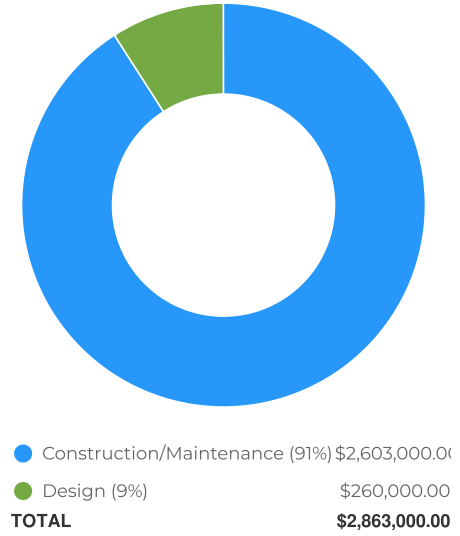
Total Budget (all years)
\$2.863M

Project Total
\$2.863M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Design	\$0	\$260,000	\$260,000
Construction/Maintenance	\$0	\$2,603,000	\$2,603,000
Total	\$0	\$2,863,000	\$2,863,000

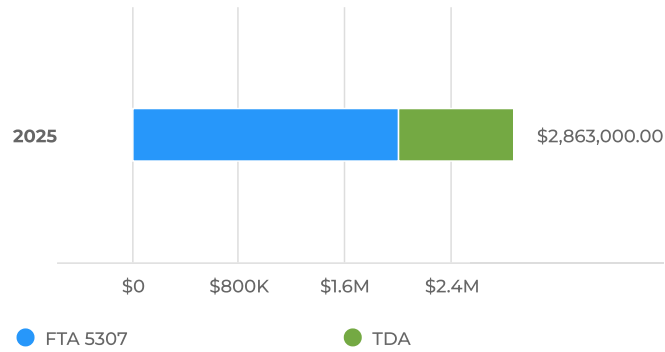
Funding Sources

FY2025 Budget
\$2,863,000

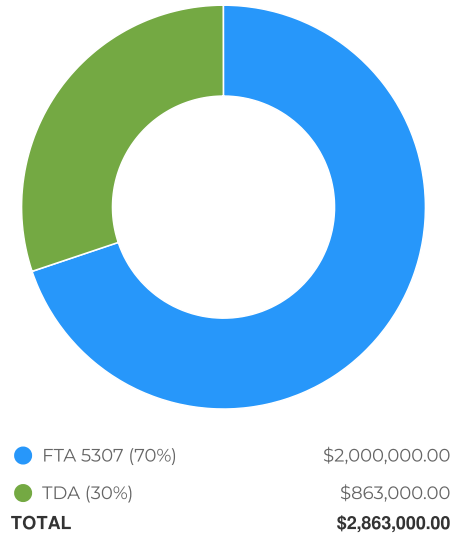
Total Budget (all years)
\$2.863M

Project Total
\$2.863M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$863,000	\$863,000
FTA 5307		\$2,000,000	\$2,000,000
Total	\$0	\$2,863,000	\$2,863,000

Rapid Bus Stop Improvements 10R and 30R

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/03/2026
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeaman
Type	Capital Improvement

Description

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

Details

Type of Project New Construction

Location



Supplemental Attachments

 [Dave Massa\(/resource/cleargov-prod/projects/documents/9b82416acdf2fbdc25ba.pdf\)](/resource/cleargov-prod/projects/documents/9b82416acdf2fbdc25ba.pdf)

KH Quote for profession services

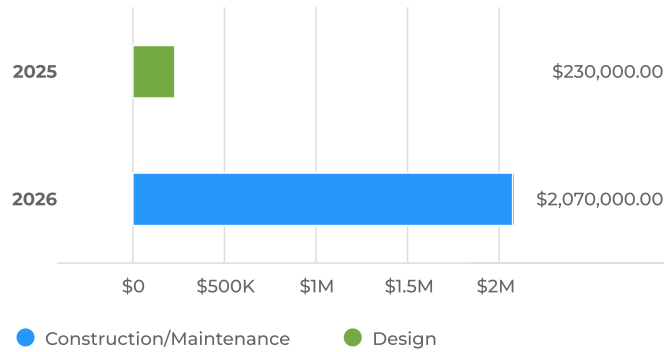
Capital Cost

FY2025 Budget
\$230,000

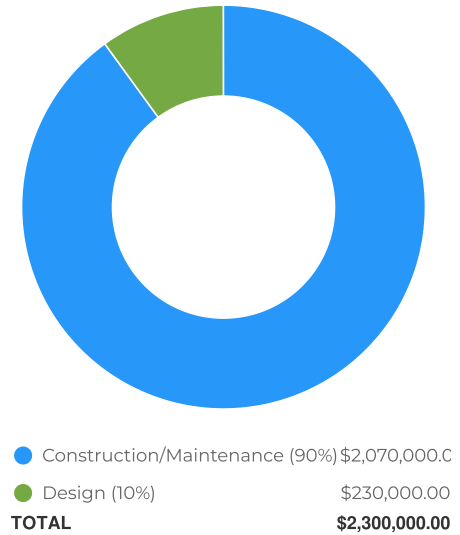
Total Budget (all years)
\$2.3M

Project Total
\$2.3M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown				
Capital Cost	To Date	FY2025	FY2026	Total
Design		\$230,000		\$230,000
Construction/Maintenance	\$0		\$2,070,000	\$2,070,000
Total	\$0	\$230,000	\$2,070,000	\$2,300,000

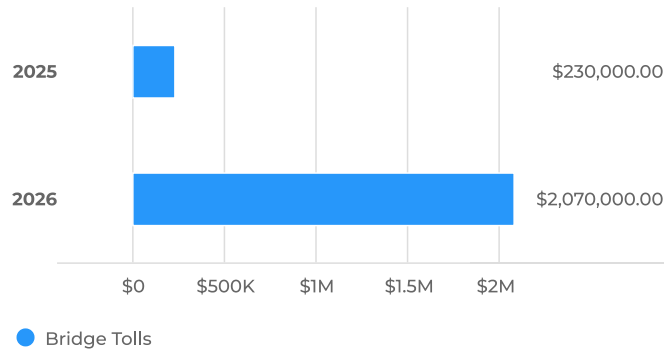
Funding Sources

FY2025 Budget
\$230,000

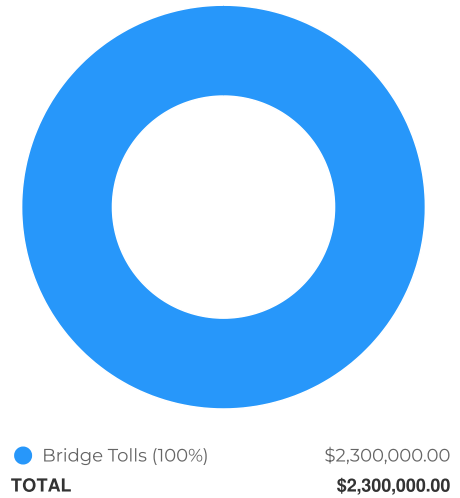
Total Budget (all years)
\$2.3M

Project Total
\$2.3M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown				
Funding Sources	To Date	FY2025	FY2026	Total
Bridge Tolls		\$230,000	\$2,070,000	\$2,300,000
Total		\$230,000	\$2,070,000	\$2,300,000

Replace (4) 40' Buses-Fuel Cell

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Equipment

Description

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

Details

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

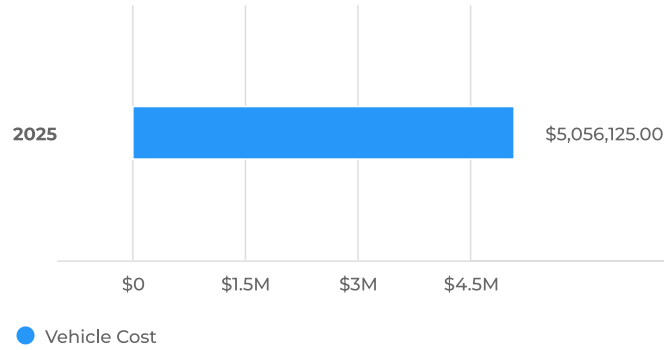
Capital Cost

FY2025 Budget
\$5,056,125

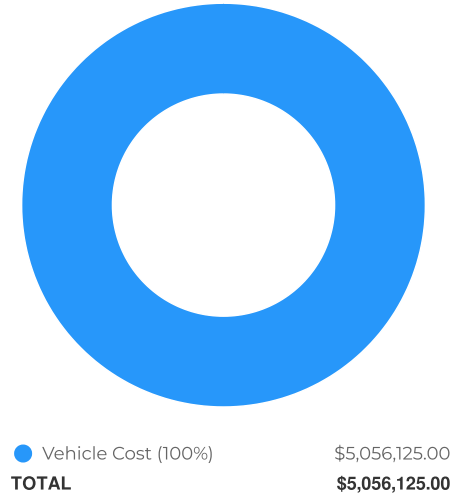
Total Budget (all years)
\$5.056M

Project Total
\$5.056M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Vehicle Cost	\$5,056,125	\$5,056,125
Total	\$5,056,125	\$5,056,125

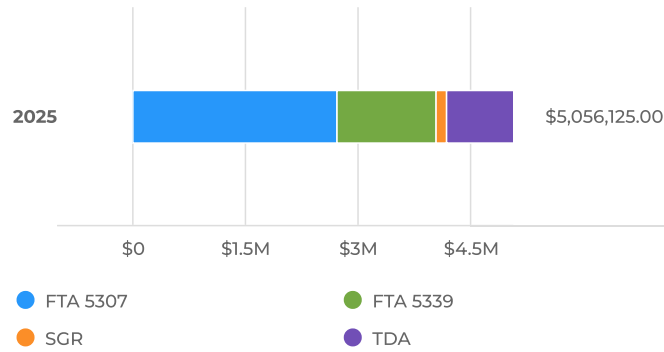
Funding Sources

FY2025 Budget
\$5,056,125

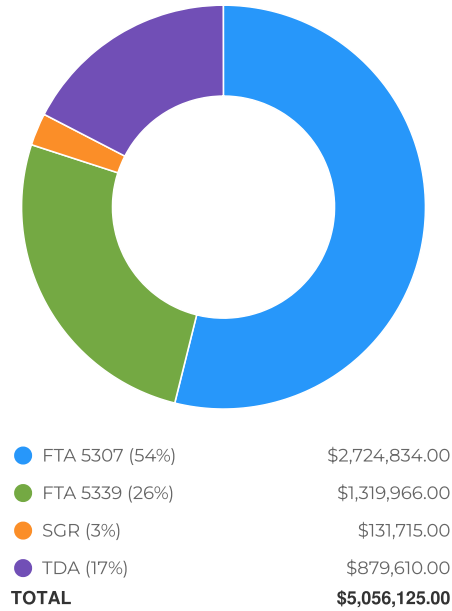
Total Budget (all years)
\$5.056M

Project Total
\$5.056M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$879,610	\$879,610
FTA 5307	\$2,724,834	\$2,724,834
FTA 5339	\$1,319,966	\$1,319,966
SGR	\$131,715	\$131,715
Total	\$5,056,125	\$5,056,125



Replace (8) 40' Buses-Hybrid

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2026
Department	Capital Program
Request Groups	Jennifer Yeamans, Dave Massa
Type	Capital Equipment

Description

Purchase 8 40' Hybrid replacement vehicles if required, FCEB if possible.

Details

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

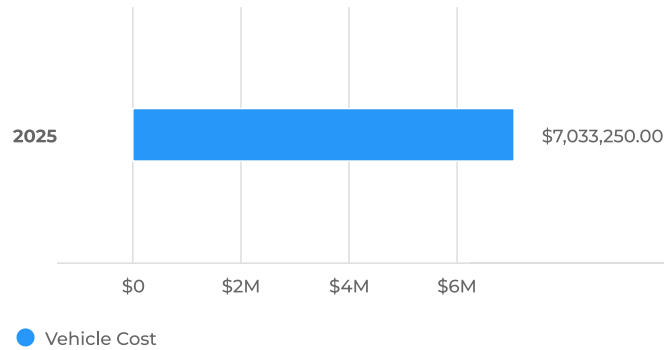
Capital Cost

FY2025 Budget
\$7,033,250

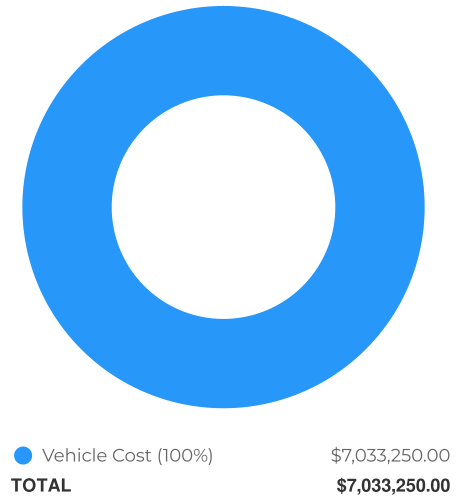
Total Budget (all years)
\$7.033M

Project Total
\$7.033M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Vehicle Cost	\$7,033,250	\$7,033,250
Total	\$7,033,250	\$7,033,250

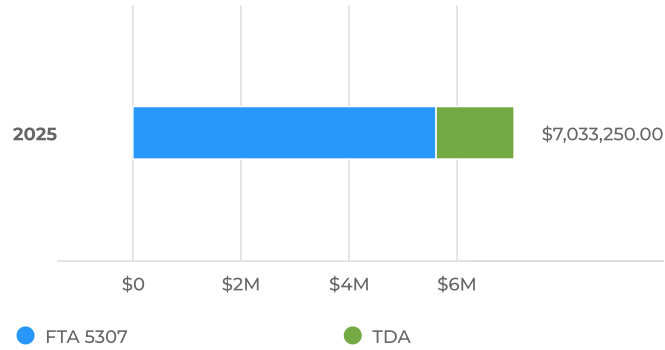
Funding Sources

FY2025 Budget
\$7,033,250

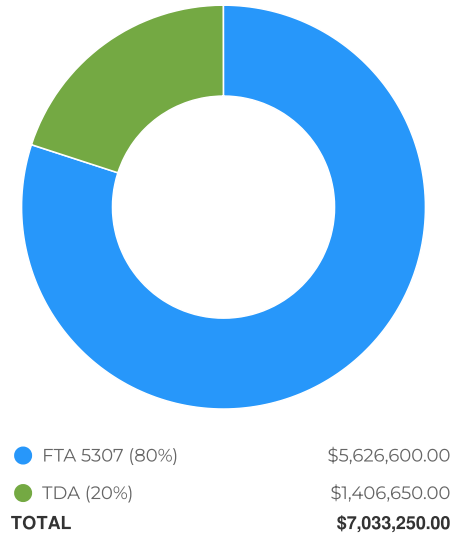
Total Budget (all years)
\$7.033M

Project Total
\$7.033M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$1,406,650	\$1,406,650
FTA 5307	\$5,626,600	\$5,626,600
Total	\$7,033,250	\$7,033,250

Replacement parts washer for Maintenance

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/29/2024
Est. Completion Date	08/19/2024
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

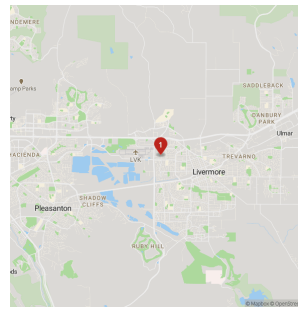
Description

The agency supplied infrastructure for maintaining the buses, including a hot water and environmentally friendly chemical solution-based parts washer. The current parts washer has been in service since 2009 and has recently failed. This project will include the procurement and installation of the replacement parts washer.

Details

Type of Project	Replacement
-----------------	-------------

Location



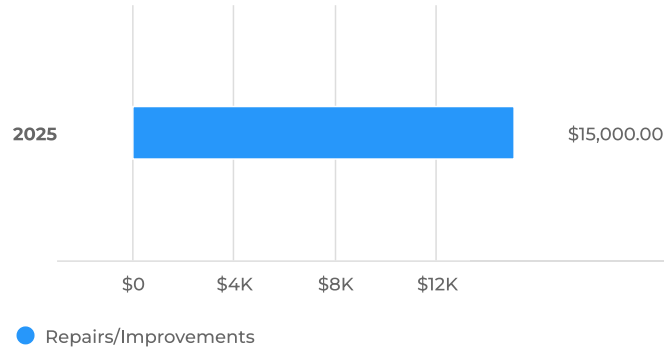
Capital Cost

FY2025 Budget
\$15,000

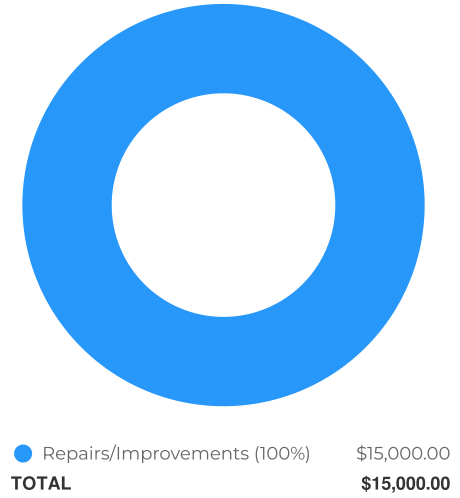
Total Budget (all years)
\$15K

Project Total
\$15K

Capital Cost by Year



Capital Cost for Budgeted Years

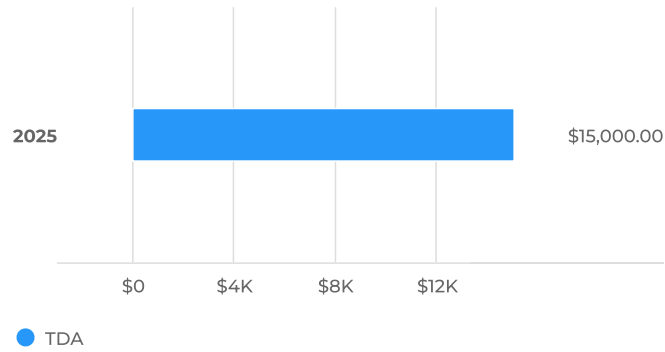


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Repairs/Improvements	\$0	\$15,000	\$15,000
Total	\$0	\$15,000	\$15,000

Funding Sources

FY2025 Budget **\$15,000** Total Budget (all years) **\$15K** Project Total **\$15K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$15,000	\$15,000
Total	\$0	\$15,000	\$15,000

Rutan Arc Flash Study

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/15/2024
Est. Completion Date	08/12/2024
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

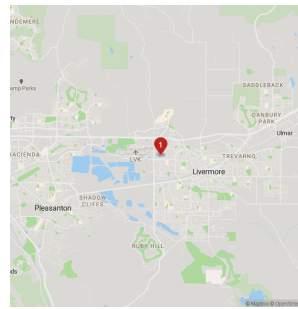
Description

Recently, the agency was made aware that the Rutan facility's electrical equipment does not possess arc flash labels per current NFPA 70E and OSHA requirements. This leaves the agency at risk should someone be injured due to such an event occurring. This study will provide Personal Protective Equipment (PPE) and labeling recommendations in compliance with the same.

Details

Type of Project	Other
-----------------	-------

Location



Supplemental Attachments

 [GF proposal Arc flash study\(/resource/cleargov-prod/projects/documents/f2c4818b8b751f127827.pdf\)](/resource/cleargov-prod/projects/documents/f2c4818b8b751f127827.pdf)

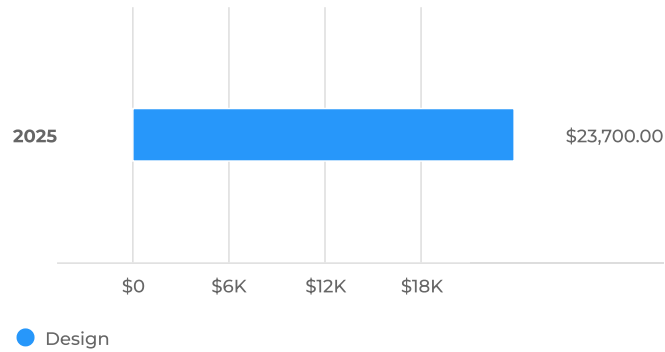
Capital Cost

FY2025 Budget
\$23,700

Total Budget (all years)
\$23.7K

Project Total
\$23.7K

Capital Cost by Year



Capital Cost for Budgeted Years

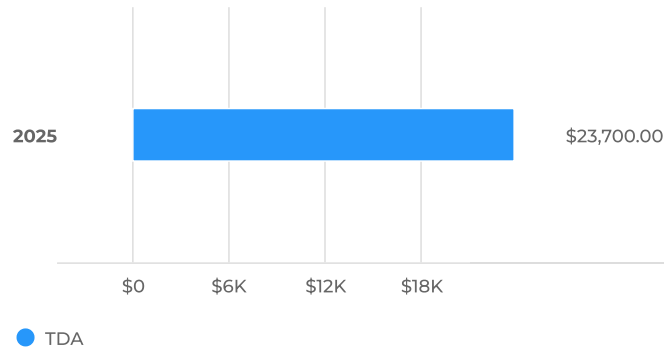


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Design	\$0	\$23,700	\$23,700
Total	\$0	\$23,700	\$23,700

Funding Sources

FY2025 Budget **\$23,700** Total Budget (all years) **\$23.7K** Project Total **\$23.7K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$23,700	\$23,700
Total	\$0	\$23,700	\$23,700

Rutan Hydrogen Retrofit Project

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	12/31/2024
Department	Capital Program
Request Groups	Dave Massa, Jennifer Yeaman
Type	Capital Improvement

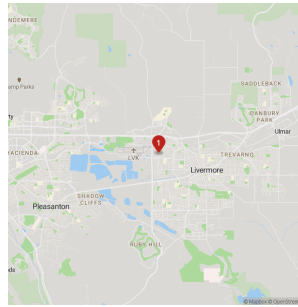
Description

This project will construct the necessary safety equipment needed to perform maintenance on hydrogen fuel-cell buses at LAVTA's Rutan facility. Until the Atlantis Maintenance Facility is fully constructed, LAVTA needs to bridge the infrastructure gap and retrofit two maintenance bays at the Rutan facility with alarms, hydrogen detection systems and ventilation systems.

Details

Type of Project	Other
-----------------	-------

Location



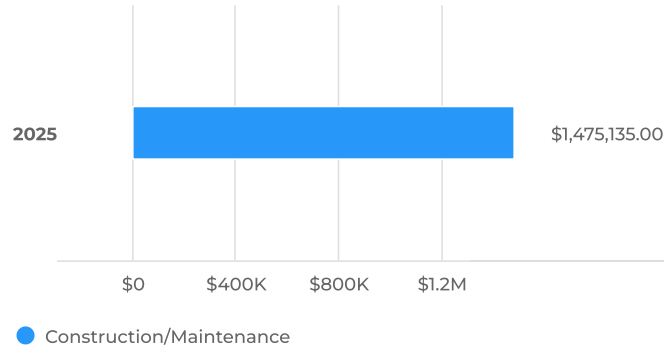
Supplemental Attachments

 [KH Estimate for construction.\(/resource/cleargov-prod/projects/documents/a217017dab0a5bbe5bb6.pdf\)](#)

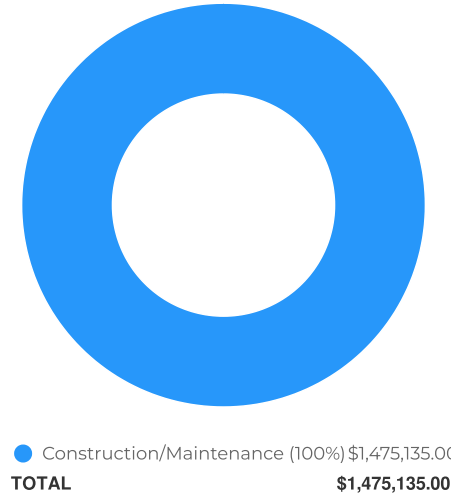
Capital Cost

FY2025 Budget **\$1,475,135** Total Budget (all years) **\$1.475M** Project Total **\$1.475M**

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Construction/Maintenance	\$0	\$1,475,135	\$1,475,135
Total	\$0	\$1,475,135	\$1,475,135

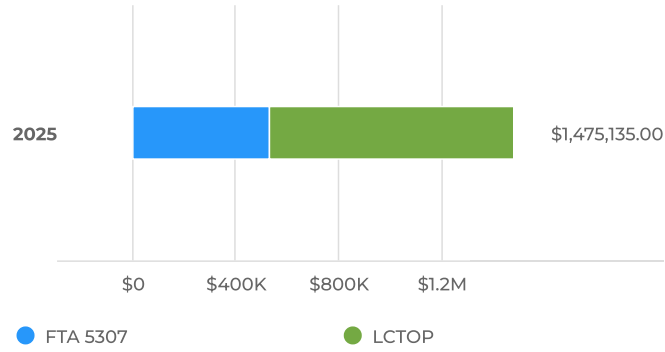
Funding Sources

FY2025 Budget
\$1,475,135

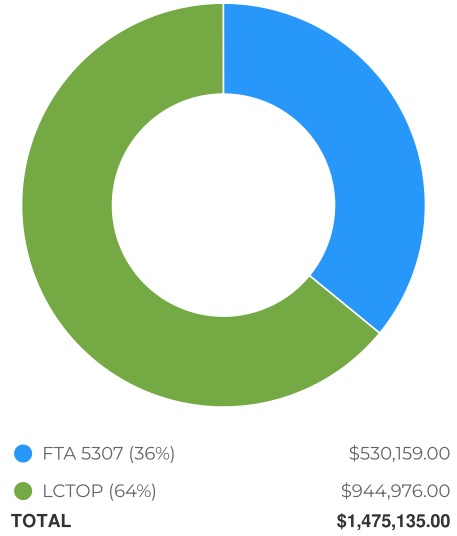
Total Budget (all years)
\$1.475M

Project Total
\$1.475M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
LCTOP	\$944,976	\$944,976
FTA 5307	\$530,159	\$530,159
Total	\$1,475,135	\$1,475,135

Rutan Office Space Expansion

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	07/01/2024
Est. Completion Date	06/30/2025
Department	Capital Program
Request Groups	Christy Wegener, Dave Massa
Type	Capital Improvement

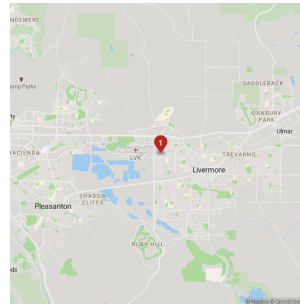
Description

LAVTA has run out of office space for employees and interns. This project will onboard an outside consultant to evaluate and make recommendations on locations for additional office space that will be constructed in FY26.

Details

Type of Project	Replacement
-----------------	-------------

Location



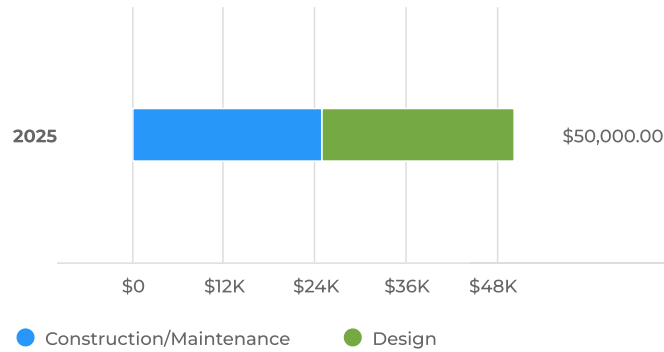
Capital Cost

FY2025 Budget
\$50,000

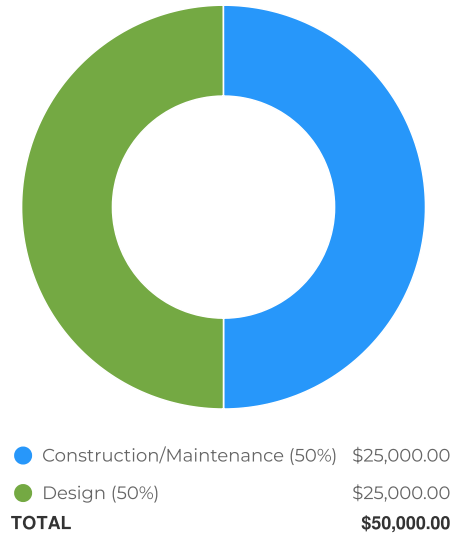
Total Budget (all years)
\$50K

Project Total
\$50K

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Design	\$0	\$25,000	\$25,000
Construction/Maintenance	\$0	\$25,000	\$25,000
Total	\$0	\$50,000	\$50,000

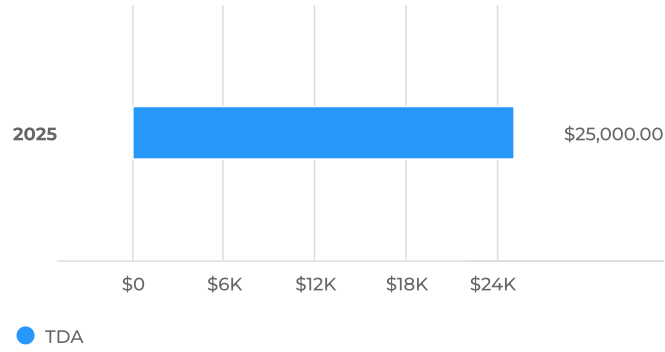
Funding Sources

FY2025 Budget
\$25,000

Total Budget (all years)
\$25K

Project Total
\$25K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$25,000	\$25,000
Total	\$0	\$25,000	\$25,000

Rutan Restroom Rehabilitation

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	08/26/2024
Est. Completion Date	09/30/2024
Department	Capital Program
Type	Capital Improvement

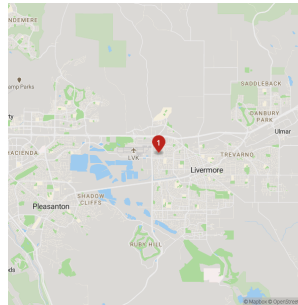
Description

This project will replace all the toilets at the Rutan facility for a total of 6 bathrooms, with 10 toilets, 6 urinals, replacing the tile as required. This will be for both the operations, maintenance and administrative sides of the building.

Details

Type of Project	Replacement
-----------------	-------------

Location



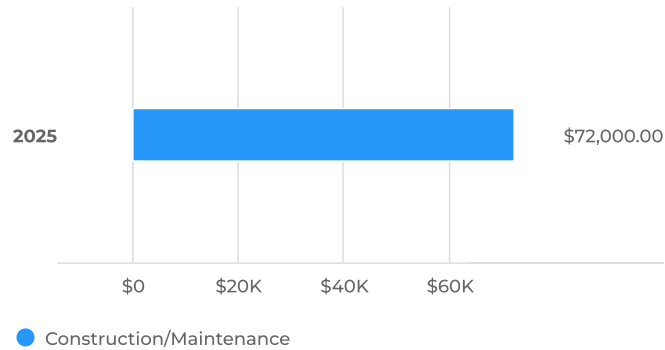
Capital Cost

FY2025 Budget
\$72,000

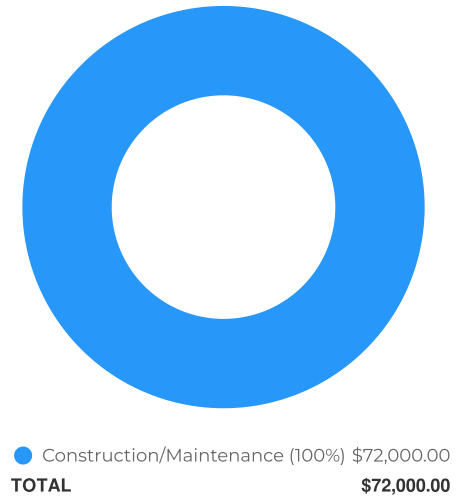
Total Budget (all years)
\$72K

Project Total
\$72K

Capital Cost by Year



Capital Cost for Budgeted Years

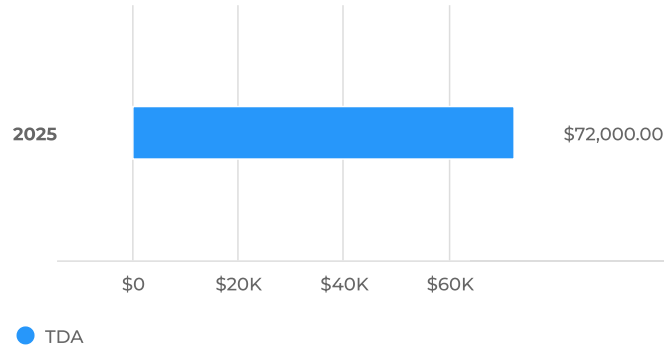


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Construction/Maintenance	\$0	\$72,000	\$72,000
Total	\$0	\$72,000	\$72,000

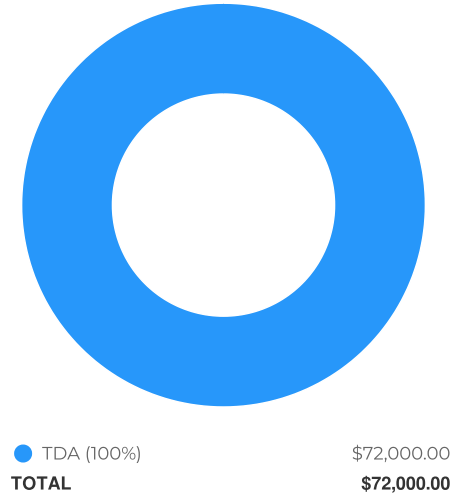
Funding Sources

FY2025 Budget Total Budget (all years) Project Total
\$72,000 **\$72K** **\$72K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$72,000	\$72,000
Total	\$0	\$72,000	\$72,000

Rutan Video Surveillance repairs and upgrades

Overview

Request Owner	Dave Massa, Capital Projects Manager
Est. Start Date	08/05/2024
Est. Completion Date	09/06/2024
Department	Capital Program
Request Groups	Dave Massa
Type	Capital Improvement

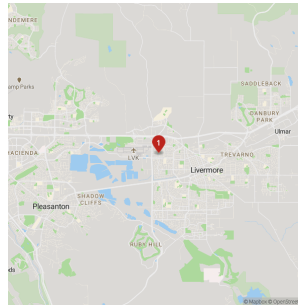
Description

The agency's video surveillance system at Rutan has several cameras that have failed, some that are old with poor video resolution and there are some very large areas of the facility with blind spots. This project will involve replacing the cameras that need replacing and adding cameras to help eliminate the blind spots.

Details

Type of Project	Replacement
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Location



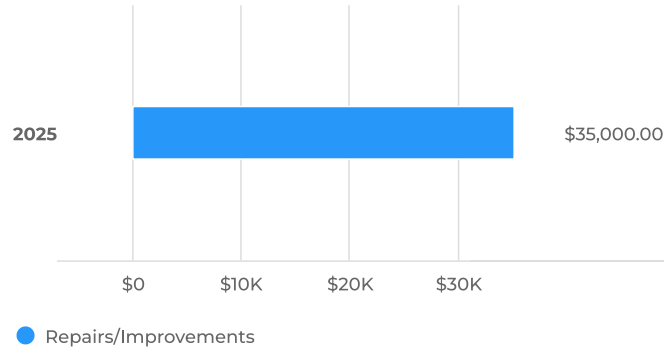
Capital Cost

FY2025 Budget
\$35,000

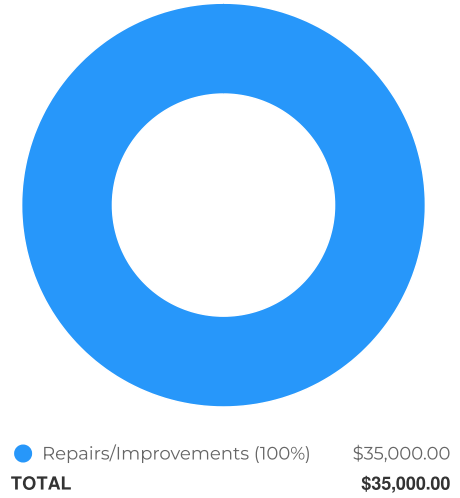
Total Budget (all years)
\$35K

Project Total
\$35K

Capital Cost by Year



Capital Cost for Budgeted Years

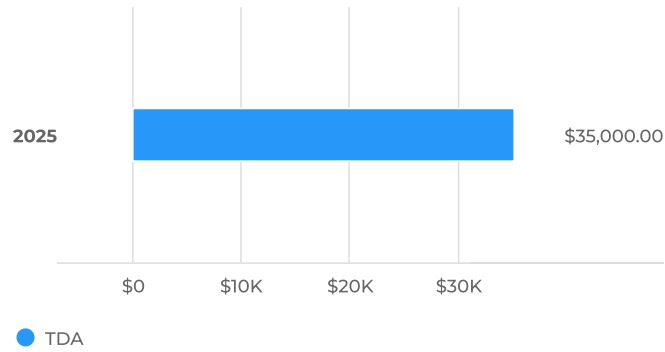


Capital Cost Breakdown			
Capital Cost	To Date	FY2025	Total
Repairs/Improvements	\$0	\$35,000	\$35,000
Total	\$0	\$35,000	\$35,000

Funding Sources

FY2025 Budget **\$35,000** Total Budget (all years) **\$35K** Project Total **\$35K**

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown			
Funding Sources	To Date	FY2025	Total
TDA	\$0	\$35,000	\$35,000
Total	\$0	\$35,000	\$35,000

Transit Capital

Overview

Request Owner: Tamara Edwards
 Department: Capital Program
 Type: Capital Improvement

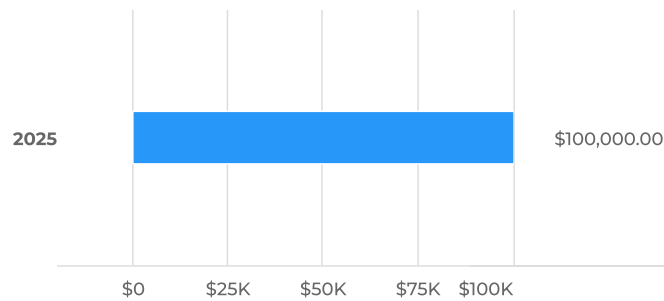
Description

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

Capital Cost

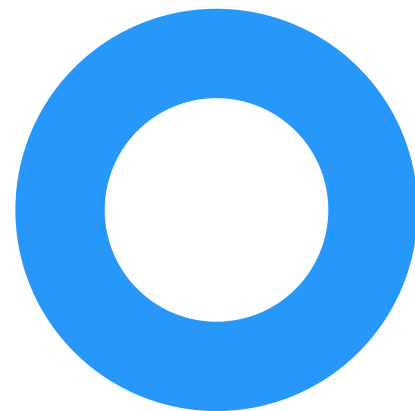
FY2025 Budget: **\$100,000** Total Budget (all years): **\$100K** Project Total: **\$100K**

Capital Cost by Year



● Construction/Maintenance

Capital Cost for Budgeted Years



● Construction/Maintenance (100%) \$100,000.00
TOTAL \$100,000.00

Capital Cost Breakdown		
Capital Cost	FY2025	Total
Construction/Maintenance	\$100,000	\$100,000
Total	\$100,000	\$100,000



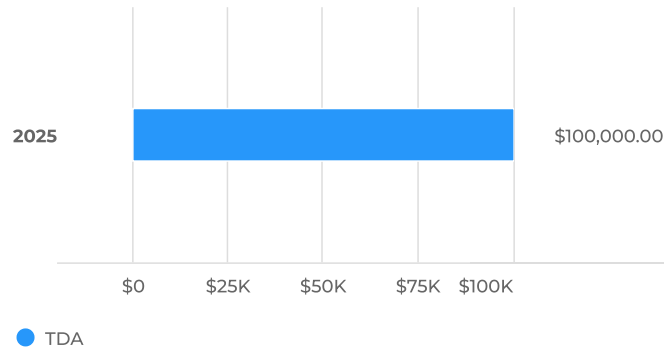
Funding Sources

FY2025 Budget
\$100,000

Total Budget (all years)
\$100K

Project Total
\$100K

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$100,000	\$100,000
Total	\$100,000	\$100,000

Transit Signal Priority Upgrade & Expansion

Overview

Request Owner	Jennifer Yeamans, Senior Grants & Management Specialist
Est. Start Date	07/01/2024
Est. Completion Date	03/31/2026
Department	Capital Program
Request Groups	Dave Massa, Christy Wegener, Jennifer Yeamans
Type	Capital Improvement

Description

LAVTA will replace its existing GPS-Based Transit Signal Priority (TSP) system encompassing 67 intersections located within its service area in Dublin (26 intersections), Pleasanton (8 intersections), and Livermore (33 intersections) to a Cloud-Based TSP system. LAVTA will also expand deployment of the vehicle-side TSP equipment from the current TSP-enabled subfleet of 20 buses to encompass LAVTA's entire fleet of 68 buses in order to optimize flexibility of vehicle assignments to TSP-equipped routes and maximize benefits of travel time reduction, congestion relief, and improved on-time performance in the I-580 corridor.

Details

Type of Project	Other improvement
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Supplemental Attachments

 [RM2 IPR\(/resource/cleargov-prod/projects/documents/9adb6a1d550aa4b6a7e6.docx\)](#)

RM2 IPR

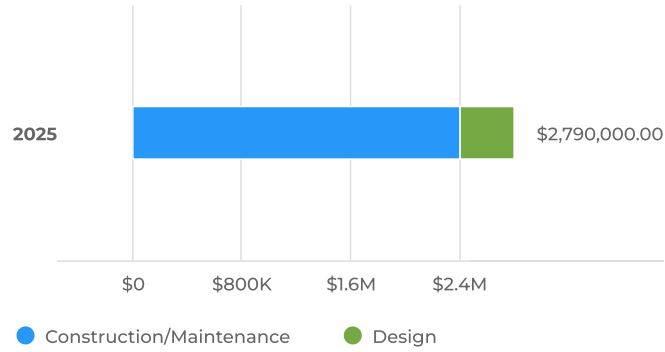
Capital Cost

FY2025 Budget
\$2,790,000

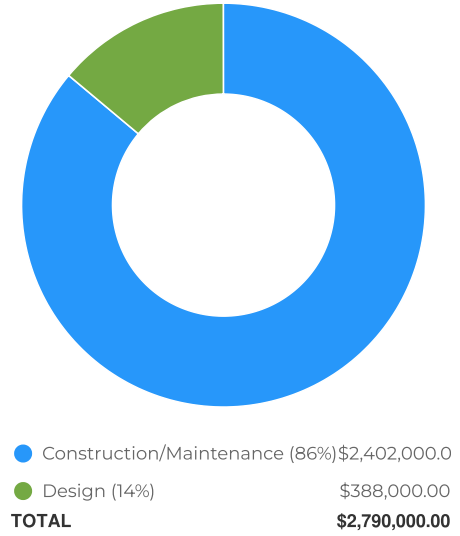
Total Budget (all years)
\$2.79M

Project Total
\$2.79M

Capital Cost by Year



Capital Cost for Budgeted Years



Capital Cost Breakdown		
Capital Cost	FY2025	Total
Design	\$388,000	\$388,000
Construction/Maintenance	\$2,402,000	\$2,402,000
Total	\$2,790,000	\$2,790,000

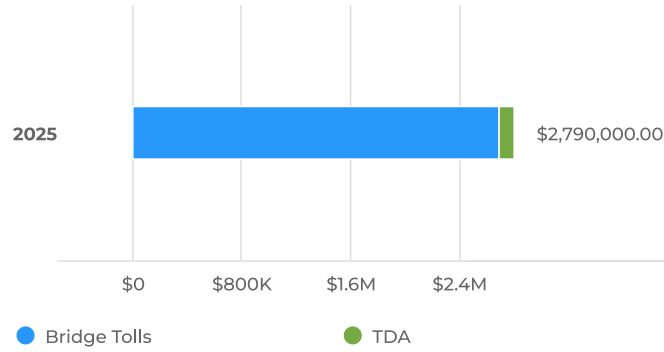
Funding Sources

FY2025 Budget
\$2,790,000

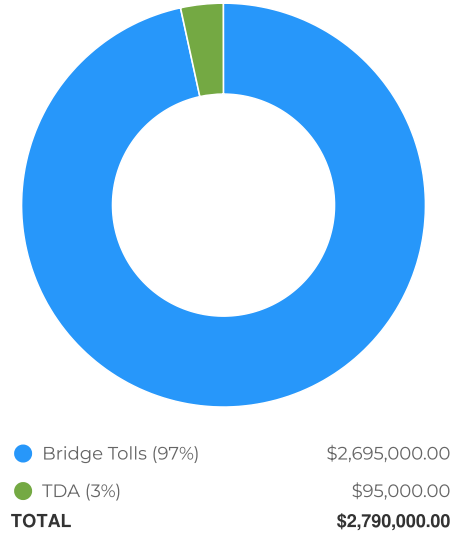
Total Budget (all years)
\$2.79M

Project Total
\$2.79M

Funding Sources by Year



Funding Sources for Budgeted Years



Funding Sources Breakdown		
Funding Sources	FY2025	Total
TDA	\$95,000	\$95,000
Bridge Tolls	\$2,695,000	\$2,695,000
Total	\$2,790,000	\$2,790,000

RESOLUTION NO. 11-2024

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE OPERATING
AND CAPITAL BUDGET FOR FISCAL YEAR 2025**

WHEREAS the Board of Directors of the Livermore Amador Valley Transit Authority at their meeting of May 6, 2024 reviewed the Operating and Capital Budget for Fiscal Year 2025 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 2025, 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 6th day of May 2024.

Melissa Hernandez, Chair

ATTEST:

Christy Wegener, Executive Director