



Bay Area Transportation Authority Board of Directors

Regular Board Meeting Agenda

Monday, October 19, 2026

1:00 PM

Hall Street Transfer Station - Conference Room

115 Hall Street, Traverse City, MI 49684

- 1. Call to Order**
- 2. Pledge of Allegiance and Moment of Silence**
- 3. Roll Call**
- 4. Public Comment – Agenda Items***
- 5. Approval of Agenda / Conflict of Interest**
- 6. Consent Calendar**

The purpose of the consent calendar is to expedite business by grouping noncontroversial items together to be dealt with in one Board motion without discussion. Any member of the Board, staff or the public may ask that any item on the consent calendar be removed and placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the consent calendar, the action noted in the parentheses on the agenda is approved by a single Board action adopting the consent calendar.

 - a. Approval of the Regular Board Meeting Minutes for September 24, 2026 ([page 4](#))
 - b. Acceptance of the following:
 1. Employee Turnover Update – Fourth Quarter FY2026 ([page 9](#))
 2. BATA Board Tracker ([page 11](#))
- 7. Consent Calendar Items Removed**
- 8. Executive Director’s Report ([page 12](#))**

9. Chairperson's Report

10. Guest Presentations

- a. Fleet Tracking Demonstration and Rider Information Concept – HarrisXR LLC ([page 20](#))

11. Financial Update

Financial Update – Patrick Preusser ([page 30](#))

12. Discussion Items

- a. Winter Tire Performance and Driver Feedback – Patrick Preusser ([page 33](#))

13. Action Items

- a. FY2027 Proposed Capital Budget – Patrick Preusser ([page 50](#))

14. Public Comment – General Matters*

15. Closed Session

Closed session pursuant to MCL 15.268(1)(h) to consider a written attorney-client privileged legal opinion concerning Bay Area Transportation Authority v. County of Grand Traverse and County of Leelanau, which is exempt from disclosure under MCL 15.243(1)(g).

16. Other Business

17. Next Meeting

Thursday, December 10, 2026

1:00 p.m.

Hall Street Transfer Station – Conference Room

115 Hall Street, Traverse City, MI 49684

18. Adjourn

*** Public Comment:**

Any interested party or person may address the board on any matter of BATA concern during public comment. Comments will be limited to 5 minutes, and a one-minute warning will be given when needed. Any public comment that becomes disruptive, unduly repetitive, or impedes the orderly progress of the meeting may be terminated by the presiding officer. After you have completed your comments, the board may ask any clarifying questions. If needed, you will be assigned a member of BATA's staff to follow up directly on any open concerns.



Bay Area Transportation Authority Board of Directors

Regular Board Meeting Minutes

Thursday, September 24, 2026

1:00 PM

Suttons Bay Library

416 N. Front Street, Suttons Bay, MI 49682

Draft meeting minutes for approval on October 19, 2026

1. Call to Order

The meeting was called to order by Chair Wayne Schmidt at 1:22 PM.

2. Pledge of Allegiance and Moment of Silence

3. Roll Call

- John Somnavilla – PRESENT
- Gwenne Allgaier – PRESENT
- Sarah Bye – PRESENT
- Janice Wyant – ABSENT (EXCUSED)
- Fern Spence – PRESENT
- Lance Boehmer – ABSENT (EXCUSED)
- Wayne Schmdit – PRESENT

4. Public Comment – Agenda Items

Susan Leithauser representing Peninsula Housing’s proposed attainable workforce housing development at 926 and 980 South Herman Road in Suttons Bay Township provided public comment on their request of the BATA Board to provide a letter supporting the development. Ms. Leithauser provided Board members with a one-page “Project Fast Facts” document for reference.

5. Approval of Agenda / Conflict of Interest

Fern Spence and Gwenne Allgaier disclosed conflicts regarding Agenda Item 15 and recused themselves from consideration of that matter.

Motion by Gwenne Allgaier, supported by Sarah Bye, to approve the September 24, 2026, Regular Meeting Agenda as presented.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

6. Consent Calendar

The purpose of the Consent Calendar is to expedite business by grouping non-controversial items together to be dealt with in one Board motion without discussion. Any member of the Board, staff, or the public may ask that any item on the Consent Calendar be removed and placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the Consent Calendar, the action noted in parentheses on the agenda is approved by a single Board action adopting the Consent Calendar.

- a. Approval of the Regular Board Meeting Minutes for August 13, 2026
- b. Approval of the Study Session Meeting Minutes for September 9, 2026
- c. Acceptance of the following reports
 1. BATA 2026 Strategic Work Plan Update
 2. BATA Board Tracker

Motion by Fern Spence, supported by Gwenne Allgaier, to approve the September 24, 2026, Consent Calendar as presented.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

7. Consent Calendar Items Removed

No items were removed from the Consent Calendar.

8. Executive Director's Report

Patrick Preusser provided his Executive Director's report as detailed in the Board packet and highlighting financial reporting, service and staffing reliability, fare-system implementation, millage information, fleet updates, and engagement with employees and regional partners, including local schools. He also recognized employees for their contributions to safety, customer service, teamwork, and school outreach.

9. Chairman's Report

Chair Wayne Schmidt noted a compliment from local resident who lives in the Long Lake area and regularly uses the Park and Ride at Meijer even though he could drive.

10. Guest Presentations

There were no guest presentations.

11. Financial Update

Executive Director Patrick Preusser reviewed BATA's financial position through August 2026, as detailed in the Board packet. He reported that monthly financial statements were current through August and that the operating position before depreciation was better than budget. He outlined outstanding grant reporting and reimbursement submissions, accounting support from Rehmann, and audit and fiscal year-end priorities. He thanked staff for their work maintaining progress during the Finance Director transition.

Member Sarah Bye requested that staff incorporate the topic of winter tires into future budget discussions for safety and employee satisfaction reasons.

Motion by Fern Spence, supported by Sarah Bye, to accept the FY26 Finance Report as

presented.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

12. Discussion Items

a. FY2027 Proposed Capital Budget

Executive Director Patrick Preusser reviewed the proposed FY2027 Capital Budget, as outlined in the Board packet. The proposal totals approximately \$2.64 million, including \$1,502,338 for ongoing and continuing projects, \$896,040 for proposed new projects, and \$239,838 for contingency. Major investments include replacement buses, vehicle equipment and repairs, stop improvements, fare-system completion, potential technology initiatives, and a potential equipment storage building. Mr. Preusser noted that the previously proposed ticket-vending machines and a grounds mower were no longer included in the budget. Mr. Preusser also noted that staff are evaluating the scope and potential funding sources for a strategic plan and Comprehensive Operations Analysis (COA), with further information to be presented as the work develops.

Mr. Preusser requested Board input on the plan's overall direction, investment level, and alignment with BATA's operational and strategic priorities. Staff will refine project scopes, costs, carryforwards, funding sources, and the projected effect on capital reserves before returning with a final recommendation for Board action in October. No action was taken.

Board Member John Sommovilla questioned the need for an equipment storage building, noting that staff had previously provided assurances that the new facility would have sufficient space. Mr. Preusser recognized staff's work incorporating daily operations and workflows into the facility design to improve efficiency. He agreed that staff would further evaluate the storage need and its priority relative to other anticipated capital needs.

Board Member Sarah Bye noted that, if an equipment storage building proceeds, its size should account for tire storage needs. She also requested that staff consider winter tires in future budget discussions, citing concerns related to safety and employee satisfaction, and requested a driver survey. Mr. Preusser agreed to conduct the survey and complete a risk assessment to inform further consideration.

13. Action Items

a. Michigan Department of Transportation (MDOT) Updated Signatory Authority Resolution

Patrick Preusser explained that the proposed resolution updates BATA's signatory authority following the Executive Director transition, approves MDOT Master Agreement No. 2027-0040 for fiscal years 2027–2031, and authorizes the Executive Director position to execute Master Agreements and related project authorizations under Agreement Nos. 2022-0015 and 2027-0040.

Mr. Preusser noted that the Master Agreement establishes funding terms and requirements but does not itself award funding or authorize a specific project. The delegation remains subject to BATA's approved budgets, procurement requirements, and applicable Board approvals.

Motion by Sarah Bye, supported by John Sommovilla, to approve the Michigan Department of Transportation Updated Signatory Authority Resolution as presented.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

b. Consideration of Suttons Bay Workforce Housing Letter of Support

Executive Director Patrick Preusser presented a draft letter of support for Peninsula Housing's proposed 38-unit workforce housing development in Suttons Bay and the use of tax increment financing at the Board's request following its discussion at the August 13, 2026, meeting.

Mr. Preusser noted that the proposed Brownfield Plan estimates approximately \$64,900 in future BATA tax increment revenue would be captured over 30 years, while BATA would continue receiving revenue based on the property's current taxable value. Actual capture amounts would depend on taxable values, millage rates, development timing, and the duration of the capture.

The letter would not commit BATA to additional funding or new or expanded transit service. Any future service changes would be considered separately through BATA's planning, budgeting, and Board review processes

The Board discussed Tax Increment Financing and its relationship to millage revenue and housing and community projects.

Motion by Sarah Bye, supported by Gwenne Allgaier, to accept the draft letter as presented and authorize Executive Director Patrick Preusser to sign and send the letter to Peninsula Housing.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

14. Public Comment – General Matters*

No public comments were made.

15. Closed Session

The Board did not enter closed session. With two Board members absent and Fern Spence and Gwenne Allgaier indicating they would recuse themselves from consideration of the matter, a quorum was not available to proceed.

Board Member Sarah Bye noted that she could not attend the October 22, 2026, Regular Board meeting. Chair Wayne Schmidt requested that Recording Secretary Kelly Walter survey Board members to confirm whether a quorum would be available and, if not, coordinate rescheduling the meeting to Monday, October 19, 2026, subject to Board member availability.

16. Other Business

a. Traverse City DDA Infrastructure First Development and Tax Increment Financing Plan, 2028–2047

Chair Wayne Schmidt proposed that the Board consider a letter of support for the Traverse City Downtown Development Authority’s Infrastructure First Development and Tax Increment Financing Plan, 2028–2047. Following Board discussion, Chair Schmidt agreed to work with Executive Director Patrick Preusser to prepare background information and a draft letter for Board review and consideration at the October meeting. No action was taken on the proposed support.

17. Next meeting

Monday, October 19, 2026
1:00 p.m.
Hall Street Transfer Station - Conference Room
115 Hall Street, Traverse City, MI 49684

18. Adjourn

The meeting adjourned at 2:26 p.m.

Meeting Minutes Submitted by: *Kelly Walter*

Meeting Minutes Approved on: _____

Gwenne Allgaier, Secretary: _____

Bay Area Transportation Authority

Board of Directors

BOARD REPORT

Consent Item – Employee Turnover Update – Fourth Quarter FY2026

Board Meeting Date:	October 19, 2026
Agenda Section:	Consent Calendar – 6 b 1
Presenter:	Chris Davis, Human Resources Director
Estimated Presentation Time:	None

Background

Recruiting and retaining employees remains a top priority at BATA. Employee turnover is monitored monthly and reported quarterly to the Board of Directors to help assess workforce stability and inform recruitment and retention efforts.

Discussion Summary

Employee turnover was 5.67% in July 2026, with eight separations across administration, dispatch, and bus operations, including two retirements. Turnover declined to 0.71% in August, with one bus operator separation, and increased to 4.32% in September, with six separations in bus operations. Recruitment and retention remain priorities, particularly for bus operator positions.

Financial Impact

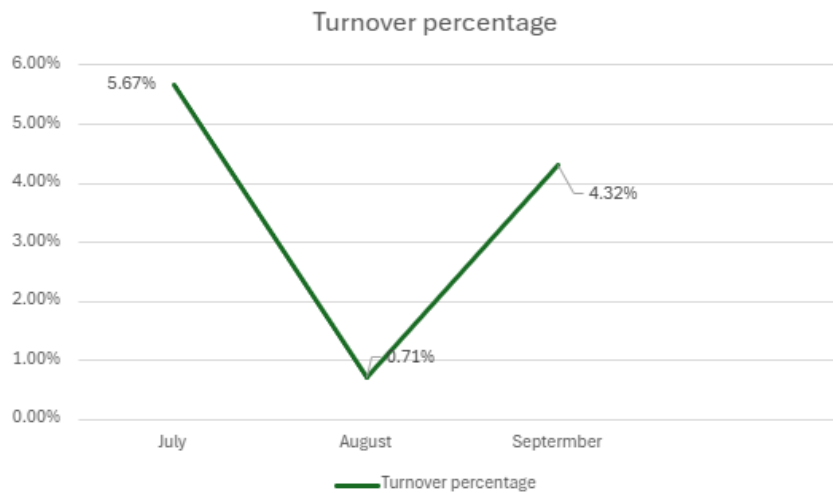
There is no financial impact associated with this informational update.

Attachments

- A. Employee Turnover Summary, July–September 2026



Employee Turnover Fourth Quarter FY2026



Quarter Month	Number of Employees Turned Over	Average Number of Employees	Turnover Percentage
July	8	141	5.67%
August	1	140	0.71%
September	6	139	4.32%

BATA Board Tracker

Improving lives by linking people and communities.

Board Meeting Date Discussed	Board or Staff Member	Topic	Status
6/25/2026	Eric Lingaur	Coalition to End Homelessness	Completed – Bill Clark is the BATA liaison with this group and task force
6/25/2026	Patrick Preusser	Leelanau Service - Financial Analysis	
8/13/2026	Patrick Preusser	Fare System Board Study Session	Completed 9/9/2026
8/13/2026	Eric Lingaur	Fare System - Remove Ohio from App selection menu - Explore loyalty programs - Explore marketing grouping and campaigns - Professional script for drivers so they know how to respond to questions	In discussions with vendor
8/13/2026	Patrick Preusser	Social Training for Staff - Crisis intervention training - Trauma-informed justice - Empathy over frustration - De-escalation skills - Disability awareness with practical examples relevant to our driver's interactions with riders	Scheduled for November 11, 2026 with Traverse City Police Department Social Worker Coordinator
8/13/2026	Eric Lingaur	November 3rd Millage - Video interview of students who ride BATA sharing their experience; Post on social media	In progress
8/13/2026	Patrick Preusser	Suttons Bay Housing Project - Letter of Support for TIF	Completed 9/24/2026
9/24/2026	Patrick Preusser	Winter Tires - Driver Survey and Needs Analysis	

Bay Area Transportation Authority

Board of Directors

BOARD REPORT

Executive Director's Report

Board Meeting Date:	October 19, 2026
Agenda Section:	Executive Director's Report - 8
Presenter:	Patrick Preusser, Executive Director
Estimated Presentation Time:	10 minutes

Executive Summary

Since the September 24 Board meeting, BATA has focused on financial reporting, recruitment and training, strategic planning, fleet readiness, and community partnerships, guided by our five Core Pillars of Excellence.

BATA provided 495,938 rides during FY2026, October 1, 2025, through September 30, 2026—an increase of 2.8% over the previous fiscal year.

Separate agenda items address financial results, winter tire performance and driver feedback, and the FY2027 proposed capital budget. The privileged legal opinion will be considered in closed session.

Strategic Priorities

BATA's immediate organizational priorities remain focused on:

- Strengthening driver recruitment, retention, and training to support reliable service.
- Completing the Finance Department transition and sustaining accurate reporting and compliance.
- Preparing employees and riders for the new fare system.
- Providing clear, factual information about the November 3 millage renewal.
- Refining strategic plan and comprehensive operations analysis scopes with employee, Board, and stakeholder input.
- Improving business systems, documented processes, performance monitoring, and coordination.

Key Updates

Finance Transition and Organizational Practices

BATA's financial reporting is current. The FY2026 MDOT Year-End Reconciliation and follow-up documentation were submitted.

Rehmann's task-specific authorizations cover reporting, audit preparation, forecasting, financial systems, and documented processes. Staff are strengthening separation of duties for federal grants and standardizing policies, plans, procedures, and work instructions.

Second-round Director of Finance interviews were conducted during the week of October 12. Financial audit proposals are due October 30.

IT continues cybersecurity work and data security education.

Staffing, Service, and Ridership

Operations continued new-hire training, with three employees passing their CDL road tests. Two anticipated new hires did not report for their scheduled October 12 start. At the time this report was prepared, a third candidate was scheduled to begin October 14.

FY2026 fixed-route ridership increased 6.0% to 359,265 rides. LINK provided 103,071 rides, down 6.3%, and agency service accounted for 33,602 rides. Trends inform planning; the September service change will be evaluated using performance data.

Human Resources is reviewing employee medical, dental, vision, and ancillary insurance alternatives following a staff survey. HUB International is supporting December 1 renewals for property, workers' compensation, liability, auto, umbrella, and cyber coverage.

Strategic Planning and Federal Coordination

Leadership is refining the proposed 2028–2034 strategic plan and comprehensive operations analysis scopes and estimated costs with Networks Northwest. The analysis supports a strategic priority evaluating service design, schedules, staffing, vehicles, technology, and performance.

Work includes refining costs, avoiding duplication, and coordinating transportation planning amendments. Federal Transit Administration (FTA) discussions addressed reporting, passenger-count validation, grant updates, and potential Section 5307 planning eligibility. Eligibility and technical approaches remain under review.

Fare System and Millage Information

Fare preparation includes employee readiness, rider education, and operational support. The October 28 Local Advisory Council meeting offers opportunities to explain the system and hear feedback. Launch timing remains subject to readiness.

Community engagement supports factual information about the November 3 millage renewal. The website refresh continues.

Community and Regional Partnerships

Meetings with Norte, Rotary Charities, and the South Airport Road advisory group explored transit connections, education, project support, and infrastructure planning.

Leelanau County Senior Services, Village at LaFranier Woods, and YMCA discussions addressed transportation and access. Outreach began to potential partners supplementing LINK throughout Grand Traverse and Leelanau Counties. Benzie Bus and Crawford County Transportation Authority meetings addressed regional transfers.

Traverse Connect, MPTA, and Michigan Townships Association meetings informed regional, legislative, and financial priorities. Leelanau Uncaged set a September 26 record with 143 rides, up 40% from 2025.

Fleet, Facilities, and Knowledge Transfer

Three propane-powered E450 buses arrived October 9; two E450s and one Freightliner are expected by November's end. Hall Street landscape infill is planted. Fuel Cloud electrical issues are expected to be resolved by mid-October. Winter preparation and Kurt Braun's knowledge-transfer sessions support readiness ahead of retirement.

Employee Recognition

This month, we recognize driver Doris Morgan for 20 years of service and her upcoming retirement. We thank her for helping people reach their destinations and stay connected to their community.

I also recognize employees advancing the Veterans Affairs bus-wrap partnership, Suttons Bay library transit event, and financial audit RFP. Operations staff stepped up to maintain uninterrupted driver training. Their teamwork strengthens community connections, responsible stewardship, and support for new drivers.

Upcoming Milestones

- Advancing Director of Finance recruitment and reviewing financial audit proposals.
- Continuing driver recruitment, training, and service performance review.
- Preparing for strategic planning workshops with leadership, the Board, and stakeholders.
- Completing and submitting FTA Federal Financial Reports and Milestone Progress Reports.
- Continuing fare system education and readiness activities.
- Providing factual millage information ahead of November 3.
- Preparing new vehicles for service and continuing knowledge transfer.

Financial Impact

There is no direct financial impact associated with this report. Financial matters requiring Board consideration are presented separately within the Financial Update and accompanying agenda items.

Attachments

- A. FY2026 Ridership Summary and Trends — October 1, 2025–September 30, 2026



Bay Area Transportation Authority

*Improving lives by linking
people and communities.*

Attachment A

Ridership Report

Q4 2026 (July – September)

FY 2026 (October 2025 – September 2026)

Presentation to BATA Board of Directors

Patrick Preusser

Executive Director

October 19, 2026

Q4 2026 Ridership

Year / Quarter	Fixed Ridership	Link Ridership	Agency Ridership	Total Ridership	% Change
FY 2026 Q4	106,688	27,825	8,383	142,896	2.9%
FY 2025 Q4	101,974	28,056	8,783	138,813	29.0%
FY 2024 Q4	70,068	28,519	9,000*est.	107,587	12.6%
FY 2023 Q4	60,161	26,381	9,000*est.	95,542	7.3%

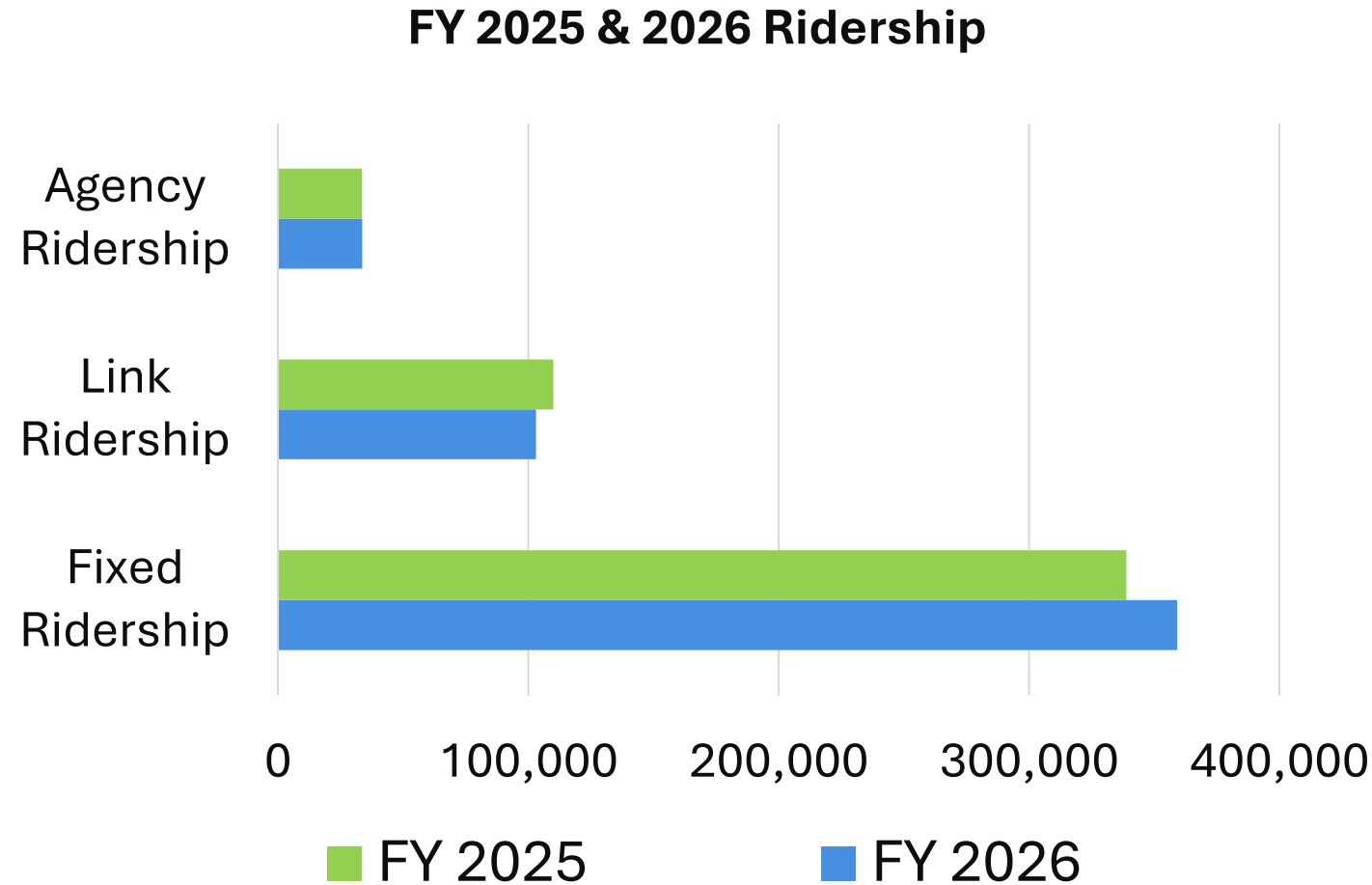
** Because Via wasn't accurately tracking Agency Ridership at the time in 2023 and 2024, we were basing Agency Ridership on the estimated number of passengers signed up per Agency route per year.*

FY 2026 Total Ridership

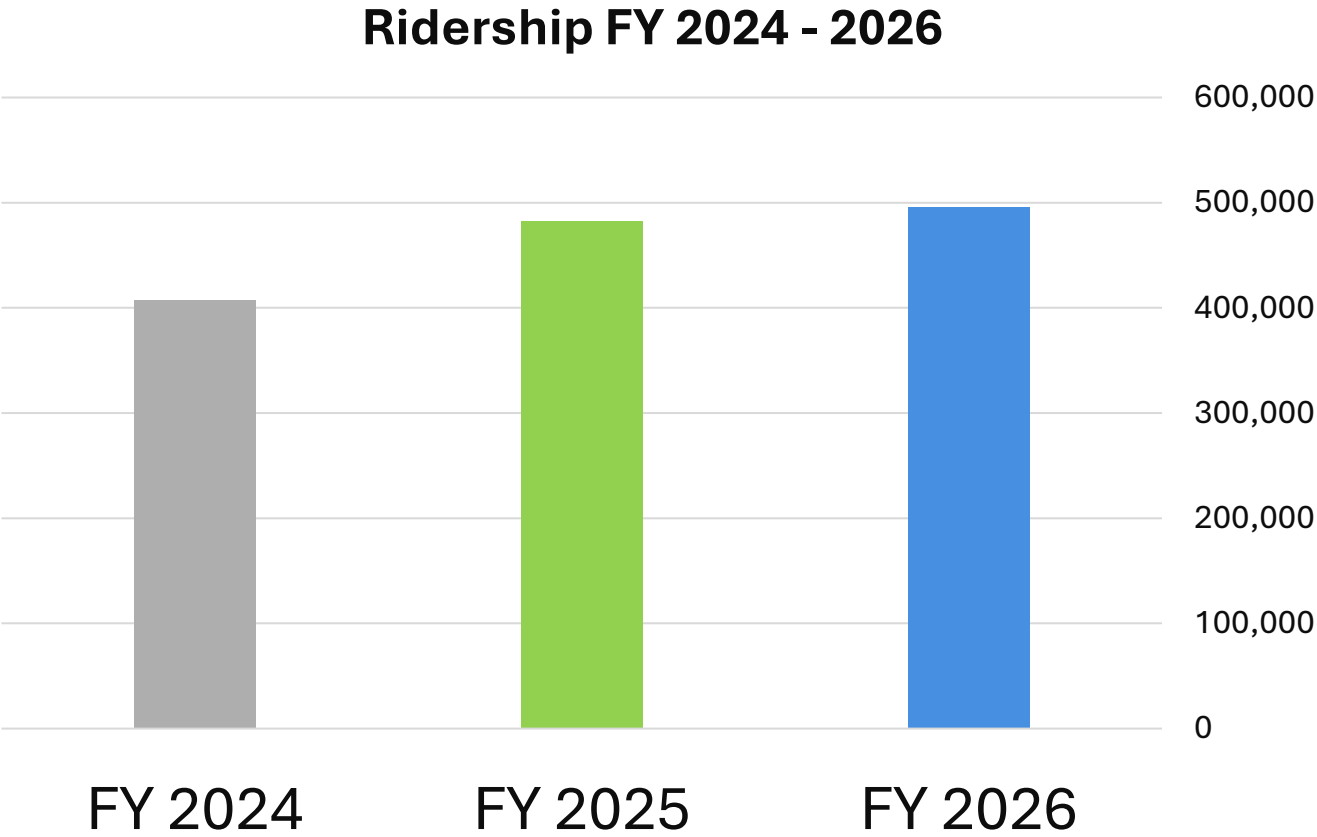
Fiscal Year	Fixed Ridership	Link Ridership	Agency Ridership	Total Ridership	% Change
FY 2026	359,265	103,071	33,602	495,938	2.8%
FY 2025	338,909	110,032	33,567	482,508	18.5%
FY 2024	260,193	111,187	35,932* est.	407,312	

** Because Via wasn't accurately tracking Agency Ridership at the time in 2024, we were basing Agency Ridership on the estimated number of passengers signed up per Agency route per year.*

Service Comparisons 2025 & 2026



Year over Year Ridership 2024 - 2026



HARRIS X

TRAVERSE CITY, MICHIGAN

Web apps • GPS systems • Automation

MEET HARRISXR

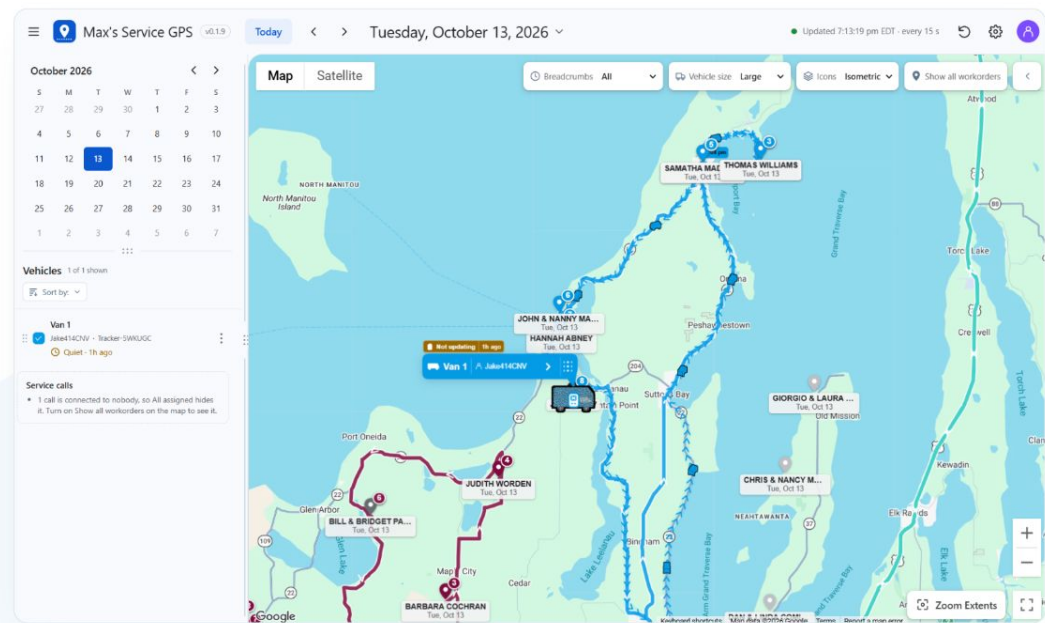
**We build software
for innovative
lifestyles.**

Two developers. Based in Traverse City.

Aaron Michael Harris - CEO & Technical Lead

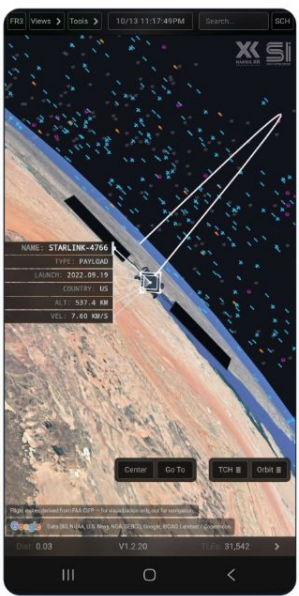
PREVIOUS WORK

Work you can see.

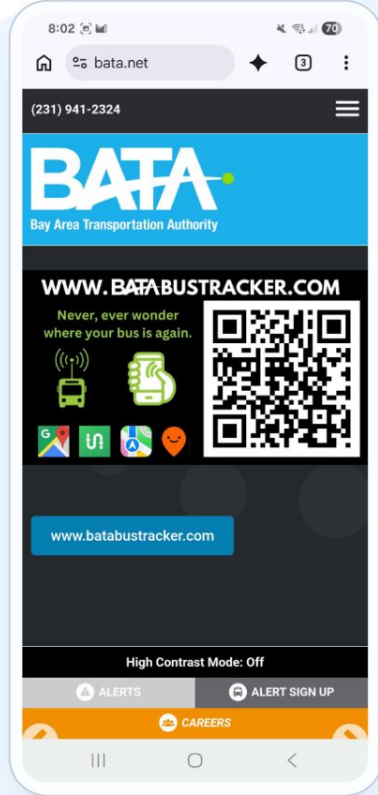


Max's Service GPS
Fleet location and work orders

Aaron Michael Harris - HarrisXR LLC



Forerunner 3
Space Interactions Inc
Satellite data

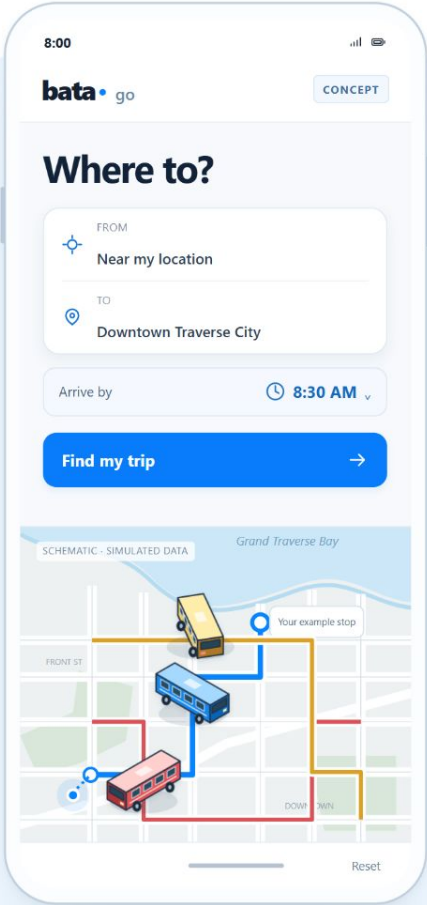


BATA homepage - Supplied screenshot

THE FIRST VISIT

This is the starting point.

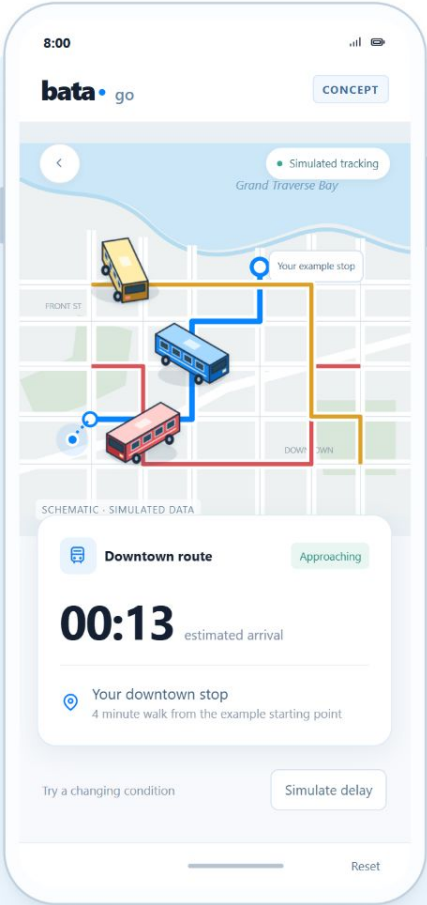
Problem: Bus Tracker is not intuitive, requires pre-reading, big learning curve, and needs software updates to work properly.



AN EXAMPLE RIDER

The car is
in the shop.

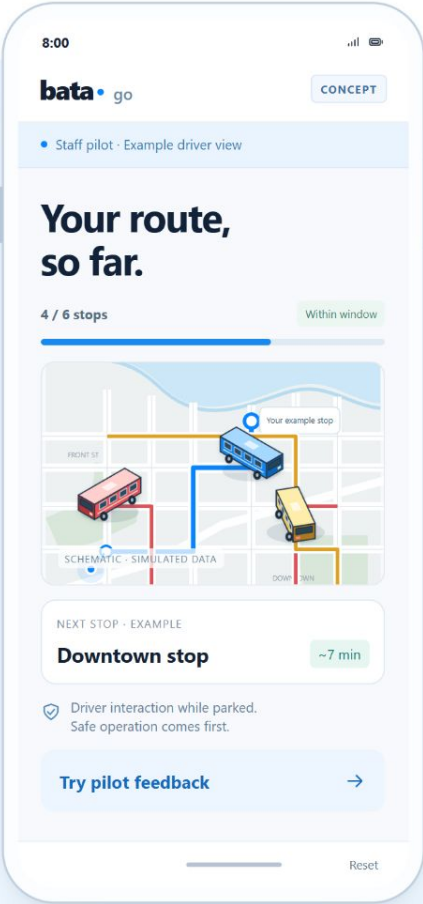
Work still starts at 8:30.



A PROPOSED EXPERIENCE

See the bus. Know the plan.

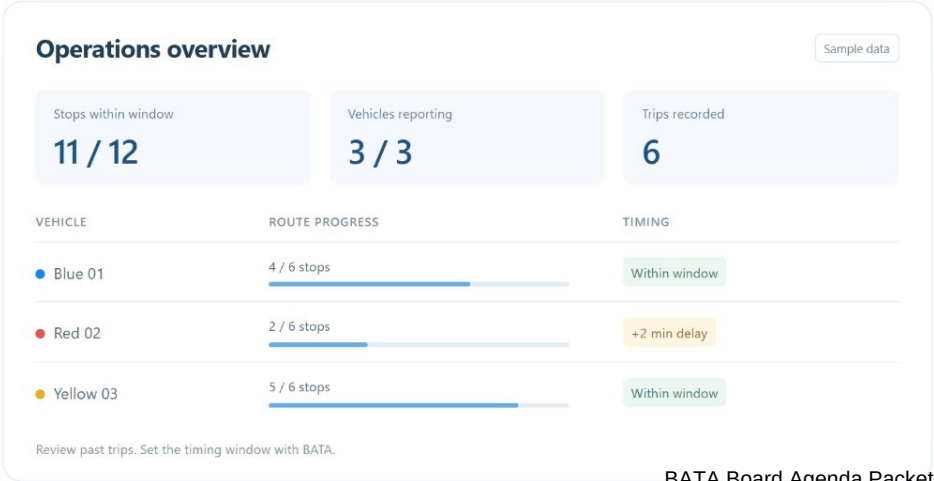
One clear trip. An arrival estimate.



DRIVER + HQ · PROPOSED VIEWS

Realtime Bus Data

Full history and realtime information on all vehicles at your fingertips.





Particle · Tracker One

A FIRST TEST

Start with proven hardware.

Particle Tracker One.
Used in our fleet work.

Test with 1–2 vehicles.

PLANNING ESTIMATES · SCOPE TO CONFIRM

A cost that scales with the fleet.

DEVELOPMENT · ONE TIME

\$100k

Project Development Phases Start to Launch

Each Tracker · One time

\$300 / vehicle

GPS MAINTENANCE

\$120 / vehicle / month

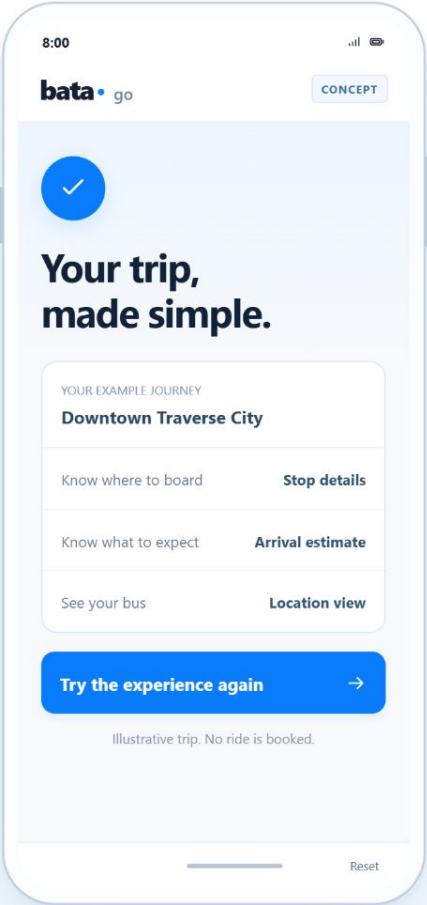
Service for each tracked vehicle

+ Support Retainer · 10 hours

\$1,000 / month

Estimate, not a quote. Final scope needs staff review.

Hosting, maps, connectivity, installation and taxes are extra.



THE NEXT STEP

Let's work together.

We have many ideas, we'd love to hear yours.

HARRISXR · TRAVERSE CITY

Thank you!

Let's plan the first test.

Aaron Michael Harris

CEO & Technical Lead
HarrisXR LLC

aaron@harrisxr.com

Try a demo out



harrisxr.com/bata

Page password: **bata**

Bay Area Transportation Authority

Board of Directors

BOARD REPORT

Financial Update

Board Meeting Date:	October 19, 2026
Agenda Section:	Financial Update - 11
Presenter:	Patrick Preusser, Executive Director
Estimated Presentation Time:	5 minutes

Executive Summary

BATA's fiscal year ended September 30, 2026. As of October 14, the September month-end and FY2026 year-end close remain in progress. Completed financial statements are not included in this Board packet. The most recent completed statements presented to the Board cover the period through August 31, 2026.

Bank and cash reconciliations are complete, and recurring monthly journal entries are largely complete. Remaining work includes recording outstanding expenses, reconciling operating assistance revenue and balance sheet accounts, calculating year-end adjustments, and preparing audit documentation.

This update maintains regular Board reporting while that work continues. Staff plan to complete and review the September and FY2026 year-end financial statements at the December Board meeting. The statements will be unaudited and remain subject to adjustments through the annual audit.

Financial Overview

The financial results through August presented at the September Board meeting remain the latest completed results and do not represent BATA's full FY2026 position.

Completed unaudited results will reflect September activity and year-end adjustments, including outstanding invoices, state and federal operating assistance receivables, compensated absences, subscription arrangements, and capital asset accounting. The amounts and combined financial effect of outstanding adjustments have not yet been determined.

Key Updates

Staff reported the following status as of October 14:

Activity	Status
Bank and cash reconciliations	Complete.
Recurring monthly journal entries	Largely complete; remaining entries require completion and review.
Income statement and MDOT Operating Assistance Report (OAR) reconciliation	In progress, including reconciliation of recorded expenses to eligible operating expenses used to calculate assistance.
Federal and state operating revenue	Calculation, recording, and reconciliation of revenue and related receivables are in progress.
Outstanding expenses and fiscal-year cutoff	Staff are collecting and entering invoices, determining the appropriate fiscal period, and preparing accruals for FY2026 expenses not yet recorded.
Remaining balance sheet accounts	Reconciliation of receivables, prepaid expenses, accrued expenses, deferred revenue, and other balances are in progress.

Rehmann is assisting with property-tax reconciliation, accrued vacation calculations, and review of the OAR methodology and process.

Fiscal Year-End Review and Audit Preparation

The year-end process includes completing account reconciliations and reviewing revenues and expenses for completeness, accuracy, and proper classification. It also includes review of the balance sheet, income statement, capital assets, reserve balances, supporting fund statements, and reserve-related cash transfers.

Supporting schedules and documentation are being assembled for the annual audit. Prior audit findings and adjustments are being reviewed to identify necessary FY2026 accounting entries and related procedural improvements that remain outstanding.

Year-End Adjustments and Reconciliation Priorities

The following items require further calculation or review before the year-end financial statements are completed:

- **Operating assistance and federal reporting** - Staff and Rehmann are reviewing the OAR methodology and supporting calculations to confirm eligible expenses and related assistance amounts. A meeting is planned for the week of October 19 to review alignment between Federal Financial Reports (FFRs), Milestone Progress Reports (MPRs), and supporting records, along with third-quarter federal draw calculations and preliminary fourth-quarter draw amounts. Calculation questions identified on the third-quarter worksheet will be addressed as part of that review.

- **Advertising revenue and receivables** - Staff are reviewing commission-related adjustments, account coding, and reconciliation of amounts billed, owed, and received. Any necessary corrections will be recorded.
- **Compensated absences** - Staff and Rehmann will calculate and review the FY2026 liability and expense for earned leave under GASB 101, taking into account the adjustment identified during the FY2025 audit.
- **Subscription assets and liabilities** - The FY2025 audit identified an adjustment for unrecorded subscription assets and liabilities. Staff will review applicable arrangements and record the necessary FY2026 balances and activity.
- **Accounts receivable collectability** - Consistent with the FY2025 audit recommendation, outstanding receivable balances will be reviewed to determine whether allowances or write-offs are appropriate.
- **Additional closing entries** - Invoices received after year-end and reconciliation of remaining accounts may require additional adjustments.

These priorities include recurring year-end accounting work and specific reconciliation matters requiring follow-up. Their financial effect will be reflected in the completed statements and explained to the Board

Next Steps

Staff's immediate priorities are to:

- Complete outstanding September entries, account reconciliations, and year-end adjustments.
- Resolve questions affecting operating assistance, federal draw calculations, and related reporting.
- Verify and document the status of previously outstanding reimbursement submissions and remaining reporting deadlines.
- Coordinate responsibilities, supporting documentation, and internal completion milestones with Rehmann.
- Complete and review the September and FY2026 year-end financial statements ahead of the December Board meeting.
- Continue audit preparation and address procedural improvements identified through the review process.
- Material financial issues, reporting deadlines at risk, or changes to the planned December update will be communicated to the Board as they arise.

Attachments

None.

Bay Area Transportation Authority

Board of Directors

BOARD REPORT

Discussion Item - Winter Tire Performance and Driver Feedback

Board Meeting Date:	October 19, 2026
Agenda Section:	Discussion Items - 12 a
Presenter:	Patrick Preusser, Executive Director
Estimated Presentation Time:	10 minutes

Background

At the September 24 Board meeting, concerns were raised about bus tires and winter vehicle handling. Management requested a joint Operations and Fleet review to evaluate driver experience alongside incident and maintenance records, tire practices, and existing safety controls.

Staff distributed a survey concerning the 2025–26 winter season and prepared an initial safety risk assessment. This discussion summarizes driver feedback, current practices, and areas requiring further verification. No Board action is requested.

Discussion Summary

Driver Feedback

The survey received 36 responses. Thirty-one respondents reported driving in winter conditions, and 28 answered the detailed performance questions. Respondents represented fixed-route, demand-response, agency, and multiple services.

Among the 28 respondents answering the handling question:

- 12 rated traction and handling good or very good.
- 11 rated it fair.
- Three rated it poor; none rated it very poor.
- Two indicated that performance varied or they were unsure.

Reported experiences included getting stuck in snow (17 respondents), difficulty gaining traction (15), difficulty stopping (13), and sliding or loss of steering control (13). Multiple selections were permitted.

Respondents identified snow or ice on the road (21), tires or tire condition (16), snow depth (14), and route or stop location (nine) as possible contributing factors. Thirteen respondents reported noticeable handling differences between vehicles.

The feedback identifies concerns requiring follow-up but does not establish incident frequency, tire-related causation, or fleet-wide performance. The survey includes 20 written comments and 13 responses describing differences among vehicles in winter handling. Recurring concerns involve traction, stopping distance, tire tread and suitability, and performance of 300-series vehicles. Comments also identify route and driveway conditions, visibility, and winter driver training as areas for follow-up. These firsthand accounts are important safety input and warrant targeted review. The survey alone does not establish incident frequency, tire-related causation, or fleet-wide performance. Staff will review the reported events and vehicle concerns alongside maintenance, tire inspection, and operational records to determine whether corrective actions are needed and what those actions should be.

Current Tire-Management Practices

Fleet staff report that tires are inspected during scheduled maintenance and driver pre-trip and post-trip inspections. Existing practices include tire-condition tracking through Fleetio, vendor consultation, evaluation of tire options, and earlier replacement when winter performance warrants it. Where practical, staff may assign a different vehicle while a driver's concern is evaluated.

Tire products and tread types vary across vehicle classes. Further review will consider their winter suitability alongside operating conditions, driver feedback, and documented performance. Operations and Fleet staff will be available to explain these practices and respond to Board questions.

Initial Assessment and Follow-Up

The initial assessment identifies reduced traction, stopping ability, and directional control as winter hazards that could result in collisions, stranded vehicles, or service disruption. It documents staff-reported controls, including inspections, tire-condition tracking, driver training, weather notifications, and earlier tire replacement when warranted.

Probability, severity, and overall risk classifications have not yet been established. Driver feedback identifies concerns but does not independently establish incident frequency, causation, or the effectiveness of existing controls.

The assessment establishes the following actions:

Review driver comments and vehicle-specific concerns against incident, road-call, tire, and maintenance records by October 23.

- Confirm tire specifications, winter suitability, and replacement criteria by October 30.
- Evaluate winter-driving refresher needs by October 30.
- Update the risk evaluation and management decision using the findings by October 30.

Operations and Fleet staff will coordinate the review and monitor winter handling concerns and maintenance trends. Existing inspections and reporting practices will continue, with specific safety concerns addressed promptly.

Board discussion is requested on the findings and any additional information members would like included in a follow-up. Management remains responsible for evaluating controls and addressing identified safety concerns.

Financial Impact

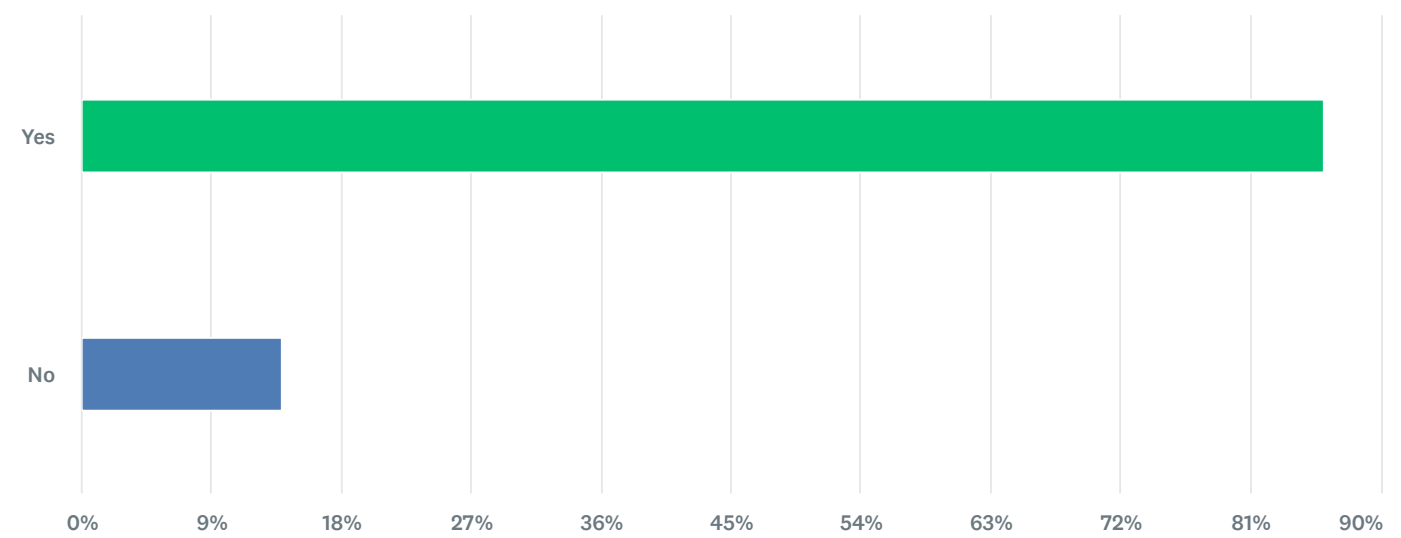
No additional expenditure is requested through this discussion item. Fleet staff report an annual tire budget of \$66,283. Any proposed changes to tires, training, or equipment will be evaluated for cost and funding availability and brought forward for approval where required.

Attachments

- A. 2025–26 Winter Vehicle Performance Survey: Summary Results.
- B. Initial Winter Vehicle Handling Assessment

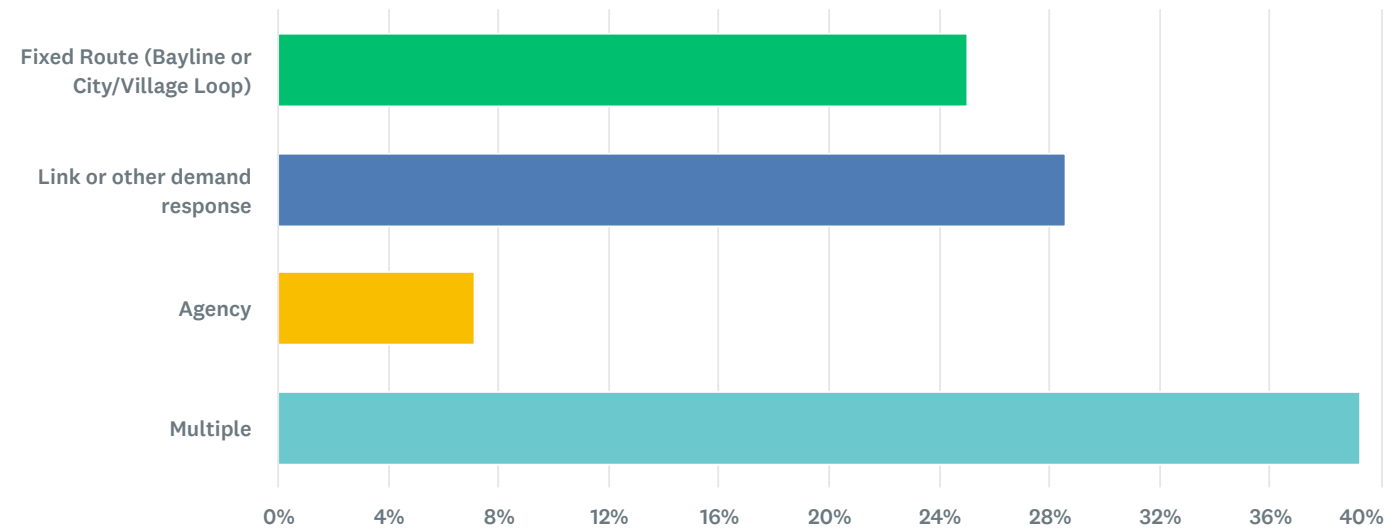
Q1 36 responses

Did you drive a BATA vehicle in winter conditions during the 2026 season?



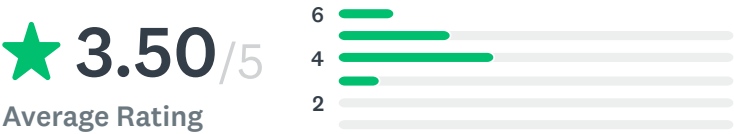
Q2 28 responses

Which service did you drive in winter conditions? Choose one.



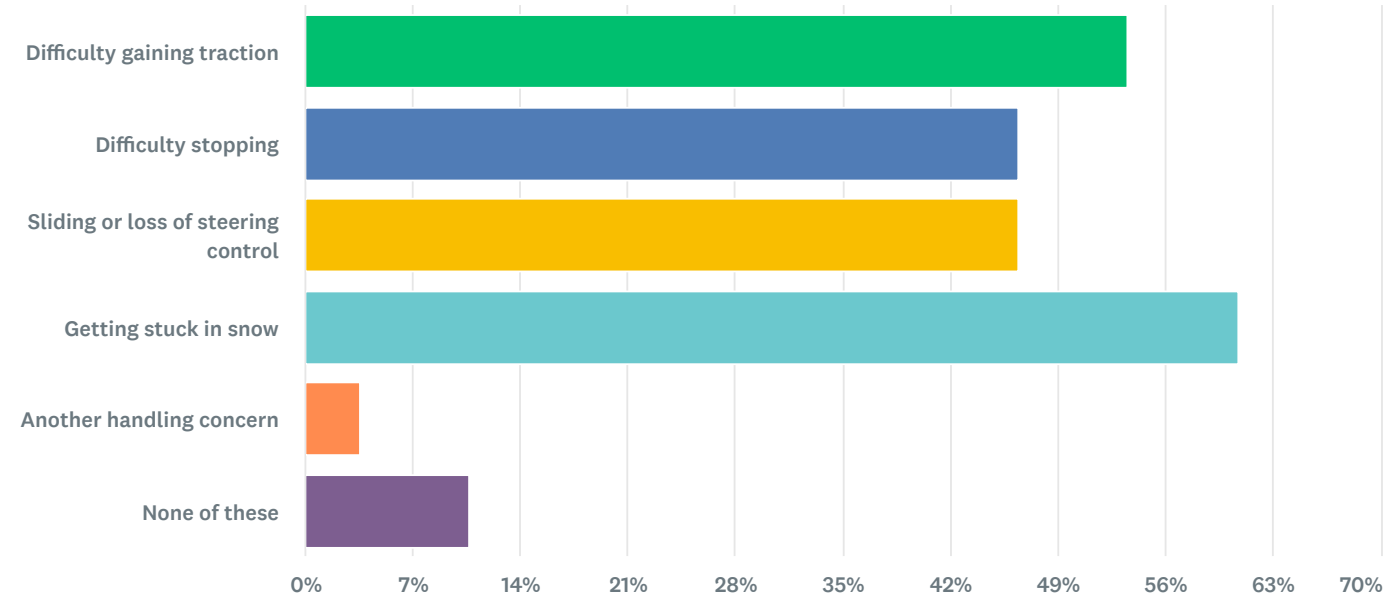
Q3 28 responses

How would you rate the winter traction and handling of the vehicles you drove?



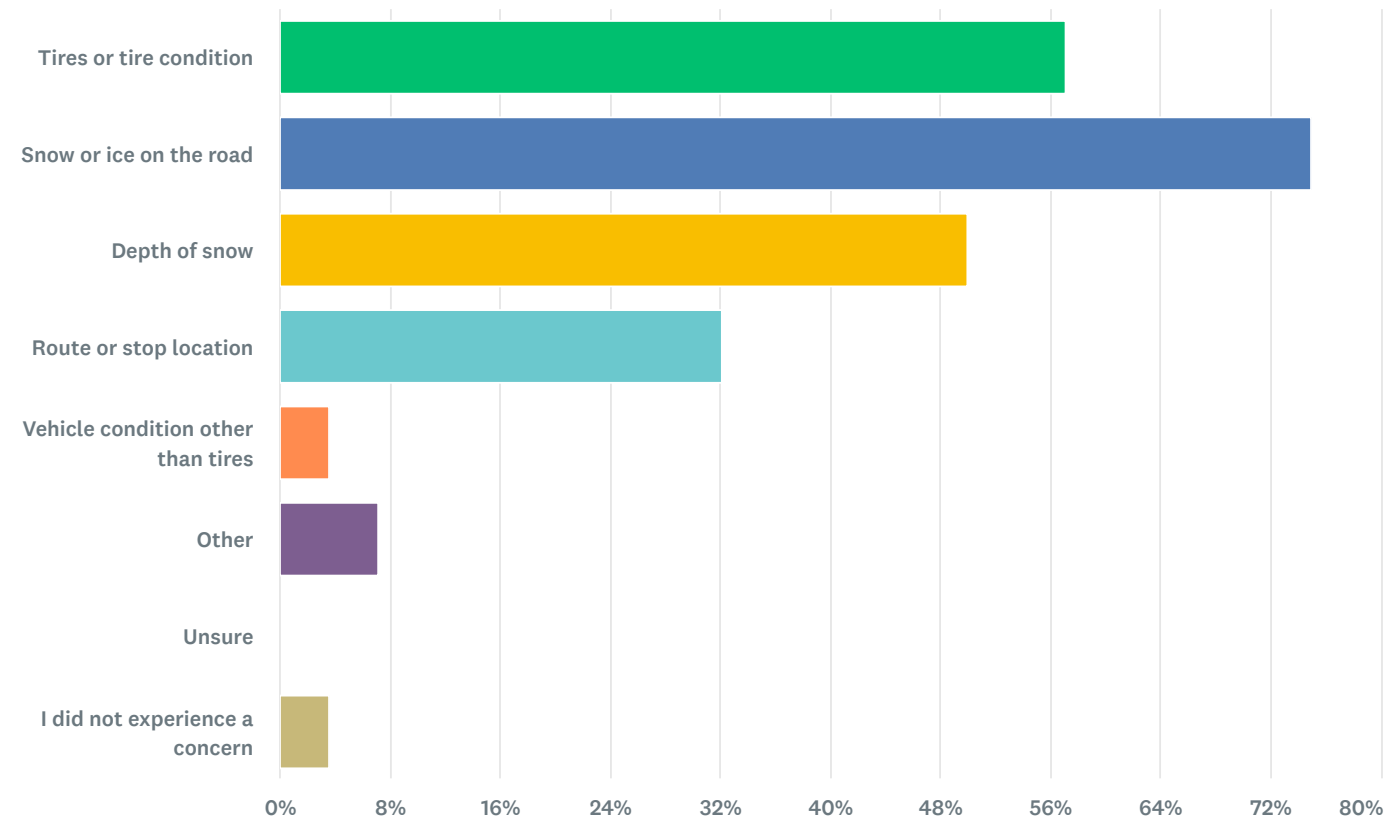
Q4 28 responses

Which of the following did you personally experience while driving in winter conditions? Select all that apply.



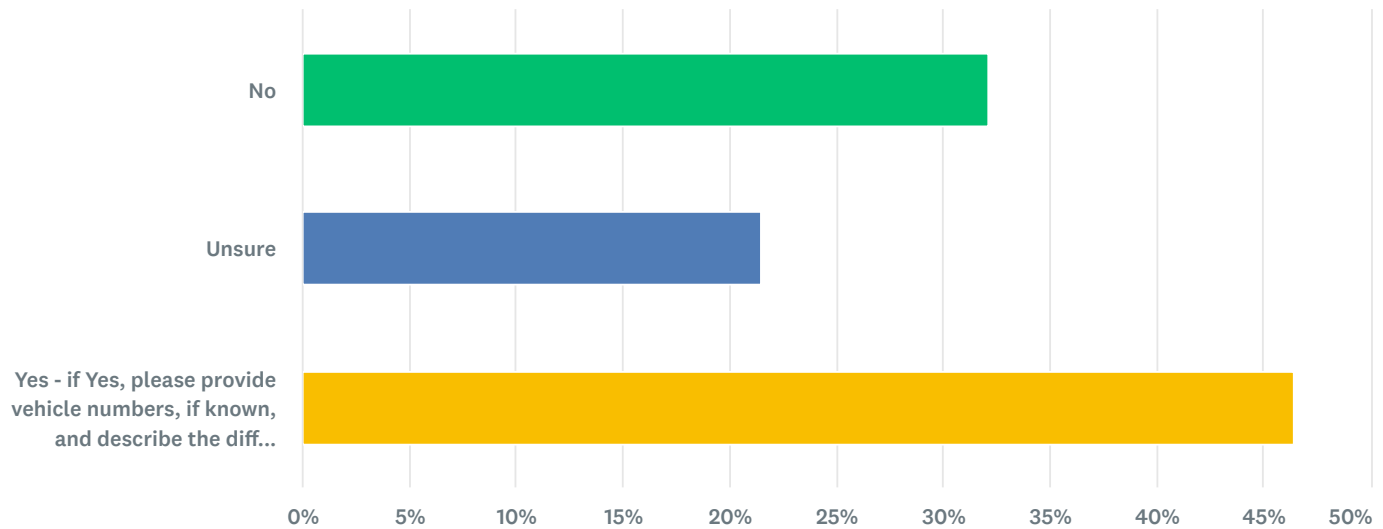
Q5 28 responses

If you experienced a concern, what do you believe contributed? Select all that apply.



Q6 28 responses

Did any vehicles handle noticeably better or worse than others in winter conditions?



Answer Choices	Percentage	Responses
● No	32.14%	9
● Unsure	21.43%	6
● Yes - if Yes, please provide vehicle numbers, if known, and describe the difference.	46.43%	13
Total		28

#	YES - IF YES, PLEASE PROVIDE VEHICLE NUMBERS, IF KNOWN, AND DESCRIBE THE DIFFERENCE.	DATE
1	The 400 & 500 buses were better than the 200s.	10/6/2026 10:17 AM
2	Those 300 series are often too heavy to gain traction in Bay Hill when it's not plowed.	10/5/2026 12:06 PM
3	The "300" series busses are terrible in the snow.	10/5/2026 10:56 AM
4	The 300-series buses had very poor traction in winter conditions. I don't recall the specific vehicle numbers, as this was last winter. Even with only 1–2 inches of snow or slushy conditions, there were significant issues with starting, stopping, and maintaining traction. Stopping distances were considerably longer, and even recently cleared parking lots could be difficult to navigate. These conditions are routine in Northern Michigan, where substantially heavier snowfall is common. The tires appeared to be a major contributing factor.	10/5/2026 9:21 AM
5	300s with decent tires ok...newer ones not good, front tires made for summer	10/5/2026 8:04 AM
6	300 series	10/4/2026 7:26 PM
7	Smaller busses Handel worse than larger busses	10/2/2026 8:42 PM
8	315-321	10/2/2026 7:35 PM

9	550 without the good snow tires would slide down any sloping grade even when completely stopped	10/2/2026 5:46 PM
10	Thomas busses and 400s have always been my friend.	10/2/2026 5:43 PM
11	Some had newer drive tires	10/2/2026 5:04 PM
12	321 required one of our mechanics with a tow rope in order to move from ice at Lot X. Even with that, it then slid sideways into bus stop sign	10/2/2026 4:58 PM
13	Diesel Vans were outstanding, EV Vans should not be on the road in slick conditions.	10/2/2026 4:21 PM

Q7 Comment (Optional): Please describe a specific winter driving concern or a change you recommend.

Answered: 20 Skipped: 16

#	RESPONSES	DATE
1	When I was driving city loop buses, the tires were sometimes a problem, due to lack of tread.	10/6/2026 10:17 AM
2	I was stuck twice in Bay Hill on the same shift. I was able to get out one time, the other required Goodwrench. Both the predecessor and successor drivers of Route One experienced getting stuck. One required Goodwrench as well.	10/5/2026 12:06 PM
3	Recommend have better winter tires. Not having tires at minimum tread depth especially for Link drivers.	10/5/2026 10:56 AM
4	I recommend tires that are better suited for Northern Michigan winter conditions, particularly on the 300-series buses. Snowfall of 1–2 inches and slushy roads are routine conditions here, not extreme weather. A transit bus should be able to safely start, stop, and maintain traction in these conditions. Last winter, traction and stopping distance were significant concerns even during relatively minor snowfall. With heavier snow, the problems were considerably worse.	10/5/2026 9:21 AM
5	400s need way better steer tires	10/5/2026 8:04 AM
6	Visual obstructions in cabin of bus often caused increased difficult during in climate weather. "A" post obstructions and ghost technology often are more distracting than helpful. Having backup cameras in all the vehicles would make a huge difference. Also, I'd like to see training prior to Winter. Especially for the link drivers. On not taking unnecessary risks when picking up passengers on unfamiliar driveways. It's removal of ghost technology and unnecessary obstructions.	10/4/2026 4:15 PM
7	Only drove 200 series vehicles during this time.	10/3/2026 8:53 AM
8	Snow tires are the main thing for winter driving. Some buses equipped with all season tires performed poorly	10/3/2026 7:10 AM
9	Bus got stuck middle of intersection of county line and summit city. Depth of snow wasn't problem it's the tires. Won't grip surface There not winter tires.	10/3/2026 12:20 AM
10	Rear tires seem to get more attention than steer tires But goodwrench does a great job.	10/2/2026 8:42 PM
11	Tires for long hauling in southern type weather not good for snow	10/2/2026 7:35 PM
12	Snow in unplowed subs	10/2/2026 5:46 PM
13	Link drivers specifically need good tires for every where we drive.	10/2/2026 5:43 PM
14	Inspect all drive tires on all vehicles. Legal doesn't necessarily mean safe	10/2/2026 5:04 PM
15	Window cleaner containers at Hall and Lafranier freeze up. Need to dilute them less or use better wash fluid.	10/2/2026 5:01 PM
16	Last Winter visibility caused by high winds was worse than I have experienced before. Shutting down service for 2+ days was the right call. Safety first!	10/2/2026 4:58 PM
17	All went very well last winter, challenges at start of season but felt safe driving Vans in all weather conditions	10/2/2026 4:21 PM
18	I did get stuck twice last winter. Both were due to snow depth and lack of tire tread. But.. I also should not have driven into those driveways.	10/2/2026 4:02 PM
19	Snow tires on bus	10/2/2026 4:01 PM
20	A lot of snow and ice , wind .	10/2/2026 3:49 PM

Safety Risk Assessment



Improving lives by linking people and communities.

Use this form to assess an identified safety hazard, its potential consequences, and the need for further controls. Attach or reference supporting evidence and any related Job Hazard Analyses.

Assessment information

Field	Entry
Hazard or safety concern	Reduced traction, stopping ability, or directional control while operating BATA vehicles in snow and ice.
Scope and exposure	BATA services operating in winter conditions, generally November through March. This review considers driver experience during the 2025–26 winter season and readiness for the upcoming winter.
Initiated by and date	Executive Director, September 24, 2026, following concerns raised at the Board meeting.
Assessment team	Kurt Braun, Fleet and Facilities; Erik Falcon, Operations; Zach Lentz, Fleet Service Coordinator. Include other Operations representatives as needed for affected services.
Related JHA and records	Winter Vehicle Performance Survey results; staff tire-management information; Fleetio tire and maintenance records identified for follow-up review.
Assessment owner	Kurt Braun, in coordination with Erik Falcon.

Hazard and evidence

Question	Assessment
What could happen?	Reduced traction or control could result in a collision, injury, vehicle damage, a vehicle becoming stuck, or service disruption. A stranded vehicle could also expose riders and employees to cold or unsafe roadside conditions.
What do we know?	The survey received 36 responses. Thirty-one respondents reported winter driving experience, and 28 answered detailed

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	questions. Among those 28, 17 reported becoming stuck, 15 difficulty gaining traction, 13 difficulty stopping, and 13 sliding or loss of steering control. Multiple selections were permitted. Sixteen respondents identified tires or tire condition as a possible contributing factor, while 21 identified snow or ice. Thirteen reported differences between vehicles. Staff report routine tire inspections, Fleetio tracking, vendor consultation, and earlier tire replacement where winter performance warrants it.
What is uncertain?	The survey does not establish how often events occurred, their severity, or whether tires caused them. Vehicle-specific descriptions and written comments were not included in the supplied summary. Tire specifications, conditions at the time of reported events, and relevant incident and maintenance records require comparison. The effectiveness of existing controls has not been established through this initial review.
Existing controls	Staff-reported controls include: • Driver pre-trip and post-trip inspections and scheduled maintenance inspections. • Tire-condition and lifecycle tracking through Fleetio. • Vendor consultation and evaluation of tire products. • Earlier tire replacement when conditions or reported performance warrant it. • Winter weather notifications and driver training. • Alternative vehicle assignment where practical while concerns are evaluated.

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	Onboard traction-assistance supplies identified by staff.
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Probability and severity risk matrix

Probability by severity	Catastrophic	Critical	Marginal	Negligible
Frequent	High	High	High	Medium
Probable	High	High	Medium	Medium
Occasional	High	Medium	Medium	Low
Remote	Medium	Medium	Low	Low
Improbable	Medium	Low	Low	Low

Rate the likelihood and severity of each consequence considering controls already in place. High, Medium, and Low are priority labels, not automatic decisions about whether service may continue.

Risk evaluation and decision

Probability and severity classifications remain pending review of incident records, vehicle-specific concerns, and potential consequences against BATA's risk definitions. Survey responses identify concerns but do not independently establish a risk rating.

Consequence	Existing controls considered	Probability	Severity	Current risk
Collision following loss of traction, stopping ability, or directional control.	Inspections, tire replacement, driver training, weather notifications, and vehicle reassignment.	Not yet established	Not yet established	Requires further evaluation.
Vehicle becomes stuck or unable to continue service, potentially causing service disruption or hazardous exposure.	Inspections, tire selection and replacement, weather notifications, driver training, and traction-assistance supplies.	Not yet established	Not yet established	Requires further evaluation.

Overall current risk: The available evidence warrants targeted follow-up and continued attention to winter readiness. It does not support a final numerical or categorical risk rating.

Maintain existing inspections and reporting practices, promptly evaluate specific safety concerns, and complete the evidence review below. This assessment does not authorize continued operation of a vehicle with an unresolved safety defect.

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Additional controls and action plan

Consider changes that remove or reduce the hazard before relying on training or protective equipment alone. Specify interim measures when action cannot be completed immediately.

Action or interim measure	Owner	Due date	Required completion evidence
Review driver concerns against vehicle records.	Erik Falcon and Zach Lentes	October 23, 2026	An anonymized summary linking available vehicle-specific feedback to incident, road-call, tire, and maintenance records; document findings and unavailable information.
Confirm winter tire suitability and replacement criteria	Kurt Braun and Zach Lentes	October 30, 2026	Tire specifications by vehicle class, vendor recommendations, documented inspection and replacement criteria, and any recommended changes.
Evaluate winter-driving refresher needs	Erik Falcon and Jeff Pataky	October 30, 2026	Documented training decision, planned content and schedule where warranted, and subsequent attendance records.
Update the risk evaluation and management decision	Kurt Braun and Erik Falcon	October 30, 2026	An updated assessment using BATA's risk-matrix categories, supporting rationale, and decisions on any additional controls.

Residual risk and monitoring

Residual risk will be evaluated after additional controls are implemented and their effectiveness can be reviewed. No reduction in risk is assumed solely because an action is planned.

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Monitor winter handling reports, collisions and near misses, stuck-vehicle events, road calls, tire replacements, and vehicle-specific patterns.

Responsible persons: Erik Falcon for operational reports; Zach Lentres for tire and maintenance records; Kurt Braun for coordinating reassessment.

Proposed review schedule: Monthly during winter operations, with prompt reassessment following a serious event, recurring vehicle concern, or evidence that a control is ineffective.

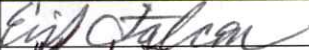
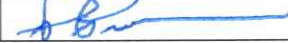
Consequence	New or improved controls in place	Probability	Severity	Residual risk
Collision following loss of traction, stopping ability, or directional control	No additional controls verified as implemented through this review. Existing controls continue; additional actions are pending.	Not yet reassessed	Not yet established; to be evaluated during follow-up.	Not yet determined; no reduction assumed
Vehicle becomes stuck or unable to continue service, potentially causing service disruption or hazardous exposure.	No additional controls verified as implemented through this review. Existing controls continue; additional actions are pending.	Not yet reassessed	Not yet established; to be evaluated during follow-up.	Not yet determined; no reduction assumed

Monitoring measure and source	Responsible person	Review date or trigger
Tire condition, inspections, and replacements—Fleetio	Zach Lentres	Monthly during winter operations
Handling concerns, incidents, near misses, and stuck-vehicle events—Operations records	Erik Falcon	Monthly; promptly following a serious event or recurring concern
Combined findings and effectiveness of controls	Kurt Braun, with Operations	After actions are implemented; when evidence

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		indicates a control is ineffective
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Review and approval

Role	Name	Signature	Date
Verifier	Erik Falcon		10/13/2026
Approver	Kurt Braun		10/13/2026
Authorizer	Patrick Preusser		10/13/2026

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Bay Area Transportation Authority

Board of Directors

BOARD REPORT

Action Item – FY2027 Proposed Capital Budget

Board Meeting Date:	October 19, 2026
Agenda Section:	Action Items 13 a
Presenter:	Patrick Preusser, Executive Director
Estimated Presentation Time:	10 minutes

Background

BATA develops a locally funded capital budget each year to maintain its fleet, facilities, rider amenities, and technology. The Board reviewed the preliminary FY2027 proposal on September 24 and provided feedback on project needs and priorities, including the proposed equipment-storage building at Headquarters.

The revised recommendation totals \$2,638,217, including ongoing projects, new initiatives, and approximately 10% contingency. It defers the storage building, reallocates funding within the new-project budget, and clarifies that some allocations support project development and phased implementation.

Analysis and Considerations

Response to Board Feedback

The Board requested further justification for an additional storage building, noting that storage needs were expected to be accommodated in the new Operations Center. Staff indicated that a separate building had been considered during design and removed to meet the project budget.

In response to the Board's feedback and a review of current priorities, the storage building has been deferred, and its proposed \$100,000 allocation has been reallocated within the revised budget to higher-priority technology and financial management projects. Any future building proposal would include a documented assessment of storage needs, existing space and alternatives, relevant project history, and costs.

Changes from the September Proposal

Ongoing project funding remains unchanged at \$1,502,338. New project funding also remains unchanged at \$896,040, with allocations revised as follows:

- Enterprise Financial Management System Implementation increases from \$50,000 to \$226,040 to replace QuickBooks Online with a system supporting grant accounting, federal and state reporting, budgeting, internal controls, and audit readiness.
- Data platform and business intelligence increases from \$75,000 to \$100,000 for platform development, priority integrations, and initial dashboards.
- Automatic Passenger Counting (APC) System Replacement decreases from \$491,040 to \$250,000. Funding supports evaluation of camera-based and AI-enabled counting technology, integration, accuracy validation, and phased deployment rather than security-camera replacement.
- Real-time passenger information displays decrease from \$180,000 to \$120,000 for phased installation coordinated with vehicle-location technology.
- CAD/AVL replacement is added at \$200,000 to support dispatch coordination, vehicle tracking, service monitoring, and rider information.
- The proposed \$100,000 equipment-storage building is deferred and excluded from the FY2027 recommendation.

These reallocations preserve the overall new-project funding level. Ticket-vending machines and the grounds mower remain excluded.

Continuing Investments and Implementation

The largest continuing allocation is \$1.2 million for seven replacement buses. Other funding supports major vehicle component rehabilitation, bus stop amenities and accessibility improvements, IT infrastructure and systems supporting employee productivity, communication, and engagement, onboard equipment replacement and vehicle upfitting, and completion of the fare collection system.

The financial management system and data platform are the highest-priority new initiatives. APC and CAD/AVL development will be coordinated to address integration needs, followed by passenger displays as supporting systems become ready.

Allocations are preliminary funding allowances, not confirmed full-project costs. Where funding is insufficient for complete implementation, it supports requirements assessment, planning, design, procurement preparation, integration evaluation, and potential pilots or phased deployment. Subsequent phases may require additional funding and applicable approvals.

Staff will refine scopes, validate costs, assess recurring operating expenses, and confirm funding before proceeding. Individual procurements and contracts remain subject to BATA's purchasing requirements and applicable Board approval thresholds.

Financial Impact

The proposed FY2027 locally funded capital budget consists of:

- Ongoing and continuing projects: \$1,502,338
- New projects: \$896,040

- Contingency: \$239,839
- Total: \$2,638,217

Project funding is unchanged from the September proposal. The overall total is \$1 higher due to contingency rounding. The recommendation is \$164,130, or approximately 6.6%, above the FY2026 budget of \$2,474,087.

The budget includes \$87,338 in confirmed carryforward funding to complete the fare collection system project. Funding is expected primarily from BATA's Capital Reserve Fund, supplemented by eligible state and federal funding where available.

Recommended Action

Approve the FY2027 Locally Funded Capital Projects Budget totaling \$2,638,217, as presented in Attachment A, with implementation subject to available funding, scope and cost validation, and applicable procurement and Board approval requirements.

Attachments

- A. FY2027 Proposed Locally Funded Capital Projects Budget
- B. FY2026 Locally Funded Capital Projects Budget

BATA Locally Funded Capital Projects Budget FY2027							
Project #	Project Description	Owner	Asset Category	Request Type	Priority	Useful Life	FY27 Budget
Capital Projects Budget, Ongoing							
27A	Major Vehicle Component Rehabilitation - Perform major repairs and replace critical vehicle components to extend useful life and maintain safe, reliable service.	Facilities & Fleet Maintenance Manager	Vehicle Parts	Contingency	A	3	75,000
27B	Bus Stop Amenities and Accessibility Improvements - Install or replace shelters, benches, signs, and other stop amenities to improve accessibility, rider comfort, wayfinding, and connections to surrounding destinations.	Facilities & Fleet Maintenance Manager	Operating Equipment	Project	A	10	50,000
27C	IT Infrastructure and Equipment Modernization - Replace and upgrade computers, network equipment, and supporting IT systems to improve reliability, security, employee productivity, internal communication, and employee engagement.	IT Manager	Technology	Contingency	A	5	10,000
27D	Onboard Equipment Replacement and Vehicle Upfitting - Equip new vehicles and replace aging onboard equipment, including mobile data terminals, telematics gateways, two-way radios, bike racks, and BATA branding.	IT Manager	Technology	Project	A	5-10	80,000
27E	Replacement Bus Acquisition—Seven Vehicles - Purchase seven replacement buses to renew the fleet, maintain service capacity, and improve reliability.	Facilities & Fleet Maintenance Manager	Vehicles	Project	A	8-14	1,200,000
27G	Fare Collection System Implementation - Implement the new fare collection system, including equipment, software integration, testing, employee training, and rider education to support convenient payment options and fare capping.	Director Communications & Development	Technology	Project	A	7	87,338
Total							1,502,338
Capital Projects Budget, New							
27H	Real-Time Passenger Information Displays - Install digital displays onboard buses, at transit centers, and at selected bus stops to provide real-time arrival information, onboard stop announcements, and service alerts, integrated with BATA's vehicle tracking system.	IT Manager	Technology	Project	C	7	120,000
27I	Data Platform and Business Intelligence Implementation - Evaluate and implement a shared data platform and Power BI reporting solution, including data integration, role-based licensing, internal dashboards, and public-reporting options to support decision-making and organizational transparency.	IT Manager	Technology	Project	A	5	100,000
27J	Automatic Passenger Counting (APC) System Replacement - Replace BATA's automatic passenger counting system to improve the accuracy and reliability of boarding and alighting data. Evaluate camera-based and AI-enabled counting technology, with data integration, accuracy validation, and support for FTA approval for National Transit Database reporting.	IT Manager	Technology	Project	B	7	250,000
27K	Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) System Replacement - Replace BATA's CAD/AVL system to improve dispatch coordination, real-time vehicle tracking, service reliability monitoring, and rider information, with integration into related operational systems.	Facilities & Fleet Maintenance Manager	Technology	Project	B	7	200,000
27L	Enterprise Financial Management System Implementation - Select and implement an enterprise financial management system to replace QuickBooks Online, supporting grant accounting, federal and state reporting, budgeting, internal controls, and audit readiness.	Executive Director	Technology	Project	A	7	226,040
							-
	Project Funding and Phasing: Allocations are preliminary and subject to scope refinement and competitive pricing. Where funding is insufficient for full implementation, it supports project development, including planning, design, procurement preparation, integration evaluation, and potential pilots or phased deployment. Subsequent phases may require additional funding and applicable approvals.						
Total							896,040
Capital Projects Budget, Contingency (10% of budget)				Contingency			239,839
Total	FY2027 Requests						2,638,217

BATA Locally Funded Capital Projects Budget FY2026							
Project #	Project Description	Owner	Asset Category	Request Type	Priority	Useful Life	FY26 Budget
Capital Projects Budget, Ongoing							
26A	Major Vehicle Repairs	Facilities & Fleet Maintenance Manager	Vehicle Parts	Contingency	A	3	\$ 75,000
26B	Annual Shelter, Bench, Signage and Stop Placemaking	Facilities & Fleet Maintenance Manager	Oper Equipmt	Project	A	10	75,000
25B C/O	Annual Shelter, Bench, Signage and Stop Placemaking (Outstanding Invoices From FY2025)	Facilities & Fleet Maintenance Manager	Oper Equipmt	Project	A	10	1,400
26C	General IT	IT Manager	Technology	Contingency	A	6	10,000
26D	Vehicle Technologies (Replacement, e.g. MDTs, Fareboxes, Radios)	Finance Programs & Compliance Management / IT Manager	Technology	Project	A	5-10	150,000
25E C/O	Vehicle Purchases (3 Used Buses) Outfitting C/O	Facilities & Fleet Maintenance Manager	Vehicles	Project	A	8-14	22,561
26E	Vehicle Purchases (6 Buses)	Facilities & Fleet Maintenance Manager	Vehicles	Project	A	8-14	1,500,000
Total							\$ 1,833,961
13303	Hall St Snowmelt Repairs/Upgrades/Repairs (Facility Funds)	Facilities & Fleet Maintenance Manager	Land/Building	Project (ongoing)	A	20	\$ 147,621
Capital Projects Budget, New							
26G	Fare system replacement (Masabi/EZFare)	Director Communications & Development	Technology	Project	A	10	210,209
	Ticketing Vending Machines (Kiosks)	Director Communications & Development	Technology	Project	A	10	150,000
26H	Grounds Mower	Facilities & Fleet Maintenance Manager	Equipment	Project	B	10	15,000
26I	Landscaping, Plant Replacement, Weed Control	Facilities & Fleet Maintenance Manager	Land/Building	Project	A	3-5	30,000
26J	Propane Pump Hardware/Software	Facilities & Fleet Maintenance Manager	Equipment	Project	B	10	10,000
							-
Total							\$ 415,209
Capital Projects Budget, Contingency (10% of budget)				Contingency			\$ 224,917
Total	FY2026 Requests						\$ 2,474,087